



National Transportation Safety Board Aviation Incident Final Report

Location:	E. CAMERON, GM	Incident Number:	FTW831A131
Date & Time:	03/01/1983, 1000 CST	Registration:	N3593D
Aircraft:	AEROSPATIALE AS-350D	Aircraft Damage:	Minor
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Non-scheduled

Analysis

DURING AN APPROACH TO AN OIL DRILLING RIG PLATFORM, THE ENGINE DECELERATED AS THE PILOT STARTED TO ALL POWER. WITH THE ACFT BELOW THE LANDING AREA, HE MANEUVERED TO MISS THE PLATFORM & INITIATED AN AUTOROTATIVE LANDING. HE MADE A MAYDAY CALL & TRIED TO ELECTRICALLY DEPLOY THE EMERGENCY FLOATS; HOWEVER, THE RIGHT FLOAT FAILED TO INFLATE & THERE WAS INSUFFICIENT TIME FOR MANUAL DEPLOYMENT. IMMEDIATELY ON TOUCHDOWN, THE HELICOPTER ROLLED OVER & BEGAN TO FILL WITH WATER. REPORTEDLY, THERE WAS ONLY MINOR DAMAGE FROM WATER IMMERSION. NO PREIMPACT DISCREPANCIES WERE FOUND THAT WOULD HAVE CAUSED THE POWER LOSS. THE WIRES TO THE RIGHT FLOAT (FOR ELECTRICAL DEPLOYMENT) WERE WORN IN TWO AT A CENTER HEX HEAD SCREW. A FLEET INSPECTION OF 37 ACFT REVEALED THAT 60% WERE WORN THRU IN THE SAME AREA.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3: NEAR COLLISION BETWEEN AIRCRAFT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) ELECTRICAL SYSTEM,ELECTRIC WIRING - CHAFED

4. (C) ELECTRICAL SYSTEM,ELECTRIC WIRING - OPEN

5. (C) LANDING GEAR,FLOAT ASSEMBLY - INOPERATIVE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	24, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/10/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2286 hours (Total, all aircraft), 393 hours (Total, this make and model), 2014 hours (Pilot In Command, all aircraft), 122 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROSPATIALE	Registration:	N3593D
Model/Series:	AS-350D AS-350D	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1060
Landing Gear Type:	Emergency Float	Seats:	6
Date/Type of Last Inspection:	02/18/1983, AAIP	Certified Max Gross Wt.:	4300 lbs
Time Since Last Inspection:	38 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	3486 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	LTS-101
Registered Owner:	PETROLEUM HELICOPTERS, INC.	Rated Power:	531 hp
Operator:	PETROLEUM HELICOPTERS, 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:	TR4, 5 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	130°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15° C / 13° C
Precipitation and Obscuration:			
Departure Point:	E. CAMERON 33A, GM	Type of Flight Plan Filed:	Company VFR
Destination:	E. CAMERON 42B, GM	Type of Clearance:	None
Departure Time:	0950 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARMOND V EDWARDS	Report Date:	
Additional Participating Persons:			
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/ .		

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](#).