



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|--------------------|
| Location: | Seagoville, TX | Accident Number: | FTW02FA028 |
| Date & Time: | 11/03/2001, 1230 CST | Registration: | N127RB |
| Aircraft: | Robinson R22 | Injuries: | 1 Fatal, 1 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

The pilot-rated student receiving instruction stated that 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 a 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. Examination of the accident site revealed that there was 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. Examination of the helicopter revealed that the mast cowling displayed two marks and tears perpendicular to the mast.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the flight instructor's failure to maintain clearance with wires while maneuvering along a river.

Findings

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

Findings

1. OBJECT - WIRE, TRANSMISSION
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Flight Instructor Information

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|----------------------------------|--|------------------------------|-----------------------------------|
| Certificate: | Airline Transport; Flight Instructor | Age: | 54 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | Airplane; Helicopter |
| Other Aircraft Rating(s): | Helicopter | Instructor Rating(s): | Helicopter; Instrument Helicopter |
| Flight Time: | 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

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|----------------------------------|---|------------------------------|----------|
| Certificate: | Airline Transport | Age: | 40 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 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

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|---------------------------------------|---|-----------------------------|-----------------|
| Aircraft Make: | Robinson | Registration: | N127RB |
| Model/Series: | R22 | Engines: | 1 Reciprocating |
| Operator: | Sky Helicopters, Inc. | Engine Manufacturer: | Lycoming |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-320-B2C |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | RBD, 660 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None | Wind Speed/Gusts, Direction: | 3 knots / , Variable |
| Temperature: | 26° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | Garland, TX (T57) | Destination: | |

Wreckage and Impact Information

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|-----------------------------|--------------------|----------------------------|-------------|
| Crew Injuries: | 1 Fatal, 1 Serious | 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): Nicole L Charnon

Adopted Date: 02/20/2002

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/>.

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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.