



# Aviation Investigation Final Report

<b>Location:</b>	SALINAS, California	<b>Accident Number:</b>	LAX00LA326
<b>Date &amp; Time:</b>	August 30, 2000, 06:15 Local	<b>Registration:</b>	N207EH
<b>Aircraft:</b>	Bell 206B-3	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

The pilot of the agricultural application helicopter completed chemical application at one site and then proceeded to a second application site. While setting up to begin application at the second site, the helicopter struck 12KV electrical power transmission wires without the pilot ever seeing them. He landed the helicopter and observed that the rotor pitch change links were damaged. The pilot attributed the accident to improper reconnaissance of the area prior to starting the application.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate visual surveillance of the worksite to see and avoid power transmission wires.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

### Findings

1. OBJECT - WIRE, TRANSMISSION
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

## Factual Information

On August 30, 2000, at 0615 hours Pacific daylight time, a Bell 206B-3, N207EH, was substantially damaged when the agricultural application helicopter impacted electrical power transmission lines, 5 miles west of Salinas, California. The certificated commercial pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed and no flight plan was filed. The helicopter, operated by Helicare Ag, Inc., under 14 CFR Part 137, departed from Salinas about 0550.

The pilot reported that, after departure from the airport, he completed chemical application at one site and then proceeded to a second application site. While setting up to begin application at the second site, the helicopter struck 12KV power transmission lines without the pilot ever seeing them. The pilot landed the helicopter and observed that the rotor pitch change links were damaged. He attributed the accident to improper reconnaissance of the area prior to starting the application.

### 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>	Airplane; 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>	October 1, 1999
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2960 hours (Total, all aircraft), 750 hours (Total, this make and model), 2191 hours (Pilot In Command, all aircraft), 126 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N207EH
<b>Model/Series:</b>	206B-3 206B-3	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	3296
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	June 26, 2000 AAIP	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	81 Hrs	<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	8235 Hrs	<b>Engine Manufacturer:</b>	Allison
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	250-C20B
<b>Registered Owner:</b>	HELICARE AG INC.	<b>Rated Power:</b>	317 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	LSMG

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dawn
<b>Observation Facility, Elevation:</b>	SNS ,84 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	05:53 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/ None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	57°C / 54°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(SNS )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	05:50 Local	<b>Type of Airspace:</b>	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:	36.669635,-121.609169(est)

## Administrative Information

Investigator In Charge (IIC):	Parker, Richard
Additional Participating Persons:	MICHAEL A BARNETT; SAN JOSE , CA
Original Publish Date:	July 17, 2001
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=50199">https://data.nts.gov/Docket?ProjectID=50199</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).