



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Vinita, OK	<b>Accident Number:</b>	DFW06CA112
<b>Date &amp; Time:</b>	05/01/2006, 2000 CDT	<b>Registration:</b>	N342WC
<b>Aircraft:</b>	Bell 206B	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	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

<b>Aircraft Manufacturer:</b>	Bell	<b>Registration:</b>	N342WC
<b>Model/Series:</b>	206B	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	Summit Aviation, LLC	<b>Engine Manufacturer:</b>	Rolls-Royce
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	250-C20
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	
<b>Condition of Light:</b>	Night	<b>Wind Speed/Gusts, Direction:</b>	
<b>Temperature:</b>		<b>Visibility:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Pawnee, OK (H97)	<b>Destination:</b>	Vinita, OK (H04)

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Runway Used:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Leah D Yeager	<b>Adopted Date:</b>	07/31/2006
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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