



# Aviation Investigation Final Report

<b>Location:</b>	SHELL KNOB, Missouri	<b>Accident Number:</b>	MKC90LA124
<b>Date &amp; Time:</b>	June 11, 1990, 16:30 Local	<b>Registration:</b>	N7089J
<b>Aircraft:</b>	BELL B47G-5	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

WHILE TAKING AERIAL PHOTOS OF A BOAT ON A LAKE, THE COMMERCIAL PILOT SAID THAT HE WAS BLINDED BY THE SUN AND INADVERTENTLY COLLIDED WITH UNMARKED POWER LINES. THE PILOT WAS ABLE TO FLY THE DAMAGED HELICOPTER TO NEARBY LEVEL TERRAIN AND LAND. ADDITIONAL DAMAGE OCCURRED TO THE AIRFRAME DURING THE SHUT DOWN, DUE TO IMBALANCE OF THE MAIN ROTOR.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: VISUAL OUTLOOK NOT MAINTAINED BY THE PILOT IN COMMAND.

## Findings

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

### Findings

1. (F) LIGHT CONDITION - SUNGLARE
  2. (F) OBJECT - WIRE, STATIC
  3. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: MISCELLANEOUS/OTHER  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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Occurrence #3: MISCELLANEOUS/OTHER  
Phase of Operation: LANDING

Findings

4. (F) ROTOR SYSTEM,MAIN ROTOR BLADE - VIBRATION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Helicopter; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 1, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4372 hours (Total, all aircraft), 685 hours (Total, this make and model), 4158 hours (Pilot In Command, all aircraft), 229 hours (Last 90 days, all aircraft), 57 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N7089J
<b>Model/Series:</b>	B47G-5 B47G-5	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	25032
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2850 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<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>	VO-435-B1A
<b>Registered Owner:</b>	UNKNOWN	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	NEODESHA HELICOPTERS FLYING	<b>Operating Certificate(s) Held:</b>	None
<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>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SHELL KNOB , MO (NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	NONE	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	900 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<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>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	36.630462,-93.629791(est)

## Administrative Information

**Investigator In Charge (IIC):** Hruban, John

**Additional Participating Persons:** BOB ARNSPHERGER;

**Original Publish Date:** September 15, 1992

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=34995>

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