



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Yakima, Washington | Accident Number: | WPR23LA105 |
| Date & Time: | February 5, 2023, 16:30 Local | Registration: | N7452F |
| Aircraft: | Hughes 269C | Aircraft Damage: | Substantial |
| Defining Event: | Collision with terr/obj (non-CFIT) | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that, while flying low along the river, the helicopter collided with an unseen wire. The pilot subsequently accomplished a landing in the shallow water of the river without further incident. A main rotor blade was substantially damaged. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 see and avoid a powerline while flying at low altitude over a river.

Findings

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|-----------------------------|------------------------------------|
| Personnel issues | Decision making/judgment - Pilot |
| Personnel issues | Monitoring environment - Pilot |
| Aircraft | Altitude - Not attained/maintained |
| Environmental issues | Wire - Effect on operation |

Factual Information

History of Flight

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|-----------------------------------|---|
| Maneuvering-low-alt flying | Collision with terr/obj (non-CFIT) (Defining event) |
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Pilot Information

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|----------------------------------|---|--|-----------------|
| Certificate: | Private | Age: | 50,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | 3-point |
| Instrument Rating(s): | None | Second Pilot Present: | |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 3 With waivers/limitations | Last FAA Medical Exam: | March 26, 2022 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | October 3, 2022 |
| Flight Time: | 173 hours (Total, all aircraft), 31 hours (Total, this make and model), 91 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft) | | |

Passenger Information

| | | | |
|----------------------------------|----|--|---------|
| Certificate: | | Age: | |
| Airplane Rating(s): | | Seat Occupied: | Right |
| Other Aircraft Rating(s): | | Restraint Used: | 3-point |
| Instrument Rating(s): | | Second Pilot Present: | |
| Instructor Rating(s): | | Toxicology Performed: | |
| Medical Certification: | | Last FAA Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Hughes | Registration: | N7452F |
| Model/Series: | 269C | Aircraft Category: | Helicopter |
| Year of Manufacture: | 1976 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 760522 |
| Landing Gear Type: | Skid | Seats: | 3 |
| Date/Type of Last Inspection: | January 2, 2023 100 hour | Certified Max Gross Wt.: | 2050 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3092 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | Not installed | Engine Model/Series: | HIO-360-D1A |
| Registered Owner: | HALLN LLC | Rated Power: | 190 Horsepower |
| Operator: | HALLN LLC | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KYKM, 1053 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 00:53 Local | Direction from Accident Site: | 147° |
| Lowest Cloud Condition: | | Visibility | 9 miles |
| Lowest Ceiling: | Broken / 12000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 3 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 160° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.91 inches Hg | Temperature/Dew Point: | 6°C / 3°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Yakima, WA (KYKM) | Type of Flight Plan Filed: | None |
| Destination: | Yakima, WA (KYKM) | Type of Clearance: | VFR |
| Departure Time: | 15:20 Local | Type of Airspace: | Class G |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|--------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 46.709655,-120.6724(est) |

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: Dave Hartson; FAA; WA

Original Publish Date: March 23, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=106693>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).