



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	High Island A-442A, GM	<b>Accident Number:</b>	CEN10LA036
<b>Date &amp; Time:</b>	11/01/2009, 1040 CST	<b>Registration:</b>	N272M
<b>Aircraft:</b>	BELL 206	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

### Analysis

The helicopter had landed on an off-shore oil platform and was refueled. It then took off with one passenger. Shortly after lifting off, the pilot "heard a loud pop as the nose of the aircraft passed over the edge of the helideck. The noise was simultaneously accompanied by illumination of the engine out warning light and a needle split indication was observed on the engine and rotor tachometer gauge. As the aircraft yawed and lost climb performance, the pilot lowered the collective pitch full down and activated the floats. Upon landing on the water, the aircraft rolled left until inverted. The helicopter was later recovered and the engine disassembled and examined. The only anomaly noted was a loose Pc line, which would cause a loss of fuel flow and subsequent loss of engine power down to or below idle. It was determined that the torque required to realign the B-nut would be between hand-tight and 27 inch-pounds. The required torque is 80 to 120 inch-pounds. Torque values on the other air line fittings between the power turbine governor and the fuel control were found to range from 55 to 85 inch-pounds. A review of the engine maintenance records revealed that 36.7 hours prior to the accident, the turbine module was completely disassembled and overhauled. This would have required the removal and re-installation of the Pc line.

### Flight Events

Initial climb - Loss of engine power (total)  
Emergency descent - Ditching

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power due to maintenance personnel's failure to correctly torque the Pc line following removal and reinstallation of the turbine module.

### Findings

Aircraft-Aircraft power plant-Engine (turbine/turboprop)-(general)-Incorrect service/maintenance - C  
Personnel issues-Task performance-Maintenance-Installation-Maintenance personnel - C

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	27
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Helicopter; Instrument Helicopter
<b>Flight Time:</b>	1874 hours (Total, all aircraft), 1549 hours (Total, this make and model), 1874 hours (Pilot In Command, all aircraft), 139 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

<b>Aircraft Manufacturer:</b>	BELL	<b>Registration:</b>	N272M
<b>Model/Series:</b>	206 L1	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	ROTORCRAFT LEASING COMPANY LLC	<b>Engine Manufacturer:</b>	ALLISON
<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250-C30P
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	BPT, 15 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	11 knots, 45°
<b>Temperature:</b>	16° C / 9° C	<b>Visibility</b>	6 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	HI-A442, GM	<b>Destination:</b>	HI-A515, GM

## Airport Information

<b>Airport:</b>	High Island A442A (A442)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Arnold W Scott	<b>Adopted Date:</b>	05/06/2010
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74996">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74996</a>		

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