



# Aviation Investigation Final Report

<b>Location:</b>	JAY, Florida	<b>Accident Number:</b>	MIA89LA202
<b>Date &amp; Time:</b>	July 19, 1989, 20:12 Local	<b>Registration:</b>	N65212
<b>Aircraft:</b>	BELL TH-13T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

DURING AN AERIAL APPLICATION FLIGHT AT DUSK, THE HELICOPTER COLLIDED WITH A POWER LINE AS THE PILOT WAS MAKING A SWATH RUN. AFTER HITTING THE POWER LINE, THE HELICOPTER ROLLED LEFT, ENTERED A DESCENT & CRASHED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PLANNING/DECISION BY THE PILOT AND HIS FAILURE TO MAINTAIN CLEARANCE FROM THE POWER LINE. CONTRIBUTING FACTORS WERE: LIGHT CONDITIONS AT DUSK, TRANSMISSION (POWER) LINES, AND THE PILOT'S LACK OF VISUAL CUES (VISUAL PERCEPTION) AT DUSK.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

### Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DUSK
3. VISUAL LOOKOUT - INADEQUATE
4. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. (F) OBJECT - WIRE, TRANSMISSION
6. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 16, 1988
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1200 hours (Total, all aircraft), 1200 hours (Total, this make and model), 1159 hours (Pilot In Command, all aircraft), 350 hours (Last 90 days, all aircraft), 150 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N65212
<b>Model/Series:</b>	TH-13T TH-13T	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	3613
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-425-A1F
<b>Registered Owner:</b>	MICHAEL C STEWART	<b>Rated Power:</b>	265 Horsepower
<b>Operator:</b>	STEWART, MICHAEL	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	PNS ,121 ft msl	<b>Distance from Accident Site:</b>	30 Nautical Miles
<b>Observation Time:</b>	19:50 Local	<b>Direction from Accident Site:</b>	190°
<b>Lowest Cloud Condition:</b>	Scattered / 2500 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	20:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	30.949779,-87.149604(est)

## Administrative Information

**Investigator In Charge (IIC):** Kennedy, Jeffrey

**Additional Participating Persons:**

**Original Publish Date:** June 18, 1990

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=32465>

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