



Aviation Investigation Final Report

Location:	LAPWAI, Idaho	Accident Number:	SEA86LA106
Date & Time:	April 18, 1986, 14:55 Local	Registration:	N1371X
Aircraft:	BELL 47G-3B1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE HELICOPTER ROTOR MAST STRUCK POWERLINES AT AN ALT OF 12 FT AGL DURING AN AERIAL APPLICATION FLT. THE PLT REPORTED SHE INADVERTENTLY MISSED SEEING THE POWERLINES WHEN SHE MADE HER SURVEY OF THE TERRAIN PRIOR TO THIS FLT. THE HELICOPTERDESCENDED AND CONTACTED THE TERRAIN IN A NOSE LOW ATTITUDE AFTER STRIKING THE LINES.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
2. (F) OBJECT - WIRE, TRANSMISSION
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 12, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5697 hours (Total, all aircraft), 985 hours (Total, this make and model), 5558 hours (Pilot In Command, all aircraft), 69 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N1371X
Model/Series:	47G-3B1 47G-3B1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	6574
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	February 24, 1986 100 hour	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	66 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4963 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TVO-435-B1A
Registered Owner:	EBERT AIR SERVICE	Rated Power:	270 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KAMIAH , ID	Type of Flight Plan Filed:	None
Destination:	LAPWAI , ID	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

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:	46.320911,-116.779998(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	BOB NORTON; SEATTLE , WA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40389

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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](#).