



National Transportation Safety Board Aviation Accident Final Report

Location:	SHEEP MOUNTAIN, AK	Accident Number:	ANC91LA085
Date & Time:	07/01/1991, 1330 AKD	Registration:	N302MH
Aircraft:	BELL 206BIII	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Non-scheduled

Analysis

THE PILOT ATTEMPTED TO LAND ON THE 6,000 FOOT RIDGE AND MADE A GO AROUND. HE MADE A SECOND ATTEMPT WITH THE WIND AS A RIGHT QUARTERING HEADWIND. THE PILOT STATED THE WIND WAS VARIABLE AND GUSTY. DURING HIS SECOND APPROACH AND APPROXIMATELY 8 TO 10 FEET ABOVE THE LANDING AREA, HE LOST TAIL ROTOR AUTHORITY AND ELECTED TO LAND IMMEDIATELY UPON THE ONLY AVAILABLE LANDING SURFACE. THE TERRAIN SLOPED AWAY AT A CONSIDERABLE ANGLE AND HE WAS AFRAID OF ROLLING THE HELICOPTER. AN OPERATION SAFETY NOTICE ISSUED BY BELL HELICOPTER OUTLINING THE CONDITIONS FOR LOSS OF TAIL ROTOR AUTHORITY WAS AVAILABLE TO THE PILOT IN THE COMPANY READING FILE. THE READING FILE IS REQUIRED TO BE READ AND INITIALED BY ALL COMPANY PILOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S LACK OF COMPENSATION FOR WIND CONDITIONS AND CONTINUED OPERATION WITH THE WIND IN THE 'CRITICAL WIND AZIMUTH' AREA WHICH LED TO LIMITED TAIL ROTOR AUTHORITY. CONTRIBUTING TO THE ACCIDENT WAS THE VARIABLE AND GUSTY WIND CONDITIONS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) COMPENSATION FOR WIND CONDITIONS - DISREGARDED - PILOT IN COMMAND
3. (C) AIRCRAFT PERFORMANCE, YAWING MANEUVERS - DETERIORATED
4. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	54, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/27/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9097 hours (Total, all aircraft), 5000 hours (Total, this make and model), 8809 hours (Pilot In Command, all aircraft), 162 hours (Last 90 days, all aircraft), 79 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N302MH
Model/Series:	206BIII 206BIII	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2958
Landing Gear Type:	High Skid	Seats:	5
Date/Type of Last Inspection:	06/29/1991, 100 Hour	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	4 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	6142 Hours	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C20B
Registered Owner:	MARITIME HELICOPTERS	Rated Power:	420 hp
Operator:	MARITIME HELICOPTERS	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	ENRA

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:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	12° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1300 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	George Kobelnyk	Report Date:	03/24/1993
Additional Participating Persons:	NONE; 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 pubinquiry@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](#).