



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	PACIFIC OCEAN, PO	<b>Accident Number:</b>	LAX94LA187
<b>Date &amp; Time:</b>	03/01/1994, 0830 PST	<b>Registration:</b>	N4712R
<b>Aircraft:</b>	BELL 206A	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Aerial Observation		

## Analysis

According to a report from the operator, the helicopter had completed the assigned fish spotting mission and was returning to the ship when it disappeared from the ship's radar, about 3 miles short of the vessel. There were no known distress calls prior to the disappearance. A search of the area around the last known position of the helicopter revealed parts of an emergency float system known to have been installed on the helicopter, and the bodies of the pilot and spotter. No trace of additional aircraft components were found. The pilot was a Panamanian citizen who reportedly held a pilot certificate issued by the Republic of Panama. The fish spotter was a Mexican national who has not been identified.

## Probable Cause

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

## Findings

Occurrence #1: UNDETERMINED  
Phase of Operation: CRUISE

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

## Pilot Information

<b>Certificate:</b>	Commercial; Foreign; Private	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	6000 hours (Total, all aircraft), 600 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N4712R
<b>Model/Series:</b>	206A 206A	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	L & M OFFSHORE CORPORATION	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	250-C20
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Aerial Observation		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>		<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SHIP EL QUIJOTE (NONE)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JEFF RICH,	<b>Adopted Date:</b>	11/14/1994
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.