



# Aviation Investigation Final Report

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<b>Location:</b>	Lake Apopka, Florida	<b>Accident Number:</b>	ERA22LA206
<b>Date &amp; Time:</b>	April 26, 2022, 07:16 Local	<b>Registration:</b>	N206BX
<b>Aircraft:</b>	Bell 206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

The pilot of the helicopter departed the landing zone to conduct an aerial application flight over a lake. He stated that he established course on his spray line but “lost sight of everything looking forward due to the glare off the water and the sun position.” He recalled having no depth perception when he looked down at the water and could not recall the helicopter impacting the water but recalled a momentary shudder followed by the helicopter coming to rest inverted. The helicopter’s fuselage, main and tail rotor blades were substantially damaged during the impact. The pilot reported that there were no preimpact mechanical malfunctions or failures of 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:

A collision with water following a loss of visual reference to the water surface due to sun glare.

## Findings

<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Environmental issues</b>	Glare - Effect on personnel
<b>Personnel issues</b>	Visual illusion/disorientation - Pilot

## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 11, 2021
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 22, 2022
<b>Flight Time:</b>	10725 hours (Total, all aircraft), 3087 hours (Total, this make and model), 6777 hours (Pilot In Command, all aircraft), 148 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N206BX
<b>Model/Series:</b>	206 B	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	1979	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Restricted (Special)	<b>Serial Number:</b>	2872
<b>Landing Gear Type:</b>	None; High skid	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	February 1, 2022 Annual	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	21 Hrs	<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	12575 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rolls Royce
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	M250C20B
<b>Registered Owner:</b>	COASTAL HELICOPTERS INC	<b>Rated Power:</b>	420 Horsepower
<b>Operator:</b>	COASTAL AIR SERVICE, INC	<b>Operating Certificate(s) Held:</b>	Agricultural aircraft (137)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	C33G

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ORL,112 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	07:53 Local	<b>Direction from Accident Site:</b>	93°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.15 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lake Apopka, FL	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lake Apopka, FL	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	28.562433,-81.66275(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wentz, Peter
<b>Additional Participating Persons:</b>	John Breen; FAA - FSDO; Orlando, FL
<b>Original Publish Date:</b>	October 13, 2022
<b>Last Revision Date:</b>	November 25, 2024
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=105003">https://data.ntsb.gov/Docket?ProjectID=105003</a>

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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](#).