



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	PETERSON, AL	<b>Accident Number:</b>	ATL86FA156
<b>Date &amp; Time:</b>	06/02/1986, 1815 CDT	<b>Registration:</b>	N114BH
<b>Aircraft:</b>	MBB BO-105C	<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled - Air Medical (Unspecified)		

## Analysis

THE EMS HELICOPTER WAS HEARD AND OBSERVED AS IT FLEW AT LOW ALTITUDE DOWN THE RIVER. A WITNESS SAW IT DIP DOWN THEN ATTEMPT TO CLIMB JUST PRIOR TO THE COLLISION WITH POWER LINES ACROSS THE RIVER. THE HELICOPTER BROKE THE WIRES BUT WAS STOPPED AND CAME APART AS IT FELL INTO THE RIVER. THE SUN WAS LOW ON THE HORIZON AND THE AIRCRAFT WAS FLYING GENERALLY SOUTHWEST. THE COLLISION OCCURRED APPROXIMATELY 2500 FEET BELOW THE MAXIMUM ELEVATION FIGURES FOR TERRAIN AND OBSTRUCTIONS IN THE QUADRANGLE THE AIRCRAFT WAS FLYING THROUGH. REPORTEDLY LOW LEVEL FLIGHTS HAD BEEN PERFORMED ON PREVIOUS OCCASIONS AND HAD BEEN DESCRIBED AS FUN BY ONE OF THE PASSENGERS.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. OBJECT - WIRE, TRANSMISSION
  2. (F) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
  6. (C) LOW PASS - INTENTIONAL - PILOT IN COMMAND
  7. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	28
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Single-engine; Helicopter
<b>Flight Time:</b>	1519 hours (Total, all aircraft), 302 hours (Total, this make and model), 48 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MBB	<b>Registration:</b>	N114BH
<b>Model/Series:</b>	BO-105C BO-105C	<b>Engines:</b>	2 Turbo Shaft
<b>Operator:</b>	METRO AVIATION, INC.	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250-C20
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled - Air Medical (Unspecified)		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TCL, 170 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 10°
<b>Temperature:</b>	29° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BIRMINGHAM, AL (BHM)	<b>Destination:</b>	JACKSON, MS

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	2 Fatal	<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>	CHARLES T FOUTS	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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:pubin@ntsb.gov">pubin@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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