



National Transportation Safety Board Aviation Incident Data Summary

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|--------------------------------|----------------------------|-------------------------|------------|
| Location: | MEKORYUK, AK | Incident Number: | ANC831A089 |
| Date & Time: | 06/01/1983, 1258 AKD | Registration: | N234BV |
| Aircraft: | BOEING VERTOL 234ER | 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

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

Pilot Information

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|----------------------------------|---|------------------------------|----------------------|
| Certificate: | Airline Transport | Age: | 33 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane; Helicopter |
| Other Aircraft Rating(s): | Helicopter | Instructor Rating(s): | Helicopter |
| 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

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|---------------------------------------|----------------------------|-----------------------------|---------------|
| Aircraft Make: | BOEING VERTOL | Registration: | N234BV |
| Model/Series: | 234ER 234ER | Engines: | 2 Turbo Shaft |
| Operator: | ATLANTIC RICHFIELD CO. | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | AL5512 |
| Flight Conducted Under: | Part 91F: Special Flt Ops. | | |

Meteorological Information and Flight Plan

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|---|-----------------------|-------------------------------------|------------------|
| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Pilot |
| Lowest Ceiling: | Overcast / 300 ft agl | Wind Speed/Gusts, Direction: | 4 knots / , 290° |
| Temperature: | 4° C | Visibility | 0 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | BERING SEA, AK (708) | Destination: | NOME, AK (OME) |

Wreckage and Impact Information

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

Administrative Information

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|--------------------------------------|--|----------------------|--|
| Investigator In Charge (IIC): | MARC STELLA | 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.