



National Transportation Safety Board Aviation Accident Final Report

Location:	North Las Vegas, NV	Accident Number:	LAX03LA177
Date & Time:	06/01/2003, 1120 MST	Registration:	N991RW
Aircraft:	Robinson R22 Beta	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The helicopter collided with a wire during high reconnaissance operations for a pinnacle approach. The pilot was on his third pattern around the pinnacle when the helicopter collided with a wire that was strung from a pole to the side of a mountain. The wire wrapped around the main rotor swash plate and the pilot entered an autorotation onto a hillside. The tail rotor and boom were damaged upon touchdown. The pilot estimated his altitude was 400 feet above ground level (agl) when the collision occurred.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to maintain an adequate visual lookout.

Findings

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

Findings

1. OBJECT - GUY WIRE
 2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. AUTOROTATION - PERFORMED
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Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On June 1, 2003, about 1120 mountain standard time, a Robinson R22 Beta, N991RW, collided with a wire while maneuvering near North Las Vegas, Nevada. Silver State Helicopters was operating the helicopter under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, was not injured; the helicopter sustained substantial damage. The local instructional flight departed North Las Vegas Airport (VGT) about 1100. Day visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported practicing high reconnaissance operations for a pinnacle approach. He was on his third pattern around the pinnacle when the helicopter collided with a wire that was strung from a pole to the side of a mountain. The wire wrapped around the main rotor swash plate and the pilot entered an autorotation onto a hillside. The tail rotor and boom were damaged upon touchdown. The pilot estimated his altitude was 400 feet above ground level (agl) when the collision occurred.

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/26/2002
Occupational Pilot:		Last Flight Review or Equivalent:	02/26/2003
Flight Time:	86 hours (Total, all aircraft), 65 hours (Total, this make and model), 40 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Robinson	Registration:	N991RW
Model/Series:	R22 Beta	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3451
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	05/23/2003, Annual	Certified Max Gross Wt.:	1370 lbs
Time Since Last Inspection:	9.8 Hours	Engines:	1 Reciprocating
Airframe Total Time:	14.8 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-JJA
Registered Owner:	Silver State Helicopters	Rated Power:	145 hp
Operator:	Silver State Helicopters	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KLAS, 2181 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1856 MST	Direction from Accident Site:	160°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	34° C / 7° C
Precipitation and Obscuration:			
Departure Point:	North Las Vegas, NV (KVG T)	Type of Flight Plan Filed:	None
Destination:	(KVG T)	Type of Clearance:	None
Departure Time:	1100 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.200000, -115.183333

Administrative Information

Investigator In Charge (IIC): Nicole Charnon **Report Date:** 09/29/2004

Additional Participating Persons: James Dugan; Federal Aviation Administration; Las Vegas, NV

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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).