



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CANTON, MS	<b>Accident Number:</b>	MIA00LA257
<b>Date &amp; Time:</b>	09/01/2000, 0935 CDT	<b>Registration:</b>	N53SP
<b>Aircraft:</b>	Bell 47G-3B-1	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

The pilot stated he had a wire strike which he believes led to an in-flight fire. He landed the helicopter upright and fire consumed 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 which resulted in the helicopter colliding with power lines, catching fire, and being consumed by fire after landing.

## Findings

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

### Findings

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

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Occurrence #2: FIRE  
Phase of Operation: EMERGENCY DESCENT/LANDING

## Factual Information

On September 1, 2000, about 0935 central daylight time, a Bell 47G-3B-1, N53SP, registered to an individual, crashed while on a Title 14 CFR Part 137 aerial application flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The helicopter received substantial damage and the commercial-rated pilot received serious injuries. The flight originated from the local area about 0900.

The pilot stated he had a wire strike which he believes led to an in-flight fire. The helicopter was subsequently landed standing upright. By this time the helicopter was engulfed in flames. He exited the helicopter and watched it burn.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/14/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2412 hours (Total, all aircraft), 1210 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N53SP
<b>Model/Series:</b>	47G-3B-1 47G-3B-1	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted; Normal	<b>Serial Number:</b>	67-17111
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	05/05/2000, Annual	<b>Certified Max Gross Wt.:</b>	2850 lbs
<b>Time Since Last Inspection:</b>	200 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7792 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	VO-435-A1F
<b>Registered Owner:</b>	DANNY L. TURNER	<b>Rated Power:</b>	270 hp
<b>Operator:</b>	VALLEY AIR, INC.	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	ZORG

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JAN, 346 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	0954 CDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 21° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0900 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY	Report Date:	05/17/2001
Additional Participating Persons:	DOUGLAS B SMYLY; JACKSON, MS		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).