



Memorandum for Record

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR18LA164
Aircraft Registration & Make/Model: N518Z / Bell 206B
Accident Location: Sander, KY.
Accident Date: June 5, 2018

Jeffery Albright
Pilot

Figure 1. is a photo-document of Mr. Albright's statement.

Date of Incident 6/5/2018

While in cruise patrolling power lines approx 50-75 ft to the right of the powerlines and at approx mid conductor.

I was having a conversation with my observer and heard what sounded like Engine RPM reducing. I looked towards the instrument panel and the low rotor light and audio came on. I lowered collective, checked throttle full open and pushed the Gov. switch to increase. No response noted. I scanned left for a spot where it was flatter but the powerlines were overhead. I selected a grassy pasture to the right w/ I noted distribution small powerline in front and perpendicular to us. It looked like I could clear the small powerline and make the field. I had to use rotor RPM to clear the small powerline. I realized we would not make the hill top and would land on the hillside. I flared for the landing but there was not much rotor rpm left and the aircraft landed hard.

After the landing I rolled the throttle to idle cut-off and turned the fuel shut off switch to off. I turned off the battery power and applied rotor brake. My passenger and I had sore backs but otherwise ok. After climbing out I checked for fuel leaks, none noted. I disconnected the aircraft battery to further secure the aircraft.

The observer said the powerline structures are 160 ft tall so he estimates we were 120 ft AGL (above the ground).

Jeffrey M. Albright

6/6/2018

06/15/2018 09:19

Figure 1. Statement made by the pilot.

Figure 2 is an excerpt of the pilot's statement made on the NTSB Form 6120.1, adding more detail to the events that occurred.

We were in cruise flight patrolling the transmission power lines flying along the right side at roughly mid conductor level between 35 and 40 knots ground speed (Observer estimated later that we were roughly 120 ft above the ground). I was having a conversation with my observer and I heard the engine RPM start to reduce. I looked towards the instrument panel and at that time when the Low Rotor RPM light and audio came on. I lowered collective and verified throttle full open. I increased Governor switch to increase and that did not fix the situation. I immediately scanned for a landing spot. Ahead and left was flatter but had the transmission power line overhead. There was a farm pasture with a flat spot on top a small hill in front of us and slightly to the right. I noted small distribution power line in front of and perpendicular to us. It looked like I could reach the pasture. I had to use rotor RPM to clear the distribution power line to make the pasture. I realized we would not make the flat spot on top of the hill and we were going to land on the incline of the hill. I flared and went to cushion the landing but there was not enough rotor RPM left and we landed hard. After we landed I rolled the throttle to idle cutoff (the engine was still running to some degree). I shut off the Fuel Valve switch and then turned off the battery switch. I applied the rotor brake to stop the blades. We asked each other how the other one was. Both of us said our backs hurt but otherwise ok. We both exited through our doors. I checked for fuel leaks and did not smell or see any leaks. I disconnected the aircraft battery to further secure the helicopter.

The helicopter landed on an incline in a farm pasture.

Aircraft wreckage contained and not spread out more than a few feet.

Departed KIMS Madison Municipal Airport, IN at 12:05. We topped off with Jet A at Madison Municipal. Destination was off site in Mount Orab, OH.

Figure 2. Pilot's statement made on NTSB Form 6120.1.