



# Aviation Investigation Final Report

<b>Location:</b>	Swifton, Arkansas	<b>Accident Number:</b>	DFW05CA235
<b>Date &amp; Time:</b>	September 10, 2005, 16:40 Local	<b>Registration:</b>	N862Z
<b>Aircraft:</b>	Bell 47G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The 160-hour student pilot struck 4 electrical transmission lines while flying west bound at a low altitude. He stated in the NTSB Form 6120.1/2, that he was headed west into the afternoon sun and did not see the power lines located along a gravel road with a tree line running north and south. The helicopter impacted the ground approximately 140 feet after contacting the wires, rolled and came to rest approximately 300 feet from the initial point of contact. The pilot unfastened his seat belt and egressed without difficulty. His passenger had problems unfastening his seatbelt and the pilot returned to the helicopter to assist the trapped passenger. Weather at the time of the accident was reported as scattered clouds at 5,500 feet, winds from 130 degrees at 5 knots, temperature of 90 degrees Fahrenheit, and altimeter 30.05 inches of Mercury.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance with the power lines. A contributing factor was sun glare.

## Findings

---

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CRUISE

### Findings

1. OBJECT - WIRE, TRANSMISSION
2. (F) LIGHT CONDITION - SUNGLARE
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - UNCONTROLLED

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

4. TERRAIN CONDITION - GROUND

## Factual Information

This report is based on information received by the NTSB. Additional details may be found in the NTSB's public docket for this case. For further information, please contact the NTSB Office of Public Inquiries.

### Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	16, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<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 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 1, 2004
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	157 hours (Total, all aircraft), 107 hours (Total, this make and model), 113 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N862Z
<b>Model/Series:</b>	47G	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	C-5002
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 1, 2005 Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>	20 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3029.5 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Franklin
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	0-335-50
<b>Registered Owner:</b>	Sisson and Wood Farms, Inc.	<b>Rated Power:</b>	210 Horsepower
<b>Operator:</b>	Sissom and Woods Farms, Inc	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Sissom and Woods Farms, Inc	<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>	KJBR	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 5500 ft AGL	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	32°C / 18°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Walnut Ridge Re, AR (ARG )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:45 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	35.820346,-91.120666(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gamble, William
<b>Additional Participating Persons:</b>	David Hall; Little Rock, Arkansas
<b>Original Publish Date:</b>	January 31, 2006
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=62441">https://data.nts.gov/Docket?ProjectID=62441</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).