



National Transportation Safety Board Aviation Accident Final Report

Location:	Vinita, OK	Accident Number:	DFW06CA112
Date & Time:	05/01/2006, 2000 CDT	Registration:	N342WC
Aircraft:	Bell 206B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The 164-hour private pilot reported that when the single-engine turbine powered helicopter was seven miles from the airport, the fuel boost pump caution light illuminated, and the fuel gauge was indicating approximately 15 gallons of fuel remaining. The pilot elected to continue to fly towards the airport; however, while on final approach the engine lost power. The pilot entered an autorotation, but due to his low altitude, he realized the descent angle would have placed the helicopter onto a busy four-lane highway. The pilot added that he increased the collective, which increased altitude, and he was able to cross over the highway and a fence; however, this maneuver reduced inertia in the main rotor system. As a result, the pilot flared over a wet, grassy field about 30 feet, leveled the helicopter and landed with some forward speed. During touchdown, the skids dug into the ground and the helicopter came to an abrupt stop, toppled over, and came to rest upside down. The tail boom separated and came to rest about 20 feet from the fuselage. Examination of the helicopter revealed there was no fuel in the fuel nozzle or in the external fuel filter. There was no indication of a fuel spill during the mishap sequence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper pre-flight planning, which resulted in a total loss of engine power due to fuel exhaustion. A contributing factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. AUTOROTATION - INITIATED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

4. TERRAIN CONDITION - GRASS
5. TERRAIN CONDITION - WET
6. (F) TERRAIN CONDITION - NONE SUITABLE
7. DYNAMIC ROLLOVER - ENCOUNTERED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	01/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	164 hours (Total, all aircraft), 80 hours (Total, this make and model), 73 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N342WC
Model/Series:	206B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1523
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo Shaft
Airframe Total Time:		Engine Manufacturer:	Rolls-Royce
ELT:		Engine Model/Series:	250-C20
Registered Owner:	Summit Aviation, LLC	Rated Power:	
Operator:	Summit Aviation, LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Pawnee, OK (H97)	Type of Flight Plan Filed:	None
Destination:	Vinita, OK (H04)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	4 None	Latitude, Longitude:	36.633056, -95.151389

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Report Date:	07/31/2006
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).