



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LOXAHATCHEE, FL	<b>Accident Number:</b>	MIA90LA023
<b>Date &amp; Time:</b>	11/02/1989, 0930 EST	<b>Registration:</b>	N93067
<b>Aircraft:</b>	BELL 47D1	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

THE PLT RPRTD THAT AFTER COMPLETING A SWATH RUN, HE 'PULLED UP AND HELD BACK LONGER TO CLEAR TREES AT THE END OF THE FIELD.' THE HELICOPTER LOST AIRSPEED FASTER THAN THE PLT REALIZED. HE STATED THAT AT THE TOP OF THE TURN, THE HELICOPTER FELT LIKE IT WOULD SLIDE BACKWARDS, SO HE PUSHED THE CYCLIC FORWARD, APPLIED FULL POWER & TRIED TO FLY OUT OF THE SITUATION. HOWEVER, THE HELICOPTER CONTD TO DESCEND. SUBSEQUENTLY, IT IMPACTED WITH TREES & WAS DAMAGED.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN ROTOR RPM AFTER PULLING UP FROM A SWATH RUN. A RELATED FACTOR WAS THE PRESENCE OF TREES.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

### Findings

1. PULL-UP - PERFORMED
2. (C) ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

4. (F) OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	27
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	370 hours (Total, all aircraft), 70 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N93067
<b>Model/Series:</b>	47D1 47D1	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	UNKNOWN	<b>Engine Manufacturer:</b>	FRANKLIN
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	6V4
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	1 knots / , 315°
<b>Temperature:</b>	-18° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	TIMOTHY W MONVILLE	<b>Adopted Date:</b>	12/10/1990
<b>Investigation Docket:</b>	NTSB accident and incident docket 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:pubinq@ntsb.gov">pubinq@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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