



National Transportation Safety Board Aviation Accident Final Report

Location:	PETERSON, Alabama	Accident Number:	ATL86FA156
Date & Time:	June 2, 1986, 18:15 Local	Registration:	N114BH
Aircraft:	MBB BO-105C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Unspecified)		

Analysis

THE EMS HELICOPTER WAS HEARD AND OBSERVED AS IT FLEW AT LOW ALTITUDE DOWN THE RIVER. A WITNESS SAW IT DIP DOWN THEN ATTEMPT TO CLIMB JUST PRIOR TO THE COLLISION WITH POWER LINES ACROSS THE RIVER. THE HELICOPTER BROKE THE WIRES BUT WAS STOPPED AND CAME APART AS IT FELL INTO THE RIVER. THE SUN WAS LOW ON THE HORIZON AND THE AIRCRAFT WAS FLYING GENERALLY SOUTHWEST. THE COLLISION OCCURRED APPROXIMATELY 2500 FEET BELOW THE MAXIMUM ELEVATION FIGURES FOR TERRAIN AND OBSTRUCTIONS IN THE QUADRANGLE THE AIRCRAFT WAS FLYING THROUGH. REPORTEDLY LOW LEVEL FLIGHTS HAD BEEN PERFORMED ON PREVIOUS OCCASIONS AND HAD BEEN DESCRIBED AS FUN BY ONE OF THE PASSENGERS.

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

Findings

1. OBJECT - WIRE, TRANSMISSION
2. (F) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

- 5. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
- 6. (C) LOW PASS - INTENTIONAL - PILOT IN COMMAND
- 7. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	28, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Helicopter	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 1, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1519 hours (Total, all aircraft), 302 hours (Total, this make and model), 48 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MBB	Registration:	N114BH
Model/Series:	BO-105C BO-105C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	S-114
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	April 25, 1986 100 hour	Certified Max Gross Wt.:	5071 lbs
Time Since Last Inspection:	39 Hrs	Engines:	2 Turbo shaft
Airframe Total Time:	6420 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C20
Registered Owner:		Rated Power:	400 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	[EMS]	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TCL ,170 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	17:50 Local	Direction from Accident Site:	220°
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 21° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BIRMINGHAM , AL (BHM)	Type of Flight Plan Filed:	VFR
Destination:	JACKSON , MS	Type of Clearance:	VFR
Departure Time:	17:40 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 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Fouts, Charles
Additional Participating Persons:	ROBERT L LE MASTER; BIRMINGHAM , AL MIKE STANBERRY; ST. SHREVEPORT , LA
Original Publish Date:	
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=6946

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).