

EXHIBIT D

NTSB Reports

Petition No. 1609

RS/DS



Aviation Investigation Final Report

Location:	Lake Apopka, Florida	Accident Number:	ERA22LA206
Date & Time:	April 26, 2022, 07:16 Local	Registration:	N206BX
Aircraft:	Bell 206	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot of the helicopter departed the landing zone to conduct an aerial application flight over a lake. He stated that he established course on his spray line but “lost sight of everything looking forward due to the glare off the water and the sun position.” He recalled having no depth perception when he looked down at the water and could not recall the helicopter impacting the water but recalled a momentary shudder followed by the helicopter coming to rest inverted. The helicopter’s fuselage, main and tail rotor blades were substantially damaged during the impact. The pilot reported that there were no preimpact mechanical malfunctions or failures of 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:

A collision with water following a loss of visual reference to the water surface due to sun glare.



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	KING SALMON, Alaska	Accident Number:	ANC00LA074
Date & Time:	June 22, 2000, 15:50 Local	Registration:	N495K
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

According to an FAA inspector who interviewed both pilots, they related the float equipped Cessna was taxiing away from the shore, into the sun, and the float equipped DeHavilland was taxiing toward the shore after landing. The DeHavilland pilot believed that the Cessna pilot saw his airplane. The Cessna turned toward the DeHavilland, began the takeoff water run, and collided before either pilot could make an effective evasive maneuver. The Cessna pilot said he never saw the DeHavilland in the sun glare. As the Cessna was about to come on the step, the right-front seat passenger warned the Cessna pilot about the DeHavilland. The Cessna pilot attempted to maneuver the Cessna to the left, but the Cessna's right wing struck the DeHavilland's windshield. The radios of both airplanes were tuned to the local common traffic advisory frequency. The pilot of the DeHavilland made a radio transmission just before he landed, and none others. The pilot of the Cessna said he did not put on his headset until about halfway through the taxi for takeoff. Neither pilot reported hearing any radio transmissions from the pilot of the opposing airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The Cessna pilot's inadequate visual lookout, and both pilots' inadequate radio traffic advisories. A factor associated with the accident was sunglare on the water.