



National Transportation Safety Board Aviation Accident Final Report

Location:	KAHUKU, HI	Accident Number:	LAX84FA130
Date & Time:	01/01/1984, 0700 HST	Registration:	N2097
Aircraft:	BELL 47J-2	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

ABOUT 3 MIN AFTER TAKEOFF, THE HELICOPTER WAS OBSERVED DESCENDING IN A 'GLIDING FASHION' UNTIL WATER IMPACT. A WITNESS REPORTED THAT IT APPEARED TO BE FLYING STRAIGHT & DID NOT APPEAR TO BE IN TROUBLE. THE WITNESS REPORTED THAT SHE COULD HEAR THE ENG & IT SOUNDED NORMAL. ONLY THE MAIN ROTOR BLADES, MAST, SWASHPLATE CONTROL ASSEMBLY, TRANSMISSION & ENG WERE RECOVERED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. TERRAIN CONDITION - WATER,ROUGH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/10/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7645 hours (Total, all aircraft), 1132 hours (Total, this make and model), 5603 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N2097
Model/Series:	47J-2 47J-2	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2832
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	10/11/1983, Annual	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6025 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-540-B1B3
Registered Owner:	MOORES HAWAIIAN HELICOPTERS,	Rated Power:	240 hp
Operator:	MOORES HAWAIIAN HELICOPTERS,	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	HONOLULU, HI (HNL)	Type of Clearance:	None
Departure Time:	0658 HST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	A. L CRAWFORD	Report Date:	
Additional Participating Persons:	FRED MAU; HONOLULU, HI KEN JONES; LOS ANGELES, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).