



National Transportation Safety Board

Aviation Accident Data Summary

Location:	FLOWER MOUND, TX	Accident Number:	FTW95FA151
Date & Time:	04/01/1995, 2130 CST	Registration:	N701EC
Aircraft:	BELL 206L-1	Injuries:	1 Fatal, 2 Serious, 4 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WITH WINDS FROM THE SOUTH AT 10-15 KNOTS, THE HELICOPTER DEPARTED TO THE NORTH, AND THE PILOT HAD DIFFICULTY MAINTAINING THE HELICOPTER IN A CLIMB ATTITUDE. DURING A RIGHT TURN TO AVOID TREES AND HOUSES, THE PILOT OBSERVED WIRES, AND CLIMBED IN AN ATTEMPT TO CLEAR THE WIRES. HOWEVER, THE TOP WIRE WAS STRUCK BY THE BOTTOM AFT PORTION OF THE LEFT SKID. DURING THE NIGHT PRECAUTIONARY LANDING TO A LARGE FIELD THE PILOT DETERMINED HE HAD 'STABILIZED' THE HELICOPTER ON AN EAST HEADING AND FORWARD MOVEMENT WAS STOPPED. DURING THE TOUCHDOWN WITH LATERAL MOVEMENT, THE HELICOPTER ROLLED OVER AND CAME TO REST ON ITS RIGHT SIDE. THE HELICOPTER WAS AT AN ESTIMATED GROSS WEIGHT OF 4,120 POUNDS AT THE TIME OF THE ACCIDENT. MAXIMUM ALLOWABLE GROSS WEIGHT WAS 4,150 POUNDS. THE PILOT'S CURRENCY FOR CARRYING PASSENGERS AT NIGHT EXPIRED ON MARCH 11, 1995. A SUCCESSFUL ENGINE RUN WAS ACCOMPLISHED IN A TEST CELL AFTER THE ACCIDENT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER WIND EVALUATION, AND IMPROPER TOUCHDOWN PROCEDURE, RESULTING IN DYNAMIC ROLLOVER OF THE HELICOPTER. FACTORS WERE THE TAILWIND, DARK NIGHT, AND THE LACK OF RECENT EXPERIENCE AT NIGHT.

Findings

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

Findings

1. OBJECT - WIRE, TRANSMISSION
 2. (F) WEATHER CONDITION - TAILWIND
 3. (F) LIGHT CONDITION - DARK NIGHT
 4. (F) LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 5. (C) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: ROLL OVER
Phase of Operation: EMERGENCY LANDING

Findings

6. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

- 7. (C) TOUCHDOWN - IMPROPER - PILOT IN COMMAND
- 8. DYNAMIC ROLLOVER - INADVERTENT - PILOT IN COMMAND

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	6139 hours (Total, all aircraft), 629 hours (Total, this make and model), 6009 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N701EC
Model/Series:	206L-1 206L-1	Engines:	1 Turbo Shaft
Operator:	RIMMER, ROY T.	Engine Manufacturer:	ALLISON
Operating Certificate(s) Held:	None	Engine Model/Series:	205-C28
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DFW, 603 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 210°
Temperature:	16° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	DALLAS, TX (DAL)

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal, 2 Serious, 3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): DOUGLAS D WIGINGTON

Adopted Date: 10/19/1995

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.