



Aviation Investigation Factual Report

Location:	STONEFYORD, California	Accident Number:	LAX93LA258
Date & Time:	June 17, 1993, 11:30 Local	Registration:	N38EA
Aircraft:	BELL 206B3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Factual Information

On June 17, 1993, at about 1130 Pacific daylight time, a Bell 206B3 helicopter, N38EA, damaged the tailboom and skid support structure during a taxi operation following landing at a remote mountain landing site near Stoneyford, California. The aircraft was operated under the provisions of 14 CFR Part 135 of the Federal Aviation Regulations by Smith Helicopters of Ukiah, California, and was on an on demand air taxi cargo flight. Visual meteorological conditions prevailed at the time and a company VFR flight plan was filed. The helicopter sustained substantial damage. The certificated commercial pilot, the sole occupant, was not injured. The flight originated from a second remote landing area near the accident site on the day of the mishap at about 1120 hours.

In his written report the pilot said that he had established a hover in a mountain landing zone and was in the process of air taxiing to a point where the cargo could be unloaded. The pilot said that a gust of wind buffeted the helicopter and the tail rotor contacted a rise in the ground. The pilot said he then lost all yaw directional control and the helicopter settled hard into a creek, resulting in a buckle to the boom and damage to the internal skid attach structure.

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 1, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4600 hours (Total, all aircraft), 1300 hours (Total, this make and model), 4300 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 61 hours (Last 30 days, all aircraft), 12 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N38EA
Model/Series:	206B3 206B3	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2555
Landing Gear Type:	Skid	Seats:	5
Date/Type of Last Inspection:	December 19, 1992 100 hour	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	6645 Hrs	Engine Manufacturer:	ALLISON
ELT:	Not installed	Engine Model/Series:	250-C20B
Registered Owner:	SMITH HELICOPTERS, INC.	Rated Power:	420 Horsepower
Operator:	SMITH HELICOPTERS, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	CNYA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	11:25 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.269969,-122.459358(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons: DAVID SMITH; SACRAMENTO , CA

Report Date: March 17, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=28409>

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](#).