



Aviation Investigation Final Report

Location:	SANTA RITA, California	Accident Number:	LAX97LA010
Date & Time:	October 8, 1996, 09:15 Local	Registration:	N51582
Aircraft:	Texas Helicopter OH-13E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

Following a landing next to his service truck, the pilot got out of the helicopter to speak with the farmer. The pilot said that both he and the loader failed to notice that the 50-foot loading hose was still attached to the helicopter. He lifted off with the helicopter tethered by the hose. When the hose became taut, the helicopter rolled over, descended, and collided with level terrain.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection of the helicopter.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. EQUIPMENT, OTHER - NOT REMOVED - PILOT IN COMMAND
3. DYNAMIC ROLLOVER - INADVERTENT - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - OPEN FIELD

Factual Information

On October 8, 1996, at 0915 hours Pacific daylight time, a Texas Helicopter OH-13E, N51582, collided with terrain after an in-flight loss of control during the initial takeoff climb about 2 miles west of Santa Rita, California. The helicopter sustained substantial damage and the certificated commercial pilot was not injured. The helicopter was being operated by Gomes Farm Air Service, Salinas, California, as an aerial application flight under 14 CFR Part 137. Visual meteorological conditions prevailed.

According to the pilot, following a landing next to his service truck, he got out of the helicopter to speak with the farmer. His loader serviced the helicopter with a pesticide. The pilot said that both he and the loader failed to notice the 50-foot loading hose was still attached to the helicopter. He lifted off with the helicopter tethered by the hose. When the hose became taut, the helicopter rolled over, descended and collided with level terrain.

Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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:	March 20, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9800 hours (Total, all aircraft), 400 hours (Total, this make and model), 9750 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Texas Helicopter	Registration:	N51582
Model/Series:	OH-13E OH-13E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	78-020
Landing Gear Type:	Skid	Seats:	1
Date/Type of Last Inspection:	October 8, 1996 AAIP	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5678 Hrs	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	VO-435
Registered Owner:	GOMES FARM AIR SERVICE	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	LSJG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SNS ,84 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	08:45 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:15 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:	36.720481,-121.629753(est)

Administrative Information

Investigator In Charge (IIC):	Wilcox, Thomas
Additional Participating Persons:	CYNTHIA A JESCH; SAN JOSE , CA
Original Publish Date:	September 5, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=29658

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