



Aviation Investigation Final Report

Location:	WRIGHTSVILLE, North Carolina	Incident Number:	ATL86LMG07
Date & Time:	May 8, 1986, 11:15 Local	Registration:	N158HP
Aircraft:	BELL UH-1B	Aircraft Damage:	Minor
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

THE PLT REPORTED THAT HE WAS ABOUT TO DESCEND FROM A HIGH HOVER TO LAND IN AN OPEN FIELD ADJACENT TO A HOTEL PARKING LOT WHEN THE TIPS OF BOTH MAIN ROTOR BLADES CONTACTED A LIGHT POLE. THE PLT MANEUVERED AWAY FROM THE POLE AND LANDED IN THE OPEN FIELD. SEVERAL AUTOMOBILES IN THE PARKING LOT SUSTAINED MINOR DAMAGE FROM FLYING DEBRIS.

Probable Cause and Findings

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

Findings

Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation: HOVER

Findings

1. OBJECT - UTILITY POLE
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 8, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7000 hours (Total, all aircraft), 1359 hours (Total, this make and model), 6800 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N158HP
Model/Series:	UH-1B UH-1B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	401(62-1881)
Landing Gear Type:	Skid	Seats:	6
Date/Type of Last Inspection:	September 9, 1985 Annual	Certified Max Gross Wt.:	9500 lbs
Time Since Last Inspection:	241 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	6340 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	T53-L-11D
Registered Owner:	SOUTHERN AERO CORP.	Rated Power:	1100 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	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 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:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	34.230537,-77.799133(est)

Administrative Information

Investigator In Charge (IIC): Simmons, Robert

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=7212>

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](#).