



National Transportation Safety Board Aviation Incident Data Summary

Location:	E. CAMERON, GM	Incident Number:	FTW831A131
Date & Time:	03/01/1983, 1000 CST	Registration:	N3593D
Aircraft:	AEROSPATIALE AS-350D	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

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

Pilot Information

Certificate:	Commercial	Age:	24
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	
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	Engines:	1 Turbo Shaft
Operator:	PETROLEUM HELICOPTERS, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	LTS-101
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TR4, 5 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 120°
Temperature:	15° C	Visibility	6 Miles
Precipitation and Obscuration:			
Departure Point:	E. CAMERON 33A, GM	Destination:	E. CAMERON 42B, GM

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ARMOND V EDWARDS	Adopted 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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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.