



Aviation Investigation Final Report

Location:	Davenport, Virginia	Accident Number:	NYC07CA072
Date & Time:	March 8, 2007, 16:30 Local	Registration:	N226RW
Aircraft:	Sud Aviation SE3130 Alouette II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

The pilot was flying pipeline patrol in a helicopter, while the copilot monitored the pipeline on a laptop computer. During the patrol, the laptop computer malfunctioned, and the pilot landed in a field while the copilot attempted to repair the laptop computer. After the laptop computer was repaired, the pilot hover taxied to the end of the field, and began a takeoff run. During the takeoff run, at an altitude of 40 feet and airspeed of 30 to 40 knots, the helicopter struck utility wires. The helicopter subsequently impacted a field and came to rest on its right side. The pilot did not report any preimpact mechanical malfunctions with the helicopter.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate visual lookout, which resulted in an in flight collision with utility wires during takeoff, and a subsequent impact with terrain.

Findings

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

Findings

1. OBJECT - WIRE,STATIC
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

The pilot of an Alouette II helicopter stated that he was flying a pipeline patrol, while the copilot monitored the pipeline on a laptop computer. During the patrol, the laptop computer malfunctioned, and the pilot landed in a field while the copilot attempted to repair the laptop computer. After the laptop computer was repaired, the pilot hover taxied to the end of the field, and began a takeoff run. During the takeoff run, at an altitude of 40 feet and airspeed of 30 to 40 knots, the helicopter struck utility wires. The helicopter subsequently impacted a field and came to rest on its right side. During the impact, the helicopter sustained substantial damage. The pilot did not report any preimpact mechanical malfunctions with the helicopter.

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	March 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	595 hours (Total, all aircraft), 270 hours (Total, this make and model), 505 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Sud Aviation	Registration:	N226RW
Model/Series:	SE3130 Alouette II	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1868
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	Turbomeca
ELT:		Engine Model/Series:	Artouste II
Registered Owner:	Mikes Contracting LLC	Rated Power:	
Operator:	Marpat Aviation	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LNP,2684 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	16:40 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	16°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Richlands, VA (6V3)	Type of Flight Plan Filed:	None
Destination:	Wise, VA (LNP)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	37.277778,-82.388885

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	David Green; FAA/FSDO; Charleston, WV
Original Publish Date:	May 29, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=65394

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