



Aviation Investigation Final Report

Location:	Floral City, Florida	Accident Number:	ERA26LA100
Date & Time:	January 29, 2026, 12:30 Local	Registration:	N347BH
Aircraft:	Bell 47G-3B	Aircraft Damage:	Destroyed
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During a solo flight, the student pilot set up an approach to an off-airport landing area. The pilot stated that after he initiated the flare, he applied left anti-torque pedal in preparation for landing. The pilot thought that a gust of wind caught the helicopter’s tail rotor, after which he lost control of the helicopter, which subsequently impacted the terrain. The helicopter was destroyed by a postimpact fire. The pilot reported that there were no preaccident mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot’s loss of helicopter control during landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Yaw control - Not attained/maintained

Factual Information

History of Flight

Landing	Loss of control in flight (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Student	Age:	59, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 8, 2025
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	32.8 hours (Total, all aircraft), 0 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N347BH
Model/Series:	47G-3B NO SERIES	Aircraft Category:	Helicopter
Year of Manufacture:	1962	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2771
Landing Gear Type:	None; Skid	Seats:	3
Date/Type of Last Inspection:	May 19, 2025 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	TVO-435-GIA
Registered Owner:	On file	Rated Power:	280 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	INF,50 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	282°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	16°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Plant City, FL (PCM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.803251,-82.242317(est)

Administrative Information

Investigator In Charge (IIC):	Wait, Dennis
Additional Participating Persons:	Chris Oaks; FAA/FSDO; Tampa, FL
Original Publish Date:	May 14, 2026
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=202364

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).