



Aviation Investigation Factual Report

Location:	Estacada, Oregon	Accident Number:	WPR24LA036
Date & Time:	November 15, 2023, 07:45 Local	Registration:	N103WC
Aircraft:	Bell OH-58A	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 133: Rotorcraft ext. load		

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	47, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	April 19, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 1, 2023
Flight Time:	1858 hours (Total, all aircraft), 591 hours (Total, this make and model), 1774 hours (Pilot In Command, all aircraft), 116 hours (Last 90 days, all aircraft), 91 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N103WC
Model/Series:	OH-58A	Aircraft Category:	Helicopter
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal; Restricted (Special)	Serial Number:	69-16083
Landing Gear Type:	High skid	Seats:	4
Date/Type of Last Inspection:	November 12, 2023 100 hour	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	9087 Hrs at time of accident	Engine Manufacturer:	Rolls Royce
ELT:	Not installed	Engine Model/Series:	T63-A-720
Registered Owner:	EDGEFIELD AVIATION LLC	Rated Power:	400 Horsepower
Operator:	EDGEFIELD AVIATION LLC	Operating Certificate(s) Held:	Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	KUAO,196 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	266°
Lowest Cloud Condition:		Visibility	2.5 miles
Lowest Ceiling:	Broken / 700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	8°C / 7°C
Precipitation and Obscuration:	Moderate - None - Mist		
Departure Point:	Estacada, OR	Type of Flight Plan Filed:	None
Destination:	Estacada, OR	Type of Clearance:	None
Departure Time:		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:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.265907,-122.35522

Administrative Information

Investigator In Charge (IIC):	Rho, Paul
Additional Participating Persons:	Greg Howard; Federal Aviation Administration; Portland, OR
Report Date:	
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193390

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).