



National Transportation Safety Board Aviation Accident Data Summary

Location:	ROCKPORT, TX	Accident Number:	FTW01LA036
Date & Time:	12/01/2000, 1619 CST	Registration:	N222LM
Aircraft:	Bell 206B	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The helicopter was returning to shore from an oil platform. The pilot had just made a "5 mile advisory call" announcing his intention to land at his destination when the engine chip light illuminated; this was followed by an immediate loss of engine power. The pilot initiated an autorotation, inflated the floats and made a mayday call. During the descent, he "had full [aircraft] control to include tail rotor authority." During landing, the tail rotor blades entered the water resulting in sudden stoppage of the tail rotor, which twisted the tail rotor drive shaft apart. Following the landing, the helicopter remained upright, and the pilot exited the helicopter after the main rotor blades came to a stop due to the "waves and wind." After he moved away from the helicopter, it rolled over. The pilot reported that the wind was from 045 degrees at 15 knots gusting to 25 knots. An examination of the turbine engine revealed that the N1 gas producer would not turn. Disassembly of the engine revealed that the compressor coupling adapter was fractured. Metallurgical examination indicated that the compressor coupling adapter had failed due to fatigue initiating from fretting at the outer surface where it contacted the impeller. The source of the fretting could not be determined.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of engine power during cruise flight due to the fatigue fracture of the compressor coupling adapter. A contributing factor was the high sea condition existing for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. (C) TURBOSHAFT ENGINE,GAS GENERATOR TURBINE SHAFT - FATIGUE
2. (C) TURBOSHAFT ENGINE,GAS GENERATOR TURBINE SHAFT - FAILURE

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - LARGE WAVE/SWELL
5. ROTOR SYSTEM, TAIL ROTOR - BLADE STRIKE

Pilot Information

Certificate:	Commercial	Age:	34
Airplane Rating(s):	None	Instrument Rating(s):	Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	2354 hours (Total, all aircraft), 707 hours (Total, this make and model), 1625 hours (Pilot In Command, all aircraft), 134 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N222LM
Model/Series:	206B 206B	Engines:	1 Turbo Shaft
Operator:	AMERICAN HELICOPTERS, INC.	Engine Manufacturer:	Allison
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	250-C20B
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	15 knots / 25 knots, 45°
Temperature:	65° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	MATAGORDA 603, GM	Destination:	(RKP)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): DOUGLAS D WIGINGTON

Adopted Date: 10/09/2001

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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