



National Transportation Safety Board Aviation Accident Final Report

Location:	WASILLA, AK	Accident Number:	ANC97LA115
Date & Time:	08/01/1997, 1535 AKD	Registration:	N94TA
Aircraft:	Bell 206-LIII	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

The pilot was receiving an evaluation flight from a U.S. Department of Interior, Office of Aircraft Services, helicopter specialist. The intent of the flight was to certify the pilot to fly future government contracted flights. The helicopter pilot performed several maneuvers during the evaluation, and then landed on the shore of a small lake to re-hook an external bucket to the bottom of the helicopter. The terrain was level, but was in an area of soft marshy type tundra. The helicopter was equipped with full length flat skis attached to the bottom of the landing gear skid tubes. These tundra skis help prevent the helicopter skid tubes from sinking into soft terrain. After the external bucket's cable was attached to the helicopter, the pilot began to lift the helicopter into a hover. During the liftoff, the left skid tube remained stuck to the ground. The helicopter then rolled onto its left side and received damage to the fuselage and rotor system.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent dynamic rollover during liftoff. Factors associated with the accident were soft terrain and a snagged landing gear skid.

Findings

Occurrence #1: ROLL OVER
Phase of Operation: TAKEOFF

Findings

1. (F) TERRAIN CONDITION - SOFT
2. (F) LANDING GEAR, SKID ASSEMBLY - SNAGGED
3. (C) DYNAMIC ROLLOVER - INADVERTENT - PILOT IN COMMAND

Factual Information

On August 1, 1997, about 1535 Alaska daylight time, a high skid equipped Bell 206-LIII helicopter, N94TA, crashed during takeoff from a remote lake, about 4 miles west of Wasilla, Alaska. The helicopter was being operated as a visual flight rules (VFR) local area evaluation ride under Title 14 CFR Part 91 when the accident occurred. The helicopter, registered to and operated by Trans-Alaska Helicopters Inc., Anchorage, Alaska, sustained substantial damage. The certificated commercial pilot was not injured. The evaluation pilot received minor injuries. Visual meteorological conditions prevailed. VFR company flight following procedures were in effect. The flight originated at the Big Lake Airport, Big Lake, Alaska, about 1400.

The operator reported the pilot was receiving an evaluation flight from a U.S. Department of Interior, Office of Aircraft Services, helicopter specialist. The intent of the flight was to certify the pilot to fly future government contracted flights. The helicopter pilot performed several maneuvers during the evaluation, and then landed on the shore of a small lake to re-hook an external bucket to the bottom of the helicopter. The terrain was level, but was in an area of soft, marshy type tundra. The helicopter was equipped with full length, flat skis attached to the bottom of the landing gear skid tubes. These tundra skis help prevent the helicopter skid tubes from sinking into soft terrain. After the external bucket's cable was attached to the helicopter, the pilot began to lift the helicopter into a hover. During the liftoff, the left skid tube remained stuck to the ground. The helicopter then rolled onto its left side and received damage to the fuselage and rotor system.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/01/1996
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	7560 hours (Total, all aircraft), 335 hours (Total, this make and model), 7275 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N94TA
Model/Series:	206-LIII 206-LIII	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	51449
Landing Gear Type:	Skid	Seats:	7
Date/Type of Last Inspection:	07/31/1997, 100 Hour	Certified Max Gross Wt.:	4250 lbs
Time Since Last Inspection:	2 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	1068 Hours	Engine Manufacturer:	Allison
ELT:	Installed, not activated	Engine Model/Series:	C30-P
Registered Owner:	TRANS-ALASKA HELICOPTERS INC.	Rated Power:	650 hp
Operator:	TRANS-ALASKA HELICOPTERS INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	ELOA

Meteorological Information and Flight Plan

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:	Scattered / 5000 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	BIG LAKE, AK (BGQ)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1400 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): SCOTT R ERICKSON **Report Date:** 05/04/1998

Additional Participating Persons: GEORGE KOBELNYK; ANCHORAGE, AK

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](#).