Aviation Investigation Final Report

Location:	SALINAS, California	**Accident Number:**	LAX00LA326
Date & Time:	August 30, 2000, 06:15 Local	**Registration:**	N207EH
Aircraft:	Bell 206B-3	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	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

Certificate:	Commercial	**Age:**	31,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	
Instrument Rating(s):	Airplane; Helicopter	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	October 1, 1999
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	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

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

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Dawn
Observation Facility, Elevation:	SNS ,84 ft msl	**Distance from Accident Site:**	5 Nautical Miles
Observation Time:	05:53 Local	**Direction from Accident Site:**	90°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/ None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	57°C / 54°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(SNS)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	05:50 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:**	36.669635,-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:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50199