



National Transportation Safety Board Aviation Accident Data Summary

Location:	SHEEP MOUNTAIN, AK	Accident Number:	ANC91LA085
Date & Time:	07/01/1991, 1330 AKD	Registration:	N302MH
Aircraft:	BELL 206BIII	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

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	54
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Helicopter
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	Engines:	1 Turbo Shaft
Operator:	MARITIME HELICOPTERS	Engine Manufacturer:	ALLISON
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	250-C20B
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / 10 knots, Variable
Temperature:	12° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	George Kobelnyk	Adopted Date:	03/24/1993
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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