



Aviation Investigation Factual Report

Location:	Lexington, Nebraska	Accident Number:	CEN24LA368
Date & Time:	September 25, 2024, 18:20 Local	Registration:	N92PH
Aircraft:	Bell 206	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	June 17, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 7, 2023
Flight Time:	(Estimated) 13075 hours (Total, all aircraft), 6000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N92PH
Model/Series:	206 B	Aircraft Category:	Helicopter
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	3402
Landing Gear Type:	High skid	Seats:	5
Date/Type of Last Inspection:	August 26, 2024 100 hour	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	57.7 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	as of last inspection	Engine Manufacturer:	Rolls-Royce (Allison)
ELT:	Not installed	Engine Model/Series:	250-C20B
Registered Owner:	PROVINE HELICOPTER SERVICE INC	Rated Power:	420 Horsepower
Operator:	PROVINE HELICOPTER SERVICE INC	Operating Certificate(s) Held:	Agricultural aircraft (137)
Operator Does Business As:	PROVINE HELICOPTER SERVICE INC	Operator Designator Code:	1UXH

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLXN,2413 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	18:35 Local	Direction from Accident Site:	79°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	27°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lexington, NE	Type of Flight Plan Filed:	None
Destination:	Lexington, NE	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	40.774919,-99.844417(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Steven Helmandollar; FAA FSDO; Lincoln, NE
Report Date:	
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=195203

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](#).