



National Transportation Safety Board Aviation Accident Data Summary

Location:	SUPAI, AZ	Accident Number:	LAX97LA030
Date & Time:	11/01/1996, 1230 MST	Registration:	N90144
Aircraft:	Bell 206B	Injuries:	1 Minor
Flight Conducted Under:	Part 133: Rotorcraft Ext. Load		

Analysis

The helicopter was being used in an external lift operation, moving supplies of salt to a storage location. The pilot reported that he was lifting to a hover over a loaded cargo net, unaware that the external load cable was draped over one of the skids. As the cable took the strain of the load, the helicopter rolled, and the lateral control limit was exceeded. The pilot released the load with an electrical switch; however, before control was regained, the helicopter contacted the ground, nose low, and the main rotor blades struck the ground. The pilot reported that from initial down-force on the skid until impact, the time frame was less than 4 seconds. He also reported no mechanical malfunction with the helicopter.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: improper routing of the external cargo hoist cable (over helicopter skid), which resulted in lateral imbalance and roll-over of the helicopter, as weight on the cable became effective.

Findings

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

Findings

1. (C) EXTERNAL LOAD EQUIPMENT - IMPROPER
2. (C) AIRCRAFT WEIGHT AND BALANCE - UNCONTROLLED
3. (C) REMEDIAL ACTION - NOT ATTAINED
4. AIRCRAFT CONTROL - NOT POSSIBLE
5. LOAD JETTISON

Occurrence #2: ROLL OVER
Phase of Operation: HOVER

Findings

6. DYNAMIC ROLLOVER

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Commercial	Age:	50
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	9970 hours (Total, all aircraft), 4150 hours (Total, this make and model), 9317 hours (Pilot In Command, all aircraft), 112 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N90144
Model/Series:	206B 206B	Engines:	1 Turbo Shaft
Operator:	DONALD A. PARRISH	Engine Manufacturer:	Allison
Operating Certificate(s) Held:		Engine Model/Series:	250-C20B
Flight Conducted Under:	Part 133: Rotorcraft Ext. Load		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Light and Variable / ,
Temperature:	10°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Airport Information

Airport:	UNCHARTED HELIPORT	Runway Surface Type:	Asphalt
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): JEFF RICH Adopted Date: 08/21/1997

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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