



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	WEST CAMERON 28, GM	<b>Accident Number:</b>	FTW88LA158
<b>Date &amp; Time:</b>	09/01/1988, 0950 CDT	<b>Registration:</b>	N5747Z
<b>Aircraft:</b>	BELL 206B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

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

---

## Analysis

THE PILOT LANDED THE HELICOPTER ON A DRILLING PLATFORM AND INSTRUCTED THE MECHANIC TO INSTALL ONLY THE FORWARD TIE-DOWNS. THE MECHANIC SECURED THE FORWARD AND AFT TIE-DOWNS AND SECURED THE FORWARD ROTOR BLADES. WHEN THE PILOT RETURNED TO THE HELICOPTER, HE REMOVED THE ROTOR BLADE TIE-DOWN AND THE FORWARD TIE-DOWNS, BUT NOT THE AFT TIE-DOWNS. AFTER LIFT-OFF, THE HELICOPTER BECAME AIRBORNE IN A NOSE-HIGH ATTITUDE, SETTLED BACK ON THE SAFETY FENCE AND SLID BACKWARD INTO THE WATER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

---

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF

### Findings

1. (F) INSTRUCTIONS, WRITTEN/VERBAL - NOT UNDERSTOOD - COMPANY MAINTENANCE PERSONNEL
  2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. (C) TIE DOWN - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

4. TERRAIN CONDITION - WATER, ROUGH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/16/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14634 hours (Total, all aircraft), 8454 hours (Total, this make and model), 14083 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 107 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N5747Z
<b>Model/Series:</b>	206B 206B	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3127
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	08/27/1988, AAIP	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	15 Hours	<b>Engines:</b>	1 Turbo Shaft
<b>Airframe Total Time:</b>	10622 Hours	<b>Engine Manufacturer:</b>	ALLISON
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	250-C20B
<b>Registered Owner:</b>	PETROLEUM HELICOPTERS, INC.	<b>Rated Power:</b>	420 hp
<b>Operator:</b>	PETROLEUM HELICOPTERS, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	V245, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 600 ft agl	Visibility	4 Miles
Lowest Ceiling:	Overcast / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 25° C
Precipitation and Obscuration:			
Departure Point:	WEST CAMERON280, GM	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0950 CDT	Type of Airspace:	Class G

## Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	07/10/1989
Additional Participating Persons:	JOSEPH D SMITH; BATON ROUGE, LA		
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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).