



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Talladega, AL	<b>Accident Number:</b>	NYC08LA050
<b>Date &amp; Time:</b>	12/01/2007, 1310 CST	<b>Registration:</b>	N95CH
<b>Aircraft:</b>	Bell 206-L4	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled - Air Medical (Medical Emergency)		

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## Analysis

The pilot performed an off-airport landing in the helicopter, to pick up a patient for transport to a nearby hospital. During the subsequent takeoff, the helicopter's tail rotor struck a wire that was located about 30 feet above the ground, oriented perpendicular to its flight path. The pilot immediately landed without further incident. Neither the pilot, nor the crew were previously informed of the wire, which was not observed until just prior to contact. The helicopter sustained damage to the tail rotor, vertical stabilizer, and left aft storage compartment door.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate visual lookout, which resulted in an in-flight collision with a wire.

## Findings

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

### Findings

1. OBJECT - WIRE,STATIC
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

## Factual Information

On December 1, 2007, about 1310 central standard time, a Bell 206-L4 helicopter, N95CH, was substantially damaged when it struck a wire during takeoff from a field in Talladega, Alabama. The certificated commercial pilot, two crew members, and a passenger were not injured. Visual meteorological conditions prevailed and a company visual flight rules flight plan was filed for the planned flight to a hospital in Ironton, Alabama. The air ambulance flight was conducted under 14 Code of Federal Regulations Part 135.

According to the operator, the flight previously departed from Anniston, Alabama, and the pilot performed an off-airport landing to pick up a patient for transport to a nearby hospital. During the subsequent takeoff, the helicopter's tail rotor struck a wire that was located about 30 feet above the ground, oriented perpendicular to its flight path. The pilot immediately landed without further incident. Neither the pilot, nor the crew were previously informed of the wire, which was not observed until just prior to contact.

The helicopter sustained damage to the tail rotor, vertical stabilizer, and left aft storage compartment door.

The pilot did not report any mechanical problems with the helicopter. He reported 11,166 hours of total rotorcraft flight experience, which included 480 hours in the same make and model as the accident helicopter.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	10/01/2007
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	11/01/2007
<b>Flight Time:</b>	11166 hours (Total, all aircraft), 480 hours (Total, this make and model), 9516 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N95CH
Model/Series:	206-L4	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	52195
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	11/01/2007, AAIP	Certified Max Gross Wt.:	4550 lbs
Time Since Last Inspection:	56 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	6519 Hours as of last inspection	Engine Manufacturer:	Rolls-Royce
ELT:	Installed, not activated	Engine Model/Series:	250-C30P
Registered Owner:	Omniflight Helicopters, Inc	Rated Power:	600 hp
Operator:	Omniflight Helicopters, Inc	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	RMXA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ANB, 612 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1253 CST	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	9 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.28 inches Hg	Temperature/Dew Point:	19° C / 1° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Talladega, AL (NONE)	Type of Flight Plan Filed:	Company VFR
Destination:	Ironton, AL	Type of Clearance:	None
Departure Time:	1310 CST	Type of Airspace:	

## Airport Information

Airport:	NONE	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	3 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	33.422778, -86.936111

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Luke Schiada	<b>Report Date:</b>	06/30/2008
<b>Additional Participating Persons:</b>	Phillip Fox; FAA/FSDO; Birmingham, AL		
<b>Publish 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: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> .		

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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](#).