



National Transportation Safety Board Aviation Accident Final Report

Location:	MUSTANG ISLAND, GM	Accident Number:	FTW87FA007
Date & Time:	11/01/1986, 1400 CST	Registration:	N5741K
Aircraft:	BELL 206B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

ACFT EXPERIENCED A POWER LOSS IMMEDIATELY AFTER TAKEOFF FROM AN OFFSHORE PLATFORM IN THE GULF OF MEXICO. THE PLT HELD COLLECTIVE TO CLEAR THE RIG AND THEN POPPED THE FLOATS AND AUTOROTATED TO THE WATER. THE AUTO WAS SUCCESSFUL, HOWEVER, THE ACFT WAS STRUCK BY A 5' WAVE AND ROLLED OVER. BOTH OCCUPANTS EGRESSED WITHOUT PROBLEM AND THE PAX SWAM TO THE RIG. THE PLT INFLATED HIS LIFE VEST AND WAS SWEEP AWAY BY THE CURRENT AND SWAM ASHORE 14 HOURS LATER. INVESTIGATION REVEALED THAT THE COMPRESSOR DISCHARGE PRESSURE (PC) LINE WAS DISCONNECTED FROM THE BACK OF THE ENG FUEL CONTROL. A LEAK OR SEPARATION OF THE PC LINE WOULD CAUSE THE FUEL SCHEDULE TO REDUCE ENG SPEED TO BELOW FLT IDLE. NO RECENT MAINTENANCE HAD BEEN PERFORMED ON THE FUEL CONTROL OR THE LINE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM,FUEL CONTROL - LEAK
2. (C) BLEED AIR SYSTEM,SENSITIVE VALVE - DISCONNECTED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) TERRAIN CONDITION - WATER,ROUGH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/21/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7441 hours (Total, all aircraft), 4500 hours (Total, this make and model), 6291 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N5741K
Model/Series:	206B 206B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3047
Landing Gear Type:	Emergency Float; High Skid	Seats:	5
Date/Type of Last Inspection:	10/04/1986, AAIP	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	23 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	3119 Hours	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C20B
Registered Owner:	PUMPKIN AIR, INC.	Rated Power:	317 hp
Operator:	PUMPKIN AIR, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CRP, 15 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1348 CST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 18° C
Precipitation and Obscuration:			
Departure Point:	(772)	Type of Flight Plan Filed:	None
Destination:	CORPUS CHRISTI, TX (CRP)	Type of Clearance:	None
Departure Time:	1400 CST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	
Additional Participating Persons:	TERRY AUSTIN; SAN ANTONIO, TX		
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](#).