



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-----------------|
| Location: | CHANDLER, OK | Accident Number: | FTW96LA137 |
| Date & Time: | 03/02/1996, 0823 CST | Registration: | N312RS |
| Aircraft: | Bell B206-BIII | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 1 Minor, 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

During an approach to a pre-selected area, while at approximately 100 yards from the landing site, at an airspeed of 20 knots, the pilot elected to execute a go-around, when he concluded that his approach was too steep and too fast. The pilot told an FAA inspector that the engine lost power during the go-around sequence, and while attempting to land on another clear area about 150 yards from the previously selected spot, the helicopter landed hard. The pilot further stated that 'the tailboom impacted the ground first, followed by the aft portion of the skids, which impacted the ground vertically.' The reason for the reported loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the reported loss of engine power during a go-around for undetermined reason(s).

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. AUTOROTATION - INITIATED - PILOT IN COMMAND

Occurrence #3: HARD LANDING
Phase of Operation: EMERGENCY LANDING

Factual Information

On March 2, 1996 at 0823 central standard time, a Bell 206B-III helicopter, N312RS, registered and operated by Lori Incorporated of Tulsa, Oklahoma, as a Title 14 CFR Part 91, was destroyed following a forced landing and post crash fire near Chandler, Oklahoma. Visual Meteorological Conditions prevailed for the personal flight for which a flight plan was not filed. The pilot sustained minor injuries and his passenger was not injured. The flight originated from Tulsa, Oklahoma, approximately 30 minutes prior to the accident.

In the narrative portion of the enclosed NTSB Form 6120.1/2, the pilot stated that he selected a clear grassy area adjacent to the lodge's parking lot, which he intended to land on. During his approach to the pre-selected area, while at approximately 100 yards from the landing site, at an airspeed of 20 knots, the pilot elected to execute a go-around when he concluded that his approach was too steep and too fast.

The pilot told the FAA inspector that the engine lost power during the go-around sequence, and while attempting to land on another clear area about 150 yards from the previously selected spot, the helicopter landed hard. The pilot further stated that "the tailboom impacted the ground first, followed by the aft portion of the skids, which impacted the ground vertically."

A post-impact fire destroyed the helicopter within seconds after coming to rest. The reason for the loss of engine power could not be determined. On the enclosed report, the pilot stated that he had accumulated a total of 112.3 flight hours in rotorcraft, of which 28.4 were in the Bell 206 (17.7 within the preceding 90 days).

Pilot Information

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|----------------------------------|---|--|------------|
| Certificate: | Private | Age: | 53, Male |
| Airplane Rating(s): | None | Seat Occupied: | Right |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | Seatbelt |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 02/19/1996 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 112 hours (Total, all aircraft), 28 hours (Total, this make and model), 80 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|---------------------|--------------------------------|---------------|
| Aircraft Make: | Bell | Registration: | N312RS |
| Model/Series: | B206-BIII B206-BIII | Aircraft Category: | Helicopter |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 2999 |
| Landing Gear Type: | Skid | Seats: | 5 |
| Date/Type of Last Inspection: | 02/15/1996, Annual | Certified Max Gross Wt.: | 3200 lbs |
| Time Since Last Inspection: | 18 Hours | Engines: | 1 Turbo Shaft |
| Airframe Total Time: | 2078 Hours | Engine Manufacturer: | Allison |
| ELT: | Installed | Engine Model/Series: | 250/C20B |
| Registered Owner: | LORI INCORPORATED | Rated Power: | 458 hp |
| Operator: | LORI INCORPORATED | Operating Certificate(s) Held: | None |

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 | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 0000 | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 6 knots / 8 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 260° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 28 inches Hg | Temperature/Dew Point: | 0° C / -5° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | TULSA, OK (TUL) | Type of Flight Plan Filed: | None |
| Destination: | , OK (H01) | Type of Clearance: | None |
| Departure Time: | 0730 CST | Type of Airspace: | Class G |

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): WILLIAM H GAMBLE **Report Date:** 04/03/1997

Additional Participating Persons: JAMES R KELLN; OKLAHOMA CITY, OK

Publish Date:

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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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).