



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	VENICE, LA	<b>Accident Number:</b>	FTW95FA186
<b>Date &amp; Time:</b>	05/02/1995, 0653 CDT	<b>Registration:</b>	N347AL
<b>Aircraft:</b>	BELL 206L-3	<b>Injuries:</b>	1 Fatal, 2 Serious
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Analysis

DURING FINAL APPROACH TO AN OFFSHORE OIL PLATFORM, THE HELICOPTER FLEW INTO THE EXHAUST GASES OF A FLARE BOOM WHICH WAS BURNING EXCESS GAS. WHEN THE PILOT ATTEMPTED TO ADD POWER TO ARREST HIS DESCENT AND BRING THE HELICOPTER TO A HOVER FOR LANDING, HE GOT NO ENGINE RESPONSE. THE HELICOPTER SETTLED AND COLLIDED WITH THE EDGE OF THE PLATFORM AND DESCENDED IN AN INVERTED ATTITUDE INTO THE WATER ADJACENT TO THE PLATFORM. THE PILOT AND FRONT SEAT PASSENGER EXITED THE HELICOPTER UNAIDED AND WERE PICKED UP BY A BOAT IN THE VICINITY. THE REAR SEAT PASSENGER DID NOT GET OUT OF THE HELICOPTER AND DROWNED. THE PILOT SAID HE GOT A LOW ROTOR WARNING JUST BEFORE THE HELICOPTER STRUCK THE PLATFORM, BUT DID NOT GET AN ENGINE WARNING.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER DUE TO INGESTION OF EXHAUST FUMES FROM AN OIL PLATFORM FLARE BOOM.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) MISCELLANEOUS,ENGINE - FUMES  
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

2. OBJECT - OTHER  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

3. TERRAIN CONDITION - WATER

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	48
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	9806 hours (Total, all aircraft), 2287 hours (Total, this make and model), 6530 hours (Pilot In Command, all aircraft), 154 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N347AL
<b>Model/Series:</b>	206L-3 206L-3	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	AIR LOGISTICS, INC.	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250-C30P
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## 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>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 2500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 20°
<b>Temperature:</b>	21° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	, LA (45LA)	<b>Destination:</b>	PLATFORM 86C, LA

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal, 1 Serious	<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>	NORMAN F WIEMEYER	<b>Adopted Date:</b>	01/19/1996
<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:pubin@ntsb.gov">pubin@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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