



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	54
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	PETROLEUM HELICOPTERS, INC.	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	V245, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 2500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 90°
<b>Temperature:</b>	27° C	<b>Visibility</b>	4 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WEST CAMERON280, GM	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<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

Investigator In Charge (IIC): EUGENE ROTH

Adopted Date: 07/10/1989

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](mailto: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.