



National Transportation Safety Board Aviation Accident Final Report

Location:	STRATHMORE, CA	Accident Number:	LAX89DVA03
Date & Time:	02/01/1989, 0941 PST	Registration:	N2918W
Aircraft:	BELL 47G-3B2	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING A HOVERING MANEUVER, AFTER THE HELICOPTER HAD JUST LIFTED OFF WITH AN EXTERNAL LOAD, A GUST OF WIND WAS ENCOUNTERED. SUBSEQUENTLY, THE EXTERNAL LOAD SWUNG & SNAGGED ON THE SERVICE TRUCK. THE HELICOPTER WAS THEN PULLED DOWN & IT COLLIDED WITH THE TRUCK. NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS REPORTED. THE PLT SUFFERED BROKEN RIBS & A MINOR HEAD INJURY; A GROUND LOADING ASSISTANT RECEIVED MINOR INJURIES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER COMPENSATION FOR WIND CONDITIONS BY THE PILOT, AND HIS FAILURE TO MAINTAIN CLEARANCE FROM THE SERVICE TRUCK. FACTORS RELATING TO THE ACCIDENT WERE: THE UNFAVORABLE (VARIABLE) AND GUSTY WIND CONDITIONS AND CLOSE PROXIMITY OF THE SERVICE VEHICLE.

Findings

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

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (F) OBJECT - VEHICLE
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/31/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	16000 hours (Total, all aircraft), 9000 hours (Total, this make and model), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N2918W
Model/Series:	47G-3B2 47G-3B2	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	N2918W
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	01/30/1989, Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6983 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	TVO-435-B1A
Registered Owner:	AGRI-FLY SERVICE INC.	Rated Power:	280 hp
Operator:	AGRI-FLY SERVICES, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	PWMG

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:	Clear / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	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:	1 Minor	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DONALD R MORRIS	Report Date:	01/22/1991
Additional Participating Persons:			
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 pubinquiry@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](#).