



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	MUSTANG ISLAND, GM	<b>Accident Number:</b>	FTW87FA007
<b>Date &amp; Time:</b>	11/01/1986, 1400 CST	<b>Registration:</b>	N5741K
<b>Aircraft:</b>	BELL 206B	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	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

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

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

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

### Findings

3. (C) TERRAIN CONDITION - WATER,ROUGH

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N5741K
<b>Model/Series:</b>	206B 206B	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	PUMPKIN AIR, 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 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CRP, 15 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	14 knots / , 90°
<b>Temperature:</b>	27° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(772)	<b>Destination:</b>	CORPUS CHRISTI, TX (CRP)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	WARREN V WANDEL	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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