



National Transportation Safety Board Aviation Accident Data Summary

| | | | |
|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Asotin, WA | Accident Number: | WPR15FA204 |
| Date & Time: | 07/01/2015, 1000 PDT | Registration: | N9490F |
| Aircraft: | HUGHES 269C | Injuries: | 2 Fatal |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

****This report was modified on September 30, 2016. Please refer to the public docket for this accident to view the original report.****

The private pilot and passenger were on a local area flight. While maneuvering in a canyon, the helicopter impacted power lines and descended to the canyon's wall. A fire ensued and burned the surrounding area. The power lines were located 350 ft south of the wreckage with two 35-ft support structures (wood poles) on either side of the canyon about 1,452 ft apart. The two 5/16-inch diameter power lines were oriented east-west and ran horizontally parallel to one another.

Ground scar analysis and wreckage fragmentation revealed that the helicopter contacted the power lines in the area of the swashplate. According to the helicopter manufacturer, if the helicopter were in level flight at cruise speed, 0.11 seconds would transpire between the contact with the first wire (canopy) and the second wire (slat and mast). Given the damage and rub marks, it is likely that, after the second wire impact, the helicopter pitched up and yawed left. Examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

The private pilot had about 55 hours total time, most of which was accumulated around the accident area.

Flight Events

Maneuvering-low-alt flying - Collision with terr/obj (non-CFIT)

Maneuvering-low-alt flying - Low altitude operation/event

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain adequate clearance from power lines while maneuvering in a canyon.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Altitude-Not attained/maintained - C

Personnel issues-Psychological-Attention/monitoring-Monitoring environment-Pilot - C

Environmental issues-Physical environment-Object/animal/substance-Wire-Awareness of condition - C

Pilot Information

| | | | |
|----------------------------------|--|------------------------------|------|
| Certificate: | Private | Age: | 17 |
| Airplane Rating(s): | None | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | Helicopter | Instructor Rating(s): | None |
| Flight Time: | (Estimated) 55 hours (Total, all aircraft), 55 hours (Total, this make and model), 22 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|---|--------------------------------------|-----------------------------|-----------------|
| Aircraft Manufacturer: | HUGHES | Registration: | N9490F |
| Model/Series: | 269C | Engines: | 1 Reciprocating |
| Operator: | On file | Engine Manufacturer: | Lycoming |
| Air Carrier Operating Certificate: | Agricultural Aircraft (137) | Engine Model/Series: | HIO-360-D1A |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------------------|-------------------------------------|------------------------------|
| Observation Facility, Elevation: | KLWS, 1436 ft msl | Weather Information Source: | Weather Observation Facility |
| Conditions at Accident Site: | Visual Conditions | Lowest Ceiling: | None |
| Condition of Light: | Day | Wind Speed/Gusts, Direction: | Calm |
| Temperature: | 30° C / 10° C | Visibility: | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Lewiston, ID (KLWS) | Destination: | Lewiston, ID (KLWS) |

Wreckage and Impact Information

| | | | |
|----------------------------|---------|----------------------------|-----------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Fatal | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |

Administrative Information

| | | | |
|--------------------------------------|---|----------------------|------------|
| Investigator In Charge (IIC): | Zoe Keliher | Adopted Date: | 07/12/2016 |
| Note: | The NTSB traveled to the scene of this accident. | | |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91480 | | |

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.