



National Transportation Safety Board Aviation Accident Data Summary

Location:	INTRACOSTAL CTY, LA	Accident Number:	FTW97FA208A
Date & Time:	06/01/1997, 1125 CDT	Registration:	N115AL
Aircraft:	Bell 206B	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

N115AL, a Bell 206B helicopter, and N2773A, a Bell 206L-1 helicopter, collided in midair approximately 3 nm west of Intracoastal City, Louisiana. N2773A was in cruise flight, transiting through the Intracoastal City traffic advisory area from northeast to southwest. N115AL departed Intracoastal City westbound. Radar data indicated that the angle between the flight paths was about 60 degrees. The pilot of N115AL reported that he had just leveled out at 700 feet agl when he saw N2773A to his right at a 'slightly' lower altitude and banked hard left. A witness and physical evidence indicated that the main rotor blades of N115AL struck the tail rotor of N2773A. N2773A was not observed to take evasive action. Subsequently, N2773A impacted the ground in an uncontrolled descent, and N115AL made a forced landing in a slough and sank. Prior to departure, the pilot of N115AL communicated his intentions on the local traffic advisory frequency. There were no radio communications from N2773A on the advisory frequency, and the operator of N2773A did not include the use of traffic advisory services as a company standard operating procedure in its operations manual.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of both pilots to see and avoid each other's aircraft. Factors were the failure of the pilot of N2773A to use the available traffic advisory service and the failure of the operator of N2773A to make the use of traffic advisory services a company standard operating procedure.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) TRAFFIC ADVISORY - NOT USED - PILOT OF OTHER AIRCRAFT
2. (F) INSUFF STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

5. TERRAIN CONDITION - WATER

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	34
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	2345 hours (Total, all aircraft), 18 hours (Total, this make and model), 2114 hours (Pilot In Command, all aircraft), 165 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N115AL
Model/Series:	206B 206B	Engines:	1 Turbo Shaft
Operator:	OFFSHORE LOGISTICS INC.	Engine Manufacturer:	Allison
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	250-C20B
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ICY, 4 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 330°
Temperature:	25°C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	(LA09)	Destination:	GRAND CHENIER, LA (LA53)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): GEORGIA R SNYDER

Adopted Date: 04/15/1999

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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