



Aviation Investigation Final Report

Location:	CALIPATRIA, California	Accident Number:	LAX87DUM01
Date & Time:	December 1, 1986, 15:45 Local	Registration:	N2770N
Aircraft:	BELL UH-1B	Aircraft Damage:	Substantial
Defining Event:		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 and Findings

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
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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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 23, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
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	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	63-8509
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	May 5, 1986 100 hour	Certified Max Gross Wt.:	8238 lbs
Time Since Last Inspection:	46 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	3849 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	T-53-11B
Registered Owner:	FARM AIR SERVICE, INC.	Rated Power:	1150 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

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 /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	23°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:43 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry;Soft
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	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:	33.130161,-115.519279(est)

Administrative Information

Investigator In Charge (IIC): Gamble, W.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=25316>

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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](#).