



# National Transportation Safety Board Aviation Accident Final 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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## Analysis

REPORTEDLY, THE WINDS WERE VARIABLE A 2 TO 4 KTS AS THE PLT BEGAN HIS APPROACH TO AN OFF-SHORE OIL RIG. HE STATED THAT HE CHOSE TO TERMINATE THE LANDING FROM A 4 FT HOVER. AT APRX 15 FT ABOVE & 5 FT SHORT OF THE HELIPAD, THE HELICOPTER BEGAN TO DROP AT AN ACCELERATED RATE. THE PLT STATED THAT HE APPLIED COLLECTIVE, BUT THE ACFT FELL THROUGH & HE WAS UNABLE TO SLOW THE FALL. THE HELICOPTER IMPACTED INITIALLY ON THE FLAT SAFETY NET SHORT OF THE HELIPAD. IT THEN TURNED 180 DEG & BOUNCED ONTO THE HELIPAD. NO PREIMPACT MALFUNCTION OR FAILURE OF THE ENGINE WAS FOUND DURING A TEARDOWN. REPORTEDLY, THE ACCIDENT OCCURRED WHEN THE HELICOPTER CONTINUED TO SETTLE WITH POWER.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

4. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - AIRPORT FACILITY

## Factual Information

### Pilot Information

|                                  |  |  |            |
|----------------------------------|--|--|------------|
| <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

|                                      |                             |                                       |                          |
|--------------------------------------|-----------------------------|---------------------------------------|--------------------------|
| <b>Aircraft Make:</b>                | BELL                        | <b>Registration:</b>                  | N1076S                   |
| <b>Model/Series:</b>                 | 206L-1 206L-1               | <b>Aircraft Category:</b>             | Helicopter               |
| <b>Year of Manufacture:</b>          |                             | <b>Amateur Built:</b>                 | No                       |
| <b>Airworthiness Certificate:</b>    | Normal                      | <b>Serial Number:</b>                 | 45372                    |
| <b>Landing Gear Type:</b>            | Skid                        | <b>Seats:</b>                         | 7                        |
| <b>Date/Type of Last Inspection:</b> | 02/15/1983, AAIP            | <b>Certified Max Gross Wt.:</b>       | 4050 lbs                 |
| <b>Time Since Last Inspection:</b>   | 51 Hours                    | <b>Engines:</b>                       | 1 Turbo Shaft            |
| <b>Airframe Total Time:</b>          | 2891 Hours                  | <b>Engine Manufacturer:</b>           | ALLISON                  |
| <b>ELT:</b>                          | Installed, activated        | <b>Engine Model/Series:</b>           | 250-C28                  |
| <b>Registered Owner:</b>             | PETROLEUM HELICOPTERS, INC. | <b>Rated Power:</b>                   | 435 hp                   |
| <b>Operator:</b>                     | PETROLEUM HELICOPTERS, INC. | <b>Operating Certificate(s) Held:</b> | 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<br>Forecast/Actual:     | /                |
| Wind Direction:                  | Variable          | Turbulence Severity<br>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

|                     |                            |                      |             |
|---------------------|----------------------------|----------------------|-------------|
| Crew Injuries:      | 1 None                     | Aircraft Damage:     | Substantial |
| Passenger Injuries: | 1 Serious, 1 Minor         | Aircraft Fire:       | None        |
| Ground Injuries:    | N/A                        | Aircraft Explosion:  | None        |
| Total Injuries:     | 1 Serious, 1 Minor, 1 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 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 <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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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](#).