



Aviation Investigation Final Report

Location:	CHANDLER, Arizona	Accident Number:	LAX92LA378
Date & Time:	September 6, 1992, 09:10 Local	Registration:	N38099
Aircraft:	Texas Helicopter OH-13E/M74	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

AFTER RECEIVING FUEL AND RELOADING WITH A CHEMICAL HERBICIDE, THE HELICOPTER WAS DEPARTING A LANDING/LOADING PLATFORM MOUNTED ON A TRUCK, TO CONTINUE AGRICULTURAL SPRAY OPERATIONS. AS THE HELICOPTER LEFT THE PLATFORM, THE PILOT WAS UNABLE TO MAINTAIN ALTITUDE AND JETTISON THE CHEMICAL LOAD. THE HELICOPTER SETTLED INTO A COTTON FIELD AND ROLLED ONTO ITS LEFT SIDE. EXAMINATION OF WEIGHT AND BALANCE, AND PERFORMANCE CHARTS REVEALED THAT THE HELICOPTER SHOULD HAVE BEEN ABLE TO MAINTAIN FLIGHT. THE PILOT REPORTED THAT HIS RECOMMENDATION TO PREVENT THIS ACCIDENT WAS TO NOT OVERLOAD THE HELICOPTER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGING THE PERFORMANCE AND WEIGHT AND BALANCE DATA OF THE HELICOPTER PRIOR TO DEPARTURE. CONTRIBUTING TO THE ACCIDENT WAS A FAILURE OF THE PILOT TO JETTISON THE CHEMICAL LOAD.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

1. TERRAIN CONDITION - HIGH VEGETATION
2. (C) PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
3. (C) AIRCRAFT WEIGHT AND BALANCE - MISJUDGED - PILOT IN COMMAND
4. (F) LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	28, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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:	April 23, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3680 hours (Total, all aircraft), 480 hours (Total, this make and model), 3507 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Texas Helicopter	Registration:	N38099
Model/Series:	OH-13E/M74 OH-13E/M74	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	77-006
Landing Gear Type:	Skid	Seats:	1
Date/Type of Last Inspection:	August 26, 1992 100 hour	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	37 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2628 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-435-A1F
Registered Owner:	FLIGHT SERVICES INC.	Rated Power:	260 Horsepower
Operator:	FLIGHT SERVICES INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	YUGG

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	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	28°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHANDLER , AZ (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:10 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
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:	33.319797,-111.869041(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	PETER YIAKOS; SCOTTSDALE , AZ
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27756

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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](#).