



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	WASILLA, AK	<b>Accident Number:</b>	ANC97LA115
<b>Date &amp; Time:</b>	08/01/1997, 1535 AKD	<b>Registration:</b>	N94TA
<b>Aircraft:</b>	Bell 206-LIII	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	41
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N94TA
<b>Model/Series:</b>	206-LIII 206-LIII	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	TRANS-ALASKA HELICOPTERS INC.	<b>Engine Manufacturer:</b>	Allison
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	C30-P
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 225°
<b>Temperature:</b>	24° C	<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BIG LAKE, AK (BGQ)	<b>Destination:</b>	

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	SCOTT R ERICKSON	<b>Adopted Date:</b>	05/04/1998
<b>Investigation Docket:</b>	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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