



National Transportation Safety Board Aviation Accident Data Summary

Location:	CALIPATRIA, CA	Accident Number:	LAX87DUM01
Date & Time:	12/01/1986, 1545 PST	Registration:	N2770N
Aircraft:	BELL UH-1B	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING THE INITIAL CLIMB AT THE BEGINNING OF AN AERIAL APPLICATION FLIGHT, THE PILOT MADE A CLIMBING 180 DEGREE RIGHT TURN IN THE REVERSE DIRECTION WHEN THE ROTOR RPM BEGAN TO DROP. THE PILOT CONTINUED TO RAISE COLLECTIVE, LOST DIRECTIONAL CONTROL AND COLLIDED WITH THE TERRAIN APPROXIMATELY 100 YARDS FROM THE INITIAL LIFT-OFF POINT. THE REASON FOR THE POWER LOSS WAS NOT DETERMINED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) ROTOR RPM - INADEQUATE - PILOT IN COMMAND
2. (C) REASON FOR OCCURRENCE UNDETERMINED
3. (F) EMERGENCY PROCEDURE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (C) TERRAIN CONDITION - ROUGH/UNEVEN

Pilot Information

Certificate:	Commercial	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	13540 hours (Total, all aircraft), 230 hours (Total, this make and model), 13540 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N2770N
Model/Series:	UH-1B UH-1B	Engines:	1 Turbo Shaft
Operator:	FARM AIR SERVICE, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	T-53-11B
Flight Conducted Under:	Part 137: Agricultural		

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:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 360°
Temperature:	23° C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	W. E GAMBLE	Adopted 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/ .		

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.