



National Transportation Safety Board Aviation Accident Final Report

Location:	E Cameron 190, GM	Accident Number:	FTW02LA228
Date & Time:	08/01/2002, 1540 CDT	Registration:	N25GH
Aircraft:	Bell 206L-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The helicopter was en route to a gas production platform in the Gulf of Mexico when the helicopter's engine steadily lost power and the 2,500-hour commercial pilot initiated an autorotation to the water. During touch down, a main rotor blade struck the tail boom, separating a section of the tail rotor drive shaft and damaging both vertical winglets. No engine discrepancies or anomalies were noted with the engine during the investigation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The loss of engine power for undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. AUTOROTATION - INITIATED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. TERRAIN CONDITION - WATER

4. ROTOR SYSTEM,MAIN ROTOR BLADE - BLADE STRIKE

Factual Information

On August 1, 2002, at 1540 central daylight time, a Bell 206L-1 helicopter, N25GH, was substantially damaged during a forced landing to the water following a loss of engine power near East Cameron 190, Gulf of Mexico. The helicopter was registered to Go Helicopters Inc. and operated by Go Helitrans of Manvel, Texas. The commercial pilot and three passengers were not injured. Visual meteorological conditions prevailed, and a company visual flight rules (VFR) flight plan was filed for the 14 Code of Federal Regulations Part 135 on-demand air taxi flight. The flight originated at West Cameron 237, Gulf of Mexico, at 1530, and was en route to Vermillon 410, Gulf of Mexico.

According to the Pilot/Operator Aircraft Accident Report (NTSB form 6120.1/2), the operator reported that en route to Vermillon 410, an off-shore platform, while at 1,500 feet msl, the helicopter's engine steadily lost power until the 2,500-hour pilot initiated an autorotation. During the touch down on the water, a main rotor blade struck the tail boom separating a section of the tail rotor drive shaft, and damaging both vertical winglets. The pilot and passengers exited the helicopter and was picked up by a crew boat. The helicopter was loaded onto a barge and transported to shore, then to the operator's location in Manvel, Texas.

The helicopter's engine had accumulated a total time of 17,982.4 hours, with 4.4 hours since the last 100-hour inspection that was performed on July 30, 2002.

Examination of the fuel system, by FAA inspectors, revealed some debris in the main fuel tanks and discolored fuel in the line that goes to the fuel filter. Clear fuel was found in the line that goes from the fuel filter to the fuel control. The fuel control and power turbine governor were removed for further examination.

On September 18, 2002, at the manufacturer's facilities in South Bend, Indiana, the fuel control and power turbine governor were tested for run-as-received (RAR), as requested by the NTSB IIC. Three representatives from Honeywell and an Air Safety Inspector from the FAA's South Bend FSDO witnessed the examination. Based on the testing, Honeywell found no anomalies that would result in a loss of power, flameout, or sudden overspeed condition.

No other engine discrepancies or anomalies were noted with the engine or airframe during the investigation.

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/19/2002
Occupational Pilot:		Last Flight Review or Equivalent:	09/27/2001
Flight Time:	2500 hours (Total, all aircraft), 1200 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 208 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N25GH
Model/Series:	206L-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	45755
Landing Gear Type:	Skid	Seats:	7
Date/Type of Last Inspection:	07/30/2002, 100 Hour	Certified Max Gross Wt.:	4050 lbs
Time Since Last Inspection:	4.4 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	23744.7 Hours as of last inspection	Engine Manufacturer:	Rolls-Royce
ELT:	Installed, not activated	Engine Model/Series:	250-C28B
Registered Owner:	Go Helicopters	Rated Power:	720 hp
Operator:	Helitrans Company, Inc.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	OB0A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	37° C
Precipitation and Obscuration:			
Departure Point:	W Cameron 237, GM	Type of Flight Plan Filed:	Company VFR
Destination:	Vermillion 410, GM	Type of Clearance:	VFR Flight Following
Departure Time:	1530 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	28.800000, -92.950000

Administrative Information

Investigator In Charge (IIC):	Douglas D Wigington	Report Date:	07/25/2007
Additional Participating Persons:	Jimmy D Stahl; FAA FSDO; Houston, TX		
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](#).