



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	INTRACOASTL CTY, LA	<b>Accident Number:</b>	FTW97FA208B
<b>Date &amp; Time:</b>	06/01/1997, 1125 CDT	<b>Registration:</b>	N2773A
<b>Aircraft:</b>	Bell 206L-1	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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## 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 and Findings

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

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Occurrence #1: MIDAIR COLLISION

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) TRAFFIC ADVISORY - NOT USED - PILOT IN COMMAND
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

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

See narrative for FTW97FA208A.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/03/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11000 hours (Total, all aircraft), 10500 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N2773A
<b>Model/Series:</b>	206L-1 206L-1	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	45298
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	05/19/1997, 100 Hour	<b>Certified Max Gross Wt.:</b>	4150 lbs
<b>Time Since Last Inspection:</b>	32 Hours	<b>Engines:</b>	1 Turbo Shaft
<b>Airframe Total Time:</b>	7310 Hours	<b>Engine Manufacturer:</b>	Allison
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	250-C28B
<b>Registered Owner:</b>	HOUSTON HELICOPTERS INC.	<b>Rated Power:</b>	500 hp
<b>Operator:</b>	HOUSTON HELICOPTERS INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	YHHA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ICY, 4 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1150 CDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25° C / 14° C
Precipitation and Obscuration:			
Departure Point:	ABBEVILLE, LA (0R3)	Type of Flight Plan Filed:	Company VFR
Destination:	EAST CAMERON, GM	Type of Clearance:	None
Departure Time:	1119 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	GEORGIA R SNYDER	Report Date:	04/15/1999
Additional Participating Persons:	MICHAEL B CHAPMAN; BATON ROUGE, LA DAVID C DOSKER; FORT WORTH, TX CARL BROWN; LAFAYETTE, LA BILL THORNTON; PEARLAND, TX		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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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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](#).