



Aviation Investigation Final Report

Location:	Bloomington, Illinois	Accident Number:	CEN25LA266
Date & Time:	July 18, 2025, 07:00 Local	Registration:	N975TR
Aircraft:	Bell B206-B	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that he was completing an aerial application flight in the helicopter. During a spray pass, he noticed a car on the nearby road, so he slowed the helicopter to avoid the applicant drifting onto the car. He then noticed power lines in front of him and attempted to fly underneath them but collided with the lower line. The pilot lost control of the helicopter which impacted in a field and came to rest on its left side. The helicopter sustained substantial damage to the fuselage and tail boom. The pilot added that he was not aware of the powerlines before the flight, even though he had sprayed this field many times before.

Probable Cause and Findings

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

The pilot's failure to avoid power lines during an aerial application flight.

Findings

Personnel issues	Identification/recognition - Pilot
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Wire - Awareness of condition

Factual Information

History of Flight

Maneuvering	Low altitude operation/event (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	54,Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter; Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	June 23, 2025
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 12, 2024
Flight Time:	5000 hours (Total, all aircraft), 500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N975TR
Model/Series:	B206-B	Aircraft Category:	Helicopter
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1235
Landing Gear Type:	High skid	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	Allison
ELT:		Engine Model/Series:	250
Registered Owner:	PNJ INVESTEMENTS LLC	Rated Power:	400 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBMI, 865 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	06:56 Local	Direction from Accident Site:	332°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 4200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	18°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Minier, IL	Type of Flight Plan Filed:	None
Destination:	Bloomington, IL (BMI)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	CENTRAL IL RGNL/BLOOMINGTON-NORMAL BMI	Runway Surface Type:	
Airport Elevation:	871 ft msl	Runway Surface Condition:	Soft;Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.4383,-88.922588(est)

Preventing Similar Accidents

Preventing Obstacle Collisions in Agricultural Operations (SA-035)

The Problem

Accidents involving collisions with obstacles, including poles, wires, guy wires, meteorological evaluation towers (MET), or trees, are among the most common types of agricultural aircraft accidents. Some collisions involved obstacles that the pilots did not see (even during survey flights) but others involved obstacles that were known to the pilot and/or had characteristics that would make them visibly conspicuous.

What can you do?

- Maintain a quick-reference document (paper or electronic) at the operations base that contains field maps, charts, photographs, and details of all known obstacles. Frequently review current aeronautical charts for information about obstacles.
- Before you leave the ground, spend time becoming familiar with all available information about the target field and programming navigation equipment. Such preflight action can help reduce the potential for confusion or distraction in flight.
- Conduct aerial surveys of the target field but do not rely solely on an aerial survey to identify potential obstacles.
- Conduct regular ground surveys of fields. Some towers can be erected in hours, and obstacles can change since you last worked that field.
- When possible, use ground crews. They may be in a better position to see certain obstacles and help you ensure that your aircraft remains clear of them.
- Watch for shadows and irregularities in growth patterns to help identify obstacles.
- Speak with farmers and land owners to raise awareness about obstacle hazards.
- Use GPS and other technology to maintain awareness of obstacle locations.
- Be aware that workload, fatigue, sun glare, and distractions in the cockpit can adversely affect your ability to see, avoid, or remember obstacles.
- Understand the performance limitations and requirements for your aircraft, particularly when operating with heavier loads and at higher density altitudes.
- The National Agricultural Aviation Association's Professional Aerial Applicators' Support System reminds pilots that, when ferrying an aircraft or transitioning between sites, flying above 500 feet reduces obstacle collision risks: "Ferry Above Five and Stay Alive."

See <https://www.nts.gov/Advocacy/safety-alerts/Documents/SA-035.pdf> for additional resources.

The NTSB presents this information to prevent recurrence of similar accidents. Note that this should not be considered guidance from the regulator, nor does this supersede existing FAA Regulations (FARs).

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Thomas Miller; FAA; Springfield, IL
Original Publish Date:	September 16, 2025
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=200591

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](#).