



# Aviation Investigation Final Report

<b>Location:</b>	SPARTA, Georgia	<b>Accident Number:</b>	MIA99LA200
<b>Date &amp; Time:</b>	July 22, 1999, 19:45 Local	<b>Registration:</b>	N51857
<b>Aircraft:</b>	Bell OH-13H/M74A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

The pilot stated that during his preflight he had only untied the right side of the helicopter, when a ground crew member wanted his assistance. When he finished with him he entered the helicopter on the right side and forgot to check all the tie downs. He started the helicopter and attempted to takeoff with the left side still hooked to the trailer. When the left back spray came loose the tail popped up and the main rotor blades struck the ground. The pilot cut the throttle and laid the helicopter on the right side. The pilot did not report any mechanical difficulties with the helicopter.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate preflight which resulting in his failure to remove all the tie downs, and the subsequent impact with the ground.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

### Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. DIVERTED ATTENTION - PILOT IN COMMAND
3. (C) TIE DOWN - NOT REMOVED - PILOT IN COMMAND



## Factual Information

On July 22, 1999, about 1945 eastern daylight time, a Bell OH-13H/M74A helicopter, N51857, registered to Roland Air Chemical Inc., was substantially damaged during liftoff, near Sparta, Georgia. The commercial-rated pilot reported no injuries. Visual meteorological conditions (VMC) prevailed in the vicinity, and no flight plan had been filed. The aerial application flight was being conducted in accordance with Title 14 CFR Part 137. The flight was originating at the time of the accident.

The pilot stated that during his preflight he "...unhooked the right side of the helicopter...when my chemical man call[ed] and wanted my assistance. When I finished with him I went an got in on the right side of the helicopter, an forgot to check all the tie downs...cranked up and tried to take off with the left side still hooked [to] the helicopter...it was still [attached] to the trailer. When the left back spray came loose the tail pop[ed] up an the main rotor blades struck the ground. When that happened I cut the throttle an laid it on the right side." The pilot did not report any mechanical difficulties with the helicopter.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	945 hours (Total, all aircraft), 100 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N51857
<b>Model/Series:</b>	OH-13H/M74A OH-13H/M74	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	78-024
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	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>	TVO-435-F1A
<b>Registered Owner:</b>	ROLAND AIR CHEMICAL	<b>Rated Power:</b>	280 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	ROLAND AIR CHEMICAL	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AGS ,145 ft msl	<b>Distance from Accident Site:</b>	40 Nautical Miles
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	260°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	34°C / 25°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:15 Local	<b>Type of Airspace:</b>	

## 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>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	33.269371,-82.969032(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Yurman, Alan
<b>Additional Participating Persons:</b>	RICHARD BUZINSKI; ATLANTA , GA
<b>Original Publish Date:</b>	November 2, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=46846">https://data.ntsb.gov/Docket?ProjectID=46846</a>

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