



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Glide, Oregon	<b>Accident Number:</b>	WPR21LA333
<b>Date &amp; Time:</b>	August 27, 2021, 06:30 Local	<b>Registration:</b>	N303AE
<b>Aircraft:</b>	BELL HELICOPTER TEXTRON 206L-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Low altitude operation/event	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

The pilot of the helicopter reported that, while conducting an aerial application over an open area, the main rotor blades struck a tree that he had previously not seen. Subsequently, the helicopter began to spin to the left and impacted the terrain. The helicopter sustained substantial damage to the fuselage and tailboom. The pilot reported that there were no preaccident mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

## 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 clearance from a tree during an aerial application.

## Findings

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<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Environmental issues</b>	Tree(s) - Awareness of condition

## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Low altitude operation/event (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	67, 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>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 1, 2021
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 1, 2021
<b>Flight Time:</b>	29000 hours (Total, all aircraft), 140016 hours (Total, this make and model), 27000 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL HELICOPTER TEXTRON	<b>Registration:</b>	N303AE
<b>Model/Series:</b>	206L-1	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	1979	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Restricted (Special)	<b>Serial Number:</b>	45348
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	4150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	ALLISON
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	250
<b>Registered Owner:</b>		<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Agricultural aircraft (137)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRBG, 509 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	06:22 Local	Direction from Accident Site:	238°
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	17° C / 12° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Glide, OR	Type of Flight Plan Filed:	None
Destination:	Glide, OR	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	43.438748, -122.90996(est)

## Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua		
Additional Participating Persons:	Timothy Sisk; Federal Aviation Administration; Portland, OR		
Original Publish Date:	February 8, 2022	Investigation Class:	4
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=103789">https://data.nts.gov/Docket?ProjectID=103789</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](#).