



National Transportation Safety Board Aviation Accident Data Summary

Location:	Aieia, HI	Accident Number:	LAX02LA039
Date & Time:	12/03/2001, 1400 HST	Registration:	N968YC
Aircraft:	Bell 206 B-2	Injuries:	3 None
Flight Conducted Under:	Part 133: Rotorcraft Ext. Load		

Analysis

During a hovering passenger pickup, the helicopter rolled over and collided with the ground. The purpose of the flight was to pickup a work crew and transfer them to another location. When the helicopter arrived at the pickup location, the pilot radioed the crew that he wanted them to board the helicopter from the left side. When the first man boarded the helicopter, it was from the right side, and he did not change his seat position to the opposite side. According to the pilot, as the second man was boarding, the helicopter began to "sway" back and forth. He released his grip on the helicopter, and was backing away from it when the helicopter impacted the ground on its right side. The work crews stated that the helicopter began "swaying" out of control before the second workman reached the helicopter to board. The work crews had been briefed earlier that day that if the pilot was unable to land due to terrain, the crew would have to exit and enter the helicopter while it was hovered. The seating arrangement was for the heavier people to sit in the back, with the lighter person seated in the front. One person was to board at a time, and then move to the opposite side of the helicopter before a second workman boarded. The last person to enter the helicopter would be the front seat passenger.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of lateral control while in a hover that resulted in a rollover and collision with the ground. A factor was the unclear exit and boarding procedures provided to the work crew, who were non-aviators, during the preflight briefing.

Findings

Occurrence #1: ROLL OVER
Phase of Operation: HOVER

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) CREW/GROUP BRIEFING - INFORMATION INSUFFICIENT - PILOT IN COMMAND
3. (F) AIR/GROUND COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Commercial	Age:	
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	4405 hours (Total, all aircraft), 3298 hours (Total, this make and model), 4355 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N968YC
Model/Series:	206 B-2	Engines:	1 Turbo Shaft
Operator:	Schuman Aviation Company Ltd.	Engine Manufacturer:	Allison
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	
Flight Conducted Under:	Part 133: Rotorcraft Ext. Load		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HNL, 15 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 5000 ft agl	Wind Speed/Gusts, Direction:	14 knots / 21 knots, 70°
Temperature:	28° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Aieia, HI	Destination:	Aieia, HI

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	TEALEYE C CORNEJO	Adopted Date:	04/23/2003
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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