



# Aviation Investigation Final Report

<b>Location:</b>	MESA, Arizona	<b>Accident Number:</b>	LAX92LA278
<b>Date &amp; Time:</b>	July 3, 1992, 21:14 Local	<b>Registration:</b>	N4798R
<b>Aircraft:</b>	BELL 47G5	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

ACCORDING TO A WITNESS, THE PILOT WAS PERFORMING A TAKEOFF AFTER THE HELICOPTER HAD BEEN LOADED WITH ABOUT 60 GALLONS OF INSECTICIDE. THE HELICOPTER ATTAINED AN ALTITUDE OF ABOUT 50 TO 60 FEET ABOVE THE GROUND WHEN THE WITNESS OBSERVED THE TAIL ROTOR MOVE Laterally ABOUT 4 TO 5 FEET. THE WITNESS SAID HE SAW THE AIRCRAFT SETTLE TO THE GROUND AND LAND HARD. HE SAID HE IMMEDIATELY ASKED THE PILOT WHAT HAPPENED. THE PILOT REPORTEDLY TOLD THE WITNESS THAT HE HAD A 'POWER DROOP.' THE CAUSE OF THE PARTIAL LOSS OF POWER WAS NOT DETERMINED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A PARTIAL LOSS OF ENGINE POWER DUE TO UNKNOWN REASON (S). FACTORS IN THIS ACCIDENT WERE 1) LOW ALTITUDE WHEN THE PARTIAL LOSS OF POWER OCCURRED 2) LOW ROTOR RPM AS A RESULT OF THE LOSS OF POWER, AND 3) THE PILOT NOT BEING ABLE TO TAKE REMEDIAL ACTION DUE TO THE LOW ALTITUDE AND ROTOR RPM.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAXI - AERIAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) ALTITUDE - INADEQUATE

3. (F) ROTOR RPM - INADEQUATE - PILOT IN COMMAND

4. (F) REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #3: HARD LANDING

Phase of Operation: DESCENT - EMERGENCY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 28, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2000 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N4798R
<b>Model/Series:</b>	47G5 47G5	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Restricted (Special)	<b>Serial Number:</b>	7925
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	2850 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	VO-435-B1A
<b>Registered Owner:</b>	JACK SINTON	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	RED MOUNTAIN HELICOPTERS, INC.	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	ONGG

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/bright
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	36°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(NONE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	21:13 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	33.440025,-111.850418(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Childress, Richard
<b>Additional Participating Persons:</b>	JOHN ELLER; SCOTTSDALE ,AZ
<b>Original Publish Date:</b>	September 28, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=27674">https://data.nts.gov/Docket?ProjectID=27674</a>

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