



National Transportation Safety Board Aviation Accident Final Report

Location:	Oxnard, California	Accident Number:	WPR19LA135
Date & Time:	May 4, 2019, 09:45 Local	Registration:	N49643
Aircraft:	Bell 206	Aircraft Damage:	Substantial
Defining Event:	Inflight upset	Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The operator reported that this was the helicopters third flight of the day. However, this was the first paint material load of the day. As the pilot made his third pass over the greenhouses, he noticed that he was using more left cyclic to maintain level flight. He continued to spray in attempt to correct any load imbalances, however, the helicopter continued to lean further to the right. The pilot maneuvered away from the greenhouses. The helicopter's right turn continued to increase until it impacted the ground at about a 45° bank. A post impact fire ensued and completely consumed the helicopter.

The operator further reported that the helicopter was equipped with 2, 60-gallon mixture tanks mounted on each side of the aircraft. The tanks were connected through a transfer equalizing tube which fed a centrally located electric pump. The pump then sent the wash through the spray booms. The operator mentioned that they believe one of the mixture tanks stopped transferring, which would cause the helicopter to be imbalanced. Due to the destruction of the helicopter during impact and the post impact fire there was not enough evidence to determine if there were any mechanical anomalies with the helicopter or spray system.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inability to maintain control of the helicopter while maneuvering at a low altitude due to reasons that could not be determined based on available evidence.

Findings

Personnel issues	Aircraft control - Pilot
Not determined	(general) - Unknown/Not determined
Aircraft	(general) - Attain/maintain not possible

Factual Information

On May 4, 2019, about 0945 Pacific daylight time, a Bell 206B helicopter, N49643, was destroyed when it was involved in an accident near Oxnard, California. The pilot was seriously injured. The helicopter was operated as a Title 14 *Code of Federal Regulations* Part 133 aerial application flight.

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Postaccident examination of the helicopter did not reveal any anomalies with the helicopter, however, it was destroyed, and mostly consumed by impact and fire related damage.

History of Flight

Maneuvering-low-alt flying	Inflight upset (Defining event)
Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	41, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	January 23, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 2, 2018
Flight Time:	4910 hours (Total, all aircraft), 2600 hours (Total, this make and model), 3910 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N49643
Model/Series:	206 B	Aircraft Category:	Helicopter
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1813
Landing Gear Type:	High skid	Seats:	1
Date/Type of Last Inspection:	March 21, 2019 100 hour	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	66 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	20629 Hrs at time of accident	Engine Manufacturer:	Rolls Royce
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	250 C-20B
Registered Owner:		Rated Power:	420 Horsepower
Operator:		Operating Certificate(s) Held:	Rotorcraft external load (133), Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OXR, 44 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	09:51 Local	Direction from Accident Site:	325°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	16° C / 12° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oxnard, CA (OXR)	Type of Flight Plan Filed:	Company VFR
Destination:	Oxnard, CA (OXR)	Type of Clearance:	None
Departure Time:	09:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	Oxnard Airport OXR	Runway Surface Type:	
Airport Elevation:	44 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	34.220275, -119.223892(est)

Administrative Information

Investigator In Charge (IIC):	Link, Samantha		
Additional Participating Persons:	Ivan Salazar ; Federal Aviation Administration; Van Nuys, CA		
Original Publish Date:	April 1, 2022	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99393		

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