



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Fobes Hill, Washington	Accident Number:	WPR25LA246
Date & Time:	August 11, 2025, 08:15 Local	Registration:	N703WA
Aircraft:	Hiller UH-12E	Aircraft Damage:	Substantial
Defining Event:	Abrupt maneuver	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that he was conducting an aerial application flight in a field that was crossed by three sets of powerlines. The pilot had previously flown the helicopter under the powerlines, but as the helicopter once again approached them, the pilot perceived they were too low to fly under. The pilot began a hard turn to the right to avoid the wires, and the helicopter “lost lift due to excessive turn and bank.” As a result, the spray boom and main rotor contacted the ground, and the helicopter subsequently rolled over, resulting in substantial damage to the fuselage and tail boom.

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 abrupt maneuver to avoid a powerline during an aerial application flight, which resulted in the helicopter’s impact with terrain.

Findings

Personnel issues	Identification/recognition - Pilot
Personnel issues	Aircraft control - Pilot
Environmental issues	(general) - Contributed to outcome
Environmental issues	Wire - Response/compensation

Factual Information

History of Flight

Maneuvering-low-alt flying	Abrupt maneuver (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	40,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	March 1, 2025
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 5000 hours (Total, all aircraft), 3500 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 12 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hiller	Registration:	N703WA
Model/Series:	UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:	1963	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	2276
Landing Gear Type:	None; Skid	Seats:	3
Date/Type of Last Inspection:	July 14, 2025 100 hour	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	3784 Hrs as of last inspection	Engine Manufacturer:	Rolls-Royce
ELT:	Not installed	Engine Model/Series:	C20B
Registered Owner:	ANTHONY GHIDOSSI CHEMICAL LLC	Rated Power:	
Operator:	ANTHONY GHIDOSSI CHEMICAL LLC	Operating Certificate(s) Held:	Rotorcraft external load (133), Agricultural aircraft (137)
Operator Does Business As:	ANTHONY GHIDOSSI CHEMICAL	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPAE, 548 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	276°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	20°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fobes Hill, WA	Type of Flight Plan Filed:	None
Destination:	Fobes Hill, WA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	HARVEY FLD S43	Runway Surface Type:	
Airport Elevation:	22 ft msl	Runway Surface Condition:	Dry;Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.912412,-122.13752(est)

Administrative Information

Investigator In Charge (IIC):	Whitaker, Kathryn
Additional Participating Persons:	Joseph Sullivan; Federal Aviation Administration; Seattle, WA
Original Publish Date:	November 6, 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=200757

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](#).