



National Transportation Safety Board Aviation Accident Data Summary

Location:	SHIPSHOAL 295, GM	Accident Number:	FTW83LA132
Date & Time:	03/01/1983, 1055 CST	Registration:	N1076S
Aircraft:	BELL 206L-1	Injuries:	1 Serious, 1 Minor, 1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

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

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

Findings

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

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

Findings

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

Pilot Information

Certificate:	Commercial	Age:	29
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	
Flight Time:	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	Engines:	1 Turbo Shaft
Operator:	PETROLEUM HELICOPTERS, INC.	Engine Manufacturer:	ALLISON
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	250-C28
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:	1, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ , Variable
Temperature:	13°C	Visibility	5 Miles
Precipitation and Obscuration:			
Departure Point:	SHIPSHOAL 246, GM	Destination:	SHIPSHOAL 295, GM

Airport Information

Airport:	SHIPSHOAL 295	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

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
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 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.