



National Transportation Safety Board Aviation Accident Final Report

Location:	IAEGER, WV	Accident Number:	BF091DOA01
Date & Time:	07/01/1991, 1130 EDT	Registration:	N91348
Aircraft:	BELL UH-1B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT WAS DOING AN AERIAL SPRAY OF A WOODED AREA WHEN THE LOW RPM WARNING SOUNDED. HE THEN NOTICED THE ROTOR/ENGINE RPM READING WAS DECREASING RAPIDLY. THE PILOT DID AN AUTOROTATION DESCENT. DURING THE LANDING THE ACFT STRUCK TREES AND THEN IMPACTED THE GROUND. THE ACFT CAME TO REST ON ITS LEFT SIDE. THE EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MECHANICAL MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS, WHILE OPERATING OVER UNSUITABLE TERRAIN.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

2. OBJECT - TREE(S)

3. TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	25, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/31/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	420 hours (Total, all aircraft), 280 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N91348
Model/Series:	UH-1B UH-1B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	60-3588
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	06/01/1991, 100 Hour	Certified Max Gross Wt.:	8500 lbs
Time Since Last Inspection:	26 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	5569 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	T53-L-11-D
Registered Owner:	RANGER HELICOPTER SERVICE, INC	Rated Power:	1100 hp
Operator:	RANGER HELICOPTER SERVICE, INC	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	KWRG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	WELC, 1980 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1100 EDT	Direction from Accident Site:	110°
Lowest Cloud Condition:	Unknown / 6 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 1900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25° C / -17° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1115 EDT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Kenneth R Leighton	Report Date:	03/31/1993
Additional Participating Persons:			
Publish Date:			
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/ .		

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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](#).