



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	FALLBROOK, CA	<b>Accident Number:</b>	LAX93LA057
<b>Date &amp; Time:</b>	12/02/1992, 1012 PST	<b>Registration:</b>	N5035F
<b>Aircraft:</b>	HUGHES 369B	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 133: Rotorcraft Ext. Load		

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## Analysis

THE PILOT AND NONFLYING CREWMEMBER WERE PLACING MARKER BALLS ON HIGH TENSION WIRES. THE PILOT MISJUDGED THE DISTANCE FROM THE WIRES AND A MAIN ROTOR BLADE STRUCK THE UPPER GUIDE WIRE OF THE HIGH TENSION WIRES. THE MAIN ROTOR BLADE SEVERED THE TAIL BOOM ASSEMBLY. THE HELICOPTER ROTATED AFTER THE IMPACT AND THE TAIL BOOM ASSEMBLY STRUCK THE HIGH TENSION WIRES STANCHION. THE HELICOPTER PLUMMETED, UNCONTROLLED, TO THE GROUND. THE WRECKAGE AND VIDEO TAPE EXAMINATION DISCLOSED NO EVIDENCE OF ANY PREEXISTING MALFUNCTIONS OR FAILURES.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THAT THE PILOT MISJUDGED THE DISTANCE OF THE HIGH TENSION WIRES FROM THE HELICOPTER.

## Findings

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

### Findings

1. OBJECT - WIRE, TRANSMISSION
  2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	29
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	5764 hours (Total, all aircraft), 4207 hours (Total, this make and model), 5560 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HUGHES	<b>Registration:</b>	N5035F
<b>Model/Series:</b>	369B 369B	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	HVERFIELD CORPORATION	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 133: Rotorcraft Ext. Load		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	Overcast / 3000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / , Variable
<b>Temperature:</b>		<b>Visibility</b>	6 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	A. D Llorente	<b>Adopted Date:</b>	08/30/1993
<b>Investigation Docket:</b>	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 <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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