



Aviation Investigation Final Report

Location:	Lexington, Nebraska	Accident Number:	CEN24LA368
Date & Time:	September 25, 2024, 18:20 Local	Registration:	N92PH
Aircraft:	Bell 206	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

While performing an aerial application flight, the pilot was tasked with identifying the target vegetation and then spraying the applicant. The pilot had performed a reconnaissance of the general area and was aware of the powerlines nearby. He stated that it was getting late in the day and the sun was now setting to the west. After making a spray run, the pilot pulled up but had misjudged his distance from the power lines and did not see them clearly, possibly due to sun blindness. The helicopter collided with the power lines, impacted terrain, and sustained substantial damage. The pilot sustained head and chest injuries. He stated that his head injuries would not have occurred had he worn a helmet. His helmet had been stolen from his helicopter about 10 days prior to the accident and with only 20 days left to spray opted to fly without one until he could purchase a replacement.

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 proper clearance from powerlines.

Findings

Environmental issues	Glare - Effect on personnel
Environmental issues	Wire - Awareness of condition
Personnel issues	Monitoring environment - Pilot

Factual Information

History of Flight

Maneuvering-low-alt flying	Low altitude operation/event (Defining event)
Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	June 17, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 7, 2023
Flight Time:	(Estimated) 13075 hours (Total, all aircraft), 6000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N92PH
Model/Series:	206 B	Aircraft Category:	Helicopter
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	3402
Landing Gear Type:	High skid	Seats:	5
Date/Type of Last Inspection:	August 26, 2024 100 hour	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	57.7 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	as of last inspection	Engine Manufacturer:	Rolls-Royce (Allison)
ELT:	Not installed	Engine Model/Series:	250-C20B
Registered Owner:	PROVINE HELICOPTER SERVICE INC	Rated Power:	420 Horsepower
Operator:	PROVINE HELICOPTER SERVICE INC	Operating Certificate(s) Held:	Agricultural aircraft (137)
Operator Does Business As:	PROVINE HELICOPTER SERVICE INC	Operator Designator Code:	1UXH

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLXN,2413 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	18:35 Local	Direction from Accident Site:	79°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	27°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lexington, NE	Type of Flight Plan Filed:	None
Destination:	Lexington, NE	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	40.774919,-99.844417(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Steven Helmandollar; FAA FSDO; Lincoln, NE
Original Publish Date:	March 13, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=195203

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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](#).