



National Transportation Safety Board Aviation Incident Final Report

Location:	MEKORYUK, AK	Incident Number:	ANC831A089
Date & Time:	06/01/1983, 1258 AKD	Registration:	N234BV
Aircraft:	BOEING VERTOL 234ER	Aircraft Damage:	None
Defining Event:		Injuries:	19 None

Flight Conducted Under: Part 91F: Special Flt Ops.

Analysis

WHILE CLIMBING IN IFR CONDITIONS AFTER TAKEOFF, THE #1 ENG LOST POWER. THE PLT DUMPED FUEL & LANDED ON AN OIL EXPLORATION PLATFORM. WHILE DUMPING FUEL, THE #1 JETTISON SYS OPERATED NORMALLY, BUT THE CIRUIT BREAKER POPPED ON THE #2 SYS. THE AIRCREW RESET THE CIRCUIT BREAKER & WERE ABLE TO OPEN THE VALVE, BUT THE CIRCUIT BREAKER POPPED AGAIN. THEY WERE ABLE TO CLOSE THE #2 JETTISON VALVE BY HOLDING THE CIRCUIT BREAKER IN. AN INVESTIGATION REVEALED THAT THE LOWER ACCESSORY LEVEL GEAR, PN 2-070-024-01, IN THE #1 ENG, HAD FAILED.

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(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) ACCESSORY DRIVE ASSY - FAILURE, TOTAL
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. (F) FUEL SYSTEM, FUEL JETTISON SYSTEM - FAILURE, PARTIAL
4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/27/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3990 hours (Total, all aircraft), 30 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING VERTOL	Registration:	N234BV
Model/Series:	234ER 234ER	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	MJ016
Landing Gear Type:	Amphibian	Seats:	19
Date/Type of Last Inspection:	05/29/1983, Continuous Airworthiness	Certified Max Gross Wt.:	48500 lbs
Time Since Last Inspection:	9 Hours	Engines:	2 Turbo Shaft
Airframe Total Time:	99 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	AL5512
Registered Owner:	234 I INC.C/O BOEING VERTOL	Rated Power:	4075 hp
Operator:	ATLANTIC RICHFIELD CO.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 200 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C / 1°C
Precipitation and Obscuration:			
Departure Point:	BERING SEA, AK (708)	Type of Flight Plan Filed:	IFR
Destination:	NOME, AK (OME)	Type of Clearance:	IFR
Departure Time:	1256	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	None
Passenger Injuries:	16 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	19 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MARC STELLA	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).