



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	SHIPSHOAL 295, GM	<b>Accident Number:</b>	FTW83LA132
<b>Date &amp; Time:</b>	03/01/1983, 1055 CST	<b>Registration:</b>	N1076S
<b>Aircraft:</b>	BELL 206L-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor, 1 None

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

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## Pilot Information

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<b>Certificate:</b>	Commercial	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/28/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1487 hours (Total, all aircraft), 478 hours (Total, this make and model), 1182 hours (Pilot In Command, all aircraft), 166 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N1076S
Model/Series:	206L-1 206L-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	45372
Landing Gear Type:	Skid	Seats:	7
Date/Type of Last Inspection:	02/15/1983, AAIP	Certified Max Gross Wt.:	4050 lbs
Time Since Last Inspection:	51 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	2891 Hours	Engine Manufacturer:	ALLISON
ELT:	Installed, activated	Engine Model/Series:	250-C28
Registered Owner:	PETROLEUM HELICOPTERS, INC.	Rated Power:	435 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:	1, 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	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 10°C
Precipitation and Obscuration:			
Departure Point:	SHIPSHOAL 246, GM	Type of Flight Plan Filed:	Company VFR
Destination:	SHIPSHOAL 295, GM	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	SHIPSHOAL 295	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ARMOND V EDWARDS
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### Additional Participating Persons:

<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:pubinq@ntsb.gov">pubinq@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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