



National Transportation Safety Board Aviation Accident Final Report

Location:	GUADALUPE, CA	Accident Number:	LAX90DVM01
Date & Time:	11/01/1989, 0800 PST	Registration:	N4798R
Aircraft:	BELL 47G-5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT OF A HELICOPTER CROP DUSTER COLLIDED WITH A WOODEN POWER POLE DURING AERIAL APPLICATION IN VISUAL METEOROLOGICAL CONDITIONS. THE PILOT WAS AWARE OF THE OBSTACLE BEFORE THE FLIGHT. THE PILOT WAS ON THE SIXTH SWATH RUN ON A SOUTHEASTERLY DIRECTION HEADING DIRECTLY INTO THE RISING SUN ON THE HORIZON. THE PILOT REPORTED NO MALFUNCTION WITH THE AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN SUFFICIENT CLEARANCE ALLOWING THE AIRCRAFT TO COLLIDE WITH A WOODEN POWER POLE. CONTRIBUTING TO THE ACCIDENT WAS THE SUNGLARE WHICH INHIBITED THE PILOT'S VISION.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (F) LIGHT CONDITION - SUNGLARE
2. (F) OBJECT - POLE
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	49, 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):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/01/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6800 hours (Total, all aircraft), 2100 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N4798R
Model/Series:	47G-5 47G-5	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	7925
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	10/28/1989, Annual	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	15216 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-435-B1A
Registered Owner:	MARK & TRACY ENGLISH	Rated Power:	265 hp
Operator:	MARK & TRACY ENGLISH	Operating Certificate(s) Held:	
Operator Does Business As:	SINTON CROPDUSTING	Operator Designator Code:	

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	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°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 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DENNIS L DAY	Report Date:	07/22/1992
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).