



Aviation Investigation Final Report

Location:	SUSANVILLE, California	Accident Number:	LAX89LA265
Date & Time:	July 8, 1989, 11:30 Local	Registration:	N6306
Aircraft:	SIKORSKY S-58T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Public aircraft		

Analysis

THE HELICOPTER ENTERED AN UNCOMMANDED LEFT YAW, IN AN AREA WITH SWIRLING WINDS, WHILE INBOUND FOR A FIRE SUPPRESSION WATER DROP. THE PILOT DUMPED THE WATER, RELEASED THE BUCKET COLLECTIVE PITCH AND ENTERED A DESCENT. HE WAS UNABLE TO STOP THE DESCENT DURING THE LANDING FLARE AND THE HELICOPTER COLLIDED WITH THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INFLIGHT DECISION TO ENTER A DESCENT WHEN HE LOST YAW CONTROL OF THE AIRCRAFT. TURBULENT WEATHER CONDITIONS AND AN ABRUPT TOUCHDOWN WERE FACTORS IN THE ACCIDENT.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings
1. (F) WEATHER CONDITION - TURBULENCE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

2. (C) DESCENT - INTENTIONAL - PILOT IN COMMAND
3. (F) TOUCHDOWN - ABRUPT - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 29, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	SIKORSKY	Registration:	N6306
Model/Series:	S-58T S-58T	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	58-1491
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	13000 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6T-6
Registered Owner:		Rated Power:	1600 Horsepower
Operator:	ARIS HELICOPTERS LTD.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	CAXL

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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	30°C / -18°C
Precipitation and Obscuration:	N/A - None - Smoke		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	38.72929,-119.83982(est)

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	HOGH ROCHE, JR.; RENO , NV
Original Publish Date:	July 22, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26469

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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](#).