



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	PERRY, Florida	<b>Accident Number:</b>	MIA95FA018
<b>Date &amp; Time:</b>	November 4, 1994, 11:07 Local	<b>Registration:</b>	N911LF
<b>Aircraft:</b>	Bölkow BO-105S	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

THE SURVIVING PASSENGER REPORTED THAT THE HELICOPTER PILOT HAD STATED OVER THE INTERCOM THAT HE WAS GOING TO 'BREAK IN THE NEW PASSENGER WITH A REAL RIDE.' HE THEN DESCENDED TO LOW LEVEL, HIGH SPEED FLIGHT. SHORTLY THEREAFTER, THE DISPATCHER CALLED. THE PILOT CLIMBED TO GIVE A POSITION REPORT, THEN DOVE BACK TO LOW LEVEL FLIGHT. SOON THEREAFTER, THE HELICOPTER STRUCK A POWER LINE, WENT OUT OF CONTROL, AND CRASHED. GROUND WITNESSES REPORTED THAT THEY ALSO SAW THE HELICOPTER AT LOW ALTITUDE AND HIGH SPEED BEFORE IT STRUCK THE POWER LINE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN SUFFICIENT CLEARANCE FROM THE POWER LINE, WHILE BUZZING (AT LOW ALTITUDE).

## Findings

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

### Findings

1. (C) BUZZING - INTENTIONAL - PILOT IN COMMAND
2. OBJECT - WIRE, TRANSMISSION
3. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

## Factual Information

### HISTORY OF FLIGHT

On November 4, 1994, about 1107 eastern standard time, N911LF, a Bolkow BO-105S, operated by Omniflight, crashed in Perry, Florida, while on a 14 CFR Part 91 positioning flight. Visual meteorological conditions prevailed at the time and a company VFR flight plan was filed. The helicopter was destroyed and the pilot and one passenger received fatal injuries, and one passenger received serious injuries. The flight originated from a hospital heliport in Tallahassee, Florida, about 1036 the same day.

The survivor and several deer hunters in the area stated the helicopter was flying at a low level, with high speed, when it struck a 69 kilovolt power line, broke the line, flipped and crashed. There was an extensive postcrash fire. The surviving passenger stated that the purpose of the flight was to position the helicopter to another hospital to pick-up a patient. He stated that while in cruise flight the pilot descended rapidly and began to fly at treetop level. The pilot had stated to the other passenger "Now it's time to break Trent in with a real ride". Shortly thereafter, the helicopter dispatcher radioed the helicopter for a position report and the pilot climbed to about 900 feet and radioed the dispatcher with a position report. The pilot then dove the helicopter down to a low altitude and the survivor saw wires in front of the helicopter, and the helicopter struck the wires, then the helicopter lost control, and crashed.

### PERSONNEL INFORMATION

Pilot information is located attached to and in this report.

### AIRCRAFT INFORMATION

Aircraft records and information is located in, and attached to this report.

### METEOROLOGICAL INFORMATION

The closest weather reporting station to the accident site was Tallahassee, Florida. The recorded observation at 1050 EST was sky, 15000 feet scattered clouds, visibility 7 miles, temperature 76 degrees F, dewpoint 62 degrees F, winds from 270 degrees magnetic at 7 knots, altimeter 30.22 in. Hg.

**WRECKAGE AND IMPACT INFORMATION** The wreckage debris was located along a logging road in Perry, Florida, aligned on a heading of about 120 degrees magnetic. The first evidence of impact was the fallen 69KV power lines on the south side of the road. From the power lines to the main wreckage was a distance of about 360 feet. The main wreckage was mainly burned away. Three of the main rotor blades were located and one main rotor blade was not located. The tailboom was located and both tail rotor blades exhibited cutting failures at about 50 percent of blade span. The failed power line had black paint transfer marks and the left forward skid cross tube had black paint scraped off of it and the right door step also had black paint scraped off. All flight control tubes were failed and exhibited signatures consistent

with overload or burning. All rod ends for the control tubes were in place with the associated bolts, nuts, and cotter keys in place. The engines were removed and shipped for examination. Examination of the engines revealed compressor damage consistent with high speed rotation at impact, and the power turbine nozzles exhibited metalization transfer.

## MEDICAL AND PATHOLOGICAL INFORMATION

A postmortem examination of the pilot was conducted by Dr. Jerry L. Harris of the District Two Medical Examiner's office Dr. Harris reported the cause of death to be massive trauma. Toxicological testing of the pilot was conducted by the Civil Aeromedical Institute, Oklahoma City, Oklahoma, and was negative for alcohol, carbon monoxide, marijuana, and basic and acetic drugs.

## ADDITIONAL DATA

The wreckage and engines were released to Mr. Barrett, representing the insurance carrier on November 7, 1994, and on January 10, 1995.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Helicopter	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 25, 1994
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9234 hours (Total, all aircraft), 1123 hours (Total, this make and model), 8323 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bölkow	<b>Registration:</b>	N911LF
<b>Model/Series:</b>	BO-105S BO-105S	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	S-740
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	October 26, 1994 AAIP	<b>Certified Max Gross Wt.:</b>	5512 lbs
<b>Time Since Last Inspection:</b>	1 Hrs	<b>Engines:</b>	2 Turbo shaft
<b>Airframe Total Time:</b>	4699 Hrs	<b>Engine Manufacturer:</b>	ALLISON
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	250-C20B
<b>Registered Owner:</b>		<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	RMXA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	THL ,81 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	10:50 Local	<b>Direction from Accident Site:</b>	320°
<b>Lowest Cloud Condition:</b>	Scattered / 15000 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	24° C / 17° C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	TALLAHASSEE , FL	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	, FL	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:36 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal, 1 Serious	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-ground
<b>Total Injuries:</b>	2 Fatal, 1 Serious	<b>Latitude, Longitude:</b>	30.1706, -83.609802(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Alston, Andrew
<b>Additional Participating Persons:</b>	JAMES GUEST; JACKSONVILLE , FL DEL E LIVINGSTON; DALLAS , TX EARL A BAUMGARD; DALLAS , TX JEFFREY W EDWARDS; INDIANAPOLIS , IN
<b>Original Publish Date:</b>	August 21, 1995
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=37633">https://data.nts.gov/Docket?ProjectID=37633</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](#).