		NTSB ID: MIA07LA049		Aircraft Registration Number: N819BP	
		Occurrence Date: 02/11/2007		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Placida	State FL	Zip Code 33946	Local Time 1306	Time Zone EST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer McDonnell Douglas		Model/Series 369FF		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***</p> <p>On February 11, 2007, about 1306 eastern standard time, a McDonnell Douglas 369 FF, N819BP, registered to BP Aviation LLC and operated by an individual, crashed into a mangrove area during liftoff from an open field at Placida, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 Code of Federal Regulation Part 91 personal flight. The private-rated pilot received minor injuries and the two passengers were not injured, and the helicopter incurred substantial damage. The flight was originating at the time.</p> <p>The responding Federal Aviation Administration (FAA) inspectors stated that the helicopter landed in an area that was commonly utilized as an overflow parking area for the restaurant parking lot. When the helicopter landed, the area was empty of vehicles. By the time the pilot was ready to depart the overflow parking area was full of vehicles. The pilot had to wait until several vehicles left the area in order to depart. None of the restaurant representatives recalled receiving prior communication of the helicopter's arrival in the parking area for that day.</p> <p>The pilot stated that a preflight and pre-start checklist was completed. During the start up "All the gauges were within normal operating ranges, controls were checked and were normal, and there were no cautions or warnings." The helicopter was brought to a short duration, low stabilized hover with no indications of warnings or cautions. The collective was lifted for the departure. At about 20 feet above the ground, he heard a loud bang. The helicopter snapped to the right and he applied the left pedal, the horizon moved at great speed as the g-force increased. The pilot lowered the collective, decreased the throttle, and used the cyclic control to maneuver away from the congestion. The helicopter crashed into the trees. The engine was shutdown. The pilot and the two passengers evacuated the helicopter.</p> <p>Witnesses stated that white smoke was seen coming out of the tail section before the engine spooled up. Once the helicopter's engine started, the helicopter rose to 30 feet (one witness stated up to 80 feet), before the helicopter went out of control. Another witness reported hearing a big bang noise from the helicopter and something black about a foot long fly off the tail rotor section. Immediately after this the helicopter started spinning uncontrollable clockwise before descending and impacting into trees.</p> <p>A post recovery wreckage examination was conducted by an FAA inspector and representatives from the Boeing Company and Rolls-Royce Engines. Examination of the tailrotor assembly mounted on the tailboom showed that the tail rotor control rod attaching to the tailrotor bellcrank was broken off. Approximately 2 inches of the clevis end of the bellcrank was missing. Neither of the sections was recovered. The fractured bellcrank and control rod were sent to the National Transportation Safety Board, Materials Laboratory, for examination. The examination revealed the fractured bellcrank and control rod had fracture surfaces consistent with bending overload.</p>					
FACTUAL REPORT - AVIATION					
					Page 1

National Transportation Safety Board

**FACTUAL REPORT
AVIATION**




NTSB ID: MIA07LA049


Occurrence Date: 02/11/2007

Occurrence Type: Accident

Narrative (Continued)

The examination of the remainder of the flight control system, helicopter structure and engine revealed no evidence of preimpact mechanic failure or malfunction.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: MIA07LA049			
		Occurrence Date: 02/11/2007			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: Unknown					
VFR Approach/Landing: Unknown					
Aircraft Information					
Aircraft Manufacturer McDonnell Douglas		Model/Series 369FF		Serial Number 0058FF	
Airworthiness Certificate(s): Normal					
Landing Gear Type: High Skid					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt. 3100 LBS	Number of Engines: 1		
Engine Type: Turbo Shaft	Engine Manufacturer: Rolls-Royce	Model/Series: 250-L30	Rated Power: 425 HP		
- Aircraft Inspection Information					
Type of Last Inspection 100 Hour	Date of Last Inspection 10/2006	Time Since Last Inspection 24 Hours	Airframe Total Time 1853.7 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner B. P. Aviation LLC		Street Address 3001 W Bay Villa Ave			
		City Tampa	State FL	Zip Code 33611	
Operator of Aircraft B. P. Aviation LLC		Street Address			
		City	State FL	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: MIA07LA049
	Occurrence Date: 02/11/2007
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 64
-----------------	-----------------	------------------	--------------------------	-----------

Sex: M	Seat Occupied: Left	Occupational Pilot?	Certificate Number: On File
--------	---------------------	---------------------	-----------------------------

Certificate(s): Private

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): None

Instructor Rating(s): None

Current Biennial Flight Review? 02/2007

Medical Cert.: Class 3	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 09/2005
------------------------	--	------------------------------------

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	466	6	215		7			385		
Pilot In Command(PIC)	409	6	215		7			385		
Instructor										
Instruction Received										
Last 90 Days	6	6								
Last 30 Days	6	6								
Last 24 Hours	2	2								

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
--------------------	----------------------------	--------------------------	------------------

Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point Same as Accident/Incident Location	State	Airport Identifier	Departure Time 1306	Time Zone EST
---	-------	--------------------	------------------------	------------------

Destination Tampa	State FL	Airport Identifier KTPF		
----------------------	-------------	----------------------------	--	--


Type of Clearance: None

Type of Airspace:

Weather Information

UAT C/S Source of Wx Information:


Internet; TV/Radio Weather

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: MIA07LA049
	Occurrence Date: 02/11/2007
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
PGD	1253	EST	26 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.20 "Hg
Temperature: 22 °C	Dew Point: 9 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: Variable		Wind Speed: 5	Wind Gusts:		
Visibility (RVR): Ft.	Visibility (RVV)	SM			
Precip and/or Obscuration: No Obscuration; No Precipitation					

Accident Information		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				2	2
- TOTAL ABOARD -			1	2	3
Other Ground					
- GRAND TOTAL -			1	2	3

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: MIA07LA049	
	Occurrence Date: 02/11/2007	
	Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)

Jose Obregon

Additional Persons Participating in This Accident/Incident Investigation:

Linda M Nevin
FAA FSDO
Tampa, FL.,

Bob Ketchum
Rolls-Royce
Indianapolis, IN

Adrian Booth
Boeing
Mesa, AZ