



Aviation Investigation Final Report

Location:	CENTRE, Alabama	Accident Number:	ATL92LA131
Date & Time:	June 25, 1992, 14:30 Local	Registration:	N68632
Aircraft:	BELL 47D1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AG PILOT WAS SPRAYING COTTON FOR BOLL WEEVIL ERADICATION. HE SURVEYED THE FIELD AND SET UP FOR HIS FIRST PASS. WHILE ON THE PASS, THE HELICOPTER COLLIDED WITH A SINGLE WIRE STRUNG NEAR THE CORNER OF THE FIELD. THE PILOT LOST CONTROL OF THE HELICOPTER, AND IT CRASHED ON THE COTTON FIELD. THE PILOT STATED THAT HE DID NOT SEE THE WIRE DURING HIS INITIAL SURVEY OF THE FIELD. HE REPORTED NO MECHANICAL PROBLEMS 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, RESULTING IN A COLLISION WITH A WIRE.

Findings

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

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

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

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	49, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 5, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9881 hours (Total, all aircraft), 350 hours (Total, this make and model), 9643 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N68632
Model/Series:	47D1 47D1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	WH5003
Landing Gear Type:	Skid	Seats:	1
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	78 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	VO-435
Registered Owner:	AVICO, INC.	Rated Power:	250 Horsepower
Operator:	HOPPE, DENNIS	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:	CKL ,251 ft msl	Distance from Accident Site:	90 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CENTRE , AL (A04)	Type of Flight Plan Filed:	None
Destination:	CENTRE , AL (A04)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	34.149349,-85.669281(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	MIKE MORGAN; BIRMINGHAM , AL
Original Publish Date:	March 12, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8623

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](#).