



# National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|------------------------|-------------------------|-------------|
| <b>Location:</b>               | WINTERHAVEN, CA        | <b>Accident Number:</b> | LAX84LA424  |
| <b>Date &amp; Time:</b>        | 08/01/1984, 0530 PDT   | <b>Registration:</b>    | N4099G      |
| <b>Aircraft:</b>               | BELL 47G-5A            | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                        | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 137: Agricultural |                         |             |

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## Analysis

THE ACFT COLLIDED WITH THE GROUND DURING A TAKEOFF ATTEMPT. ACCORDING TO THE PLT, AFTER THE ACFT WAS LOADED WITH 60 GALLONS OF PESTICIDE A TAKEOFF WAS BEGUN. THE ACFT BECAME AIRBORNE AND TRAVELED ABOUT 300 FT WHEN THE PLT INADVERTANTLY ALLOWED THE ROTOR RPM TO DECAY AND THE ACFT DESCENDED. PRIOR TO IMPACT THE PLT TRIED TO REGAIN RPM BUT WAS UNABLE TO BEFORE THE LEFT SKID DUG INTO THE SOFT SOIL THE ACFT PITCHED FORWARD AND CAME TO REST UPRIGHT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
2. (C) ROTOR RPM - INATTENTIVE - PILOT IN COMMAND
3. (C) ABORT - ATTEMPTED - PILOT IN COMMAND
4. (F) LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

5. (F) TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

|                                  |  |                               |                            |
|----------------------------------|--|-------------------------------|----------------------------|
| <b>Certificate:</b>              | Commercial   | <b>Age:</b>                   | 37, Male                   |
| <b>Airplane Rating(s):</b>       | Single-engine Land   | <b>Seat Occupied:</b>         | Left                       |
| <b>Other Aircraft Rating(s):</b> | Helicopter   | <b>Restraint Used:</b>        | Seatbelt, Shoulder harness |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>  | No                         |
| <b>Instructor Rating(s):</b>     | Helicopter   | <b>Toxicology Performed:</b>  | No                         |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.   | <b>Last FAA Medical Exam:</b> | 04/06/1984                 |
| <b>Occupational Pilot:</b>       | <b>Last Flight Review or Equivalent:</b>   |                               |                            |
| <b>Flight Time:</b>              | 9770 hours (Total, all aircraft), 650 hours (Total, this make and model), 9150 hours (Pilot In Command, all aircraft), 183 hours (Last 90 days, all aircraft), 112 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft) |                               |                            |

### Aircraft and Owner/Operator Information

|                                      |                             |                                       |                 |
|--------------------------------------|-----------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | BELL                        | <b>Registration:</b>                  | N4099G          |
| <b>Model/Series:</b>                 | 47G-5A 47G-5A               | <b>Aircraft Category:</b>             | Helicopter      |
| <b>Year of Manufacture:</b>          |                             | <b>Amateur Built:</b>                 | No              |
| <b>Airworthiness Certificate:</b>    | Restricted                  | <b>Serial Number:</b>                 | 7909            |
| <b>Landing Gear Type:</b>            | Skid                        | <b>Seats:</b>                         | 3               |
| <b>Date/Type of Last Inspection:</b> | 07/07/1984, Annual          | <b>Certified Max Gross Wt.:</b>       | 2850 lbs        |
| <b>Time Since Last Inspection:</b>   | 67 Hours                    | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 3455 Hours                  | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          | Not installed               | <b>Engine Model/Series:</b>           | VO-435-B1A      |
| <b>Registered Owner:</b>             | RIO VERDE HELICOPTERS, INC. | <b>Rated Power:</b>                   | 260 hp          |
| <b>Operator:</b>                     | RIO VERDE HELICOPTERS, INC. | <b>Operating Certificate(s) Held:</b> |                 |

## Meteorological Information and Flight Plan

|                                  |                   |   |                  |
|----------------------------------|-------------------|---|------------------|
| Conditions at Accident Site:     | Visual Conditions | Condition of Light:                     | Dawn             |
| 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                              | 40 Miles         |
| Lowest Ceiling:                  | None / 0 ft agl   | Visibility (RVR):                       | 0 ft             |
| Wind Speed/Gusts:                | Calm /            | Turbulence Type<br>Forecast/Actual:     | /                |
| Wind Direction:                  |                   | Turbulence Severity<br>Forecast/Actual: | /                |
| Altimeter Setting:               | 29 inches Hg      | Temperature/Dew Point:                  | 27° C            |
| Precipitation and Obscuration:   |                   |   |                  |
| Departure Point:                 | WINTERHAVEN, AZ   | Type of Flight Plan Filed:              | None             |
| Destination:                     |                   | Type of Clearance:                      | None             |
| Departure Time:                  | 0529 PDT          | Type of Airspace:                       | Class G          |

## Airport Information

|                      |   |                           |      |
|----------------------|---|---------------------------|------|
| Airport:             |   | Runway Surface Type:      |      |
| Airport Elevation:   |   | Runway Surface Condition: |      |
| Runway Used:         | 0 | IFR Approach:             | None |
| Runway Length/Width: |   | VFR Approach/Landing:     | None |

## 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):     | WAYNE POLLACK  | Report Date: |  |
| Additional Participating Persons: | JOHN SMICKLE; SAN DIEGO, CA  |              |  |
| 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 <a href="mailto:pubinq@ntsb.gov">pubinq@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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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](#).