



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Seagoville, TX	<b>Accident Number:</b>	FTW02FA028
<b>Date &amp; Time:</b>	11/03/2001, 1230 CST	<b>Registration:</b>	N127RB
<b>Aircraft:</b>	Robinson R22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 1 Serious

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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On November 3, 2001, approximately 1230 central standard time, a Robinson R22 helicopter, N127RB, was substantially damaged when it impacted wires, trees, and terrain while maneuvering near Seagoville, Texas. The helicopter was registered to and operated by Sky Helicopters Inc., of Garland, Texas. The flight instructor sustained fatal injuries, and the pilot-rated student sustained serious injuries. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 instructional flight. The local flight departed Garland, Texas, approximately 1130.

According to the student, the objective of the flight lesson was to work on confined area and pinnacle landings. The student stated that he had practiced a number of confined area landings in the local area and along the Trinity River. The student added that following his last landing/takeoff, the flight instructor took over flying to give him a break. The flight instructor flew the helicopter north of the last few landing areas to review their lesson. The flight instructor turned the helicopter south and flew along the river instructing the student and commenting on the various landing areas. The student stated that he was looking over his right shoulder at one of the previous landing areas, and looked forward to see wires in front of the helicopter. The student exclaimed, "wires!" and saw the instructor pull up on the collective and left on the cyclic. The helicopter pitched up and rolled to the left; subsequently impacting trees and terrain along the left side of the river. The student reported that the visibility at the time of the accident was approximately 10 miles.

Examination of the accident site, by the NTSB investigator-in-charge and an FAA inspector, revealed a set of three unmarked wires, one which remained hanging across the river, and two others that were laying on the west bank of the river. The helicopter came to rest on its left side among trees approximately 100 yards from the wires. The wire that remained hanging across the river was approximately 40 feet above the river, and was below the tops of the trees along the banks. One of the tail rotor blades was found separated from the tail rotor hub, and the vertical and horizontal stabilizers were separated from the tail boom. The aforementioned items came to rest on the ground and in a tree, respectively, approximately 40 yards prior to the main wreckage. Examination of the helicopter revealed that the mast cowling displayed two marks and tears perpendicular to the mast.

The flight instructor had accumulated a total of 7,171 flight hours, of which 6,976 hours were in rotorcraft and 3,800 hours were in the same make and model as the accident helicopter.

The flight instructor was transported to the hospital, where he died at 1405. An autopsy conducted by the Southwestern Institute of Forensic Sciences, Dallas, Texas, determined the cause of death was "multiple blunt force injuries." A toxicological test performed by the Civil Aeromedical Institute, Oklahoma City, Oklahoma, detected atropine in the instructor's blood and liver. Atropine is typically administered as part of resuscitative efforts.

### Flight Instructor Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Helicopter; Instrument Helicopter	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/14/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	08/06/2001
<b>Flight Time:</b>	7171 hours (Total, all aircraft), 3800 hours (Total, this make and model), 7000 hours (Pilot In Command, all aircraft), 185 hours (Last 90 days, all aircraft), 69 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Student Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/01/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	09/22/2001
<b>Flight Time:</b>	13500 hours (Total, all aircraft), 32 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Robinson	<b>Registration:</b>	N127RB
<b>Model/Series:</b>	R22	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2085
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	10/05/2001, 100 Hour	<b>Certified Max Gross Wt.:</b>	1370 lbs
<b>Time Since Last Inspection:</b>	84.6 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1708.5 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-B2C
<b>Registered Owner:</b>	Sky Helicopters, Inc.	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	Sky Helicopters, Inc.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	S4HA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RBD, 660 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	1253 CST	<b>Direction from Accident Site:</b>	290°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 Miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	Variable	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.26 inches Hg	<b>Temperature/Dew Point:</b>	26° C / 17° C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Garland, TX (T57)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	1130 CST	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal, 1 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>Total Injuries:</b>	1 Fatal, 1 Serious	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nicole L Charnon
<b>Additional Participating Persons:</b>	Oscar F Thomas; FAA FSDO; Dallas, TX
<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> .