



National Transportation Safety Board Aviation Accident Data Summary

Location:	IAEGER, WV	Accident Number:	BFO91DOA01
Date & Time:	07/01/1991, 1130 EDT	Registration:	N91348
Aircraft:	BELL UH-1B	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

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

Pilot Information

Certificate:	Commercial	Age:	25
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
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	Engines:	1 Turbo Shaft
Operator:	RANGER HELICOPTER SERVICE, INC	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	T53-L-11-D
Flight Conducted Under:	Part 137: Agricultural		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	WELC, 1980 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 1900 ft agl	Wind Speed/Gusts, Direction:	Light and Variable / , 250°
Temperature:	25° C	Visibility	5 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:		Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Kenneth R Leighton

Adopted Date: 03/31/1993

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.