



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Cullman, AL	<b>Accident Number:</b>	ATL06LA059
<b>Date &amp; Time:</b>	04/01/2006, 1802 CST	<b>Registration:</b>	N2183U
<b>Aircraft:</b>	Brantly Helicopter B2B	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The helicopter was observed by witnesses descending and flying east bound over County Road 222 in the vicinity of Whitlock’s General Store between 30 to 200 feet above the ground. One witness thought the pilot was following a creek in preparation for landing at a private helipad where a mechanic is known to perform maintenance on helicopters. A change in engine noise was heard as the helicopter collided with telephone lines, the nose pitched down, the helicopter collided with the ground near a highway guardrail, rolled over on its right side, and a post crash fire ensued. Examination of the airframe, flight controls, main rotor system, tail rotor system, and engine assembly and accessories revealed no anomalies. The pilot stated to his brother he has no recollection of the events concerning the flight. Review of records revealed the pilot had flown the helicopter 4.1 hours in the last year.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain a visual look out while maneuvering resulting in an in-flight collision with wires and the ground. A factor in the accident was the pilot's lack of recent experience in rotorcraft operations.

## Findings

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

### Findings

1. OBJECT - WIRE, STATIC(MARKED)
  2. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  3. (F) LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

4. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	160 hours (Total, all aircraft), 84 hours (Total, this make and model), 81 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Brantly Helicopter	<b>Registration:</b>	N2183U
<b>Model/Series:</b>	B2B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Peter J. Spinelli Jr.	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IVO-360-A1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	3A1, 969 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	21°C / 13°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Madison, AL	<b>Destination:</b>	Cullman, AL

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Carrol A Smith	<b>Adopted Date:</b>	10/03/2006
<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: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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.