



IAAD Detailed Mishap Report

Carson City, NV on 7/5/1976 at 10:18:00 AM



GENERAL INFORMATION

Mishap Number: 76-6B13-C-LLM **Tail Number:** N600SW **Manufacturer:** Bell
NTSB Number: OAK76AP060 **Aircraft ID:** **Model:** 206B
Investigator: John Rainey **Aircraft Type:** Helicopter – Type III **Vendor:** Arizona Helicopters, Inc.

METOC INFORMATION

Nearest Weather Station:

Light Conditions: Daylight **Weather Conditions:** **Density Altitude:** feet above MSL
Visibility: 10 miles Clear, , **Elevation:** feet above MSL
Temperature: 75 °F **Wind:** %/ 5 kts

OPERATIONAL DATA

Operational Control

Agency: Bureau of Land Management (BLM)
Region/State/District: NV-Nevada
Unit:

Event Type: Accident
Procurement: Basic Ordering Agreement
Home Base:

Type of Mission: Fire, Passenger Transport

Phase of Flight: Landing

Description:

The aircraft departed the Base Heliport (2 1/2 miles SW of Carson City, Nevada), at approximately 1005 p.d.t. on July 5, 1976, on a Bureau of Land Management forest fire support mission with four passengers aboard. The passengers were to be off loaded at a mountain top helispot to assist in controlling a forest fire in progress approximately one-half mile north of the landing site.

This was the seventh flight of the day flown to the same location by the pilot. The aircraft flew up canyon and approached the helispot from below. Several witnesses including the Helitack Foreman located on the landing spot observed the aircraft. According to the foreman the helicopter was slowing and beginning to turn toward the helispot. At this he thought he heard a noise like a muffled explosion. The aircraft went into very tight spiraling turn to pilot's left, spun 2 or 3 times and descended out of sight below the crest of the hill. He grabbed a fire extinguisher and ran to the wreckage site.

A second witness saw it fly up the canyon. The aircraft was low when it made a left turn to gain height to reach the landing zone. The rear part of the helicopter looked like it hit the top of a tree. This witness heard full power applied and saw the aircraft slide back into tree No. 2. It then slid sideways on the left side and nosed into the ground.

Another witness located on an adjacent hillside stated that the aircraft came up canyon and began a left turn to land. It seemed to hesitate and appeared to drift backward for an instant then start a left steep nose down spiraling turn into the ground.

The two surviving passengers were interviewed at the Carson Tahoe Hospital. The center rear seat passenger could only state that there was a sudden loss of altitude similar to a quick descent in an elevator. She also said that the pilot looked back at her and smiled after which he continued flying. Shortly after this the nose went down and there was a sudden loss of altitude. At no time throughout the descent to the point of ground contact did the pilot speak out. The remaining passenger could remember nothing except the scream of a girl and a feeling of falling.

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CREW/PASSENGER

Pilot in Command: Davidson	James Lynn	Second In Command:	
Career Flight Hours: 2,594.7	Experience	Career Flight Hours:	0.0
Hours into Crew Day: 0.0	Fatigue Factors	Hours into Crew Day:	0.0
Flight Hours that Day: 0.0		Flight Hours that Day:	0.0

Crew Makeup

Crewmembers:	0
Qualified Non-Crewmembers:	0
Passengers:	4

Total Number of Souls on Board: 5

Injuries by Severity

	Agency	Non-Agency
<i>Fatalities</i>	2	1
<i>Serious Injuries:</i>	2	0
<i>Minor Injuries:</i>	0	0
<i>None:</i>	0	0

CONTRIBUTING FACTORS

*A/N C/F A/N: indicates if the contributing factor was identified by the Agency Investigator (A), or the NTSB (N)
C/F: indicates if the factor contributed to the mishap (C), or if it was present but not contributing (F)*

- (N) (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND
- (N) (C) PLANNED APPROACH - POOR - PILOT IN COMMAND
- (N) (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE -
- (N) (F) OBJECT - TREE(S) -

NTSB Probable Cause Statement:

Agency Investigator's Findings:

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COSTS *The pre-calculated costs by injury are based on FAA values published in the year 2005

<i>Direct Costs - Agency</i>	Pre-Calculated*	Known	Difference
<i>Local Unit Investigation:</i>		\$0.00	
<i>FS/AMD Investigation:</i>		\$0.00	
<i>Fatalities:</i>	\$6,265,400.00	\$0.00	\$0.00
<i>Serious Injuries:</i>	\$387,400.00	\$0.00	\$0.00
<i>Minor Injuries:</i>	\$0.00	\$0.00	\$0.00
<i>Repairs/Losses:</i>		\$0.00	
<i>Loss of Availability:</i>		\$0.00	
	<i>Total Direct Costs:</i>	\$6,652,800.00	

<i>Indirect Costs - Non-Agency</i>	Pre-Calculated*	Known	Difference
<i>Fatalities:</i>	\$3,132,700.00	\$0.00	\$0.00
<i>Serious Injuries:</i>	\$0.00	\$0.00	\$0.00
<i>Minor Injuries:</i>	\$0.00	\$0.00	\$0.00
<i>Repairs/Losses:</i>		\$0.00	
<i>Loss of Availability:</i>		\$0.00	
	<i>Total Indirect Costs:</i>	\$3,132,700.00	
	<i>Total All Costs:</i>	\$9,785,500.00	

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