



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--|-------------------------|------------|
| Location: | PACIFIC OCEAN, PO | Accident Number: | LAX96LA149 |
| Date & Time: | 11/02/1995, 1000 | Registration: | N99138 |
| Aircraft: | Bell 47G-4A | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Aerial Observation | | |

Analysis

The helicopter was being flown from a fishing vessel during a fish spotting operation. The pilot reported that shortly after liftoff from the ship, he experienced a hydraulic failure. The seas were reported as high, and the pilot did not feel he could safely return to the pitching and rolling ship deck without hydraulic assist. He decided to land the float equipped helicopter in the water next to the ship. While hovering just above the water, the spotter unexpectedly jumped out of the helicopter without permission from the pilot. This resulted in a sudden imbalance, and the pilot lost control of the helicopter. The helicopter then rolled over, collided with the water, and sank.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain lateral control of the helicopter, while hovering in preparation for a precautionary landing next to a ship at sea. Factors relating to the accident were: the passenger's premature evacuation from the helicopter, and the resultant lateral imbalance of the helicopter as the passenger jumped.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: HOVER - IN GROUND EFFECT

Findings

1. (F) ROTORCRAFT FLIGHT CONTROL SYSTEM, PRIMARY SERVO - FAILURE
 2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 3. (F) EVACUATION - PREMATURE - PASSENGER
 4. (C) AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE
 5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ROLL OVER
Phase of Operation: HOVER - IN GROUND EFFECT

Pilot Information

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|----------------------------------|---------------------------------|------------------------------|------|
| Certificate: | Commercial | Age: | 32 |
| Airplane Rating(s): | None | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | Helicopter | Instructor Rating(s): | None |
| Flight Time: | 350 hours (Total, all aircraft) | | |

Aircraft and Owner/Operator Information

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|---------------------------------------|--|-----------------------------|-----------------|
| Aircraft Make: | Bell | Registration: | N99138 |
| Model/Series: | 47G-4A 47G-4A | Engines: | 1 Reciprocating |
| Operator: | Z FISHING COMPANY | Engine Manufacturer: | Lycoming |
| Operating Certificate(s) Held: | None | Engine Model/Series: | VO-540-B1B3 |
| Flight Conducted Under: | Part 91: General Aviation - Aerial Observation | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|---------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Witness |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | / , |
| Temperature: | | Visibility | 0 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Destination: | |

Wreckage and Impact Information

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|-----------------------------|--------|----------------------------|-----------|
| Crew Injuries: | 1 None | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

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|--------------------------------------|--|----------------------|------------|
| Investigator In Charge (IIC): | JEFF RICH | Adopted Date: | 11/11/1996 |
| Investigation Docket: | 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

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