



Aviation Investigation Final Report

Location:	Homer, Alaska	Accident Number:	ANC20CA070
Date & Time:	July 16, 2020, 15:14 Local	Registration:	N1432D
Aircraft:	Bell 206L-1	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 133: Rotorcraft ext. load		

Analysis

The pilot reported that, during maneuvering for external load operations to a boat, the helicopter suddenly began to shake violently. He immediately realized the helicopter had struck the boat with the main rotor blades; he jettisoned the 50 ft longline, the skid-based emergency flotation system was activated, and the helicopter landed on the water without further incident.

A post-accident examination revealed that the helicopter had struck the boat's mast and sustained substantial damage to the two main rotor blades.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

The pilot further added, he should have measured the boat mast height prior to operation instead of visually estimating the height and instead used a 100 ft long-line.

Probable Cause and Findings

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

The pilot's failure to see and avoid the boat's mast, which resulted in a main rotor blade strike. Contributing to the accident was the pilot's inadequate preflight planning by not having the boat's mast measured.

Findings

Personnel issues	Task monitoring/vigilance - Pilot
Personnel issues	(general) - Pilot
Environmental issues	Tower/antenna (incl guy wires) - Effect on operation

Factual Information

History of Flight

Maneuvering-hover	External load event (Rotorcraft)
Maneuvering-hover	Controlled flight into terr/obj (CFIT) (Defining event)
Maneuvering-hover	Off-field or emergency landing

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	68, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Helicopter; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 1, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 20, 2019
Flight Time:	(Estimated) 26995 hours (Total, all aircraft), 521 hours (Total, this make and model), 26769 hours (Pilot In Command, all aircraft), 117 hours (Last 90 days, all aircraft), 61 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N1432D
Model/Series:	206L-1	Aircraft Category:	Helicopter
Year of Manufacture:	1982	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	45741
Landing Gear Type:	Float; High skid	Seats:	7
Date/Type of Last Inspection:	May 1, 2020 100 hour	Certified Max Gross Wt.:	4150 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	21432.5 Hrs at time of accident	Engine Manufacturer:	Rolls Royce Allison
ELT:	C126 installed, not activated	Engine Model/Series:	250-C30P
Registered Owner:	Heliotrope Corp	Rated Power:	650 Horsepower
Operator:	EGLI AIR HAUL INC	Operating Certificate(s) Held:	Rotorcraft external load (133)
Operator Does Business As:		Operator Designator Code:	HRPL

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PASO,29 ft msl	Distance from Accident Site:	56 Nautical Miles
Observation Time:	22:53 Local	Direction from Accident Site:	87°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.73 inches Hg	Temperature/Dew Point:	22°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Augustine Islan, AK (N/A)	Type of Flight Plan Filed:	Company VFR
Destination:	Homer, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	59.400001,-153.516662(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Anthony Mattingly; FAA; Anchorage, AK
Original Publish Date:	August 20, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101627

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