



National Transportation Safety Board Aviation Accident Data Summary

Location:	FOLSOM, CA	Accident Number:	LAX93LA087
Date & Time:	01/01/1993, 1600 PST	Registration:	N7462F
Aircraft:	HUGHES 269C	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Other Work Use		

Analysis

THE PILOT AND A PASSENGER DEPARTED A PRIVATE HELIPORT 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

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

Pilot Information

Certificate:	Private	Age:	72
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	STANLEY L. VAN VLECK	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	HIO-360-D1A
Flight Conducted Under:	Part 91: General Aviation - Other Work Use		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Overcast / 500 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:		Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	RANCHO MURIETA, CA (NONE)	Destination:	

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	RICHARD V CHILDRESS	Adopted Date:	10/13/1993
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.