



National Transportation Safety Board Aviation Accident Final Report

Location:	FOLSOM, CA	Accident Number:	LAX93LA087
Date & Time:	01/01/1993, 1600 PST	Registration:	N7462F
Aircraft:	HUGHES 269C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Other Work Use

Analysis

THE PILOT AND A PASSENGER DEPARTED A PRIVATE HELIPOINT LOCATED AT THE PILOT'S HOUSE FOR AN AIRBORNE CATTLE HERDING OPERATION. THE PILOT DROPPED HIS PASSENGER OFF AND ATTEMPTED TO DIVERT CATTLE WITH HIS HELICOPTER. THE PILOT SAID THAT HE HAD FLOWN IN THIS AREA FOR ABOUT 24 YEARS AND WAS FAMILIAR WITH THE ELECTRICAL TRANSMISSION WIRES IN THE AREA. ON THE DAY OF THE ACCIDENT, THE PILOT AND A WITNESS SAID THE SKY WAS OVERCAST AND THE WIRES BLENDED IN WITH THE GRAY SKY. HE SAID HE ASCENDED TO AN ALTITUDE ABOVE THE WIRES TO DETERMINE HOW TO DESCEND AND MANEUVER TO 'CUT OFF' A STRAY COW. DURING THE DESCENT, THE PILOT SAID HE BECAME 'EXTREMELY SURPRISED TO SEE WIRES ABOUT 40 FEET DEAD AHEAD.' THE HELICOPTER COLLIDED WITH TWO OF THE TRANSMISSION WIRES ABOUT 80 FEET ABOVE THE GROUND AND THEN ENTERED AN UNCONTROLLED DESCENT UNTIL COLLIDING WITH THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILING TO MAINTAIN AN ADEQUATE VISUAL LOOKOUT RESULTING IN THE HELICOPTER COLLIDING WITH ELECTRICAL TRANSMISSION WIRES.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - WIRE, TRANSMISSION

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/27/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15475 hours (Total, all aircraft), 4754 hours (Total, this make and model), 14475 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N7462F
Model/Series:	269C 269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	560511
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	08/23/1992, Annual	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:	28 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2201 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	HIO-360-D1A
Registered Owner:	STANLEY L. VAN VLECK	Rated Power:	190 hp
Operator:	STANLEY L. VAN VLECK	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	RANCHO MURIETA, CA (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1430 PST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RICHARD V CHILDRESS	Report Date:	10/13/1993
Additional Participating Persons:	DAN ABDON; SACRAMENTO, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).