



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Latangai Island, PO	<b>Accident Number:</b>	WPR13LA137
<b>Date &amp; Time:</b>	03/02/2013, 1320 UTC	<b>Registration:</b>	N471M
<b>Aircraft:</b>	HUGHES 369HS	<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Aerial Observation		

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## Analysis

The pilot reported that, as he was flying toward a school of fish, he observed a nearby fishing vessel moving in the same general direction. He flew over the vessel then continued toward a fish aggregating device (FAD), which is a floating object designed and strategically placed to attract fish; it was located about 0.7 mile away from the vessel. As the pilot approached the FAD, he circled twice and then descended the helicopter into a low hover over the FAD. The helicopter was positioned into the wind, and the vessel was approaching the helicopter from behind. With the helicopter still in a low hover, the fish spotter reached out of the helicopter to attach a radio buoy to the FAD. Shortly after, the helicopter was struck from behind by the vessel. The helicopter subsequently plunged into the ocean.

The fish master, who was at the controls of the vessel, reported that he observed the helicopter circle twice before it appeared to fly out of the area. He was slowing the vessel when it was about 500 meters (0.3 mile) from the FAD when he observed the helicopter in front of the vessel. The captain of the vessel reported that he was on the vessel's helicopter deck when he noticed the helicopter circle twice and then descend to a hover. He stated that he was unsure what the helicopter was doing until he saw the fish spotter reach for the FAD. At this time, he felt the fish master reverse the vessel; however, it still impacted the helicopter's tail.

The Federal Aviation Administration Model Civil Aviation Regulations, Version 2.7, Part 11 states, "Each operator shall conduct operations so as not to endanger persons or property on the surface nor aircraft in flight." The U.S. Department of Homeland Security, United States Coast Guard Navigation Rules state, "every vessel shall at all times maintain a proper look-out by sight and hearing...as to make a full appraisal of the situation and of the risk of collision." Both the pilot and the fish master of the vessel should have been adequately monitoring their environment and their failure to do so resulted in a collision.

## Flight Events

Maneuvering-hover - Collision with terr/obj (non-CFIT)  
Maneuvering-hover - Inflight upset

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The failure of both the pilot and the fish master of the vessel to adequately monitor their environment, which resulted in a collision.

## Findings

Personnel issues-Psychological-Attention/monitoring-Monitoring environment-Pilot - C  
Personnel issues-Psychological-Attention/monitoring-Monitoring environment-Other/unknown - C

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Foreign	<b>Age:</b>	50
<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
<b>Flight Time:</b>	7475 hours (Total, all aircraft), 3518 hours (Total, this make and model), 6372 hours (Pilot In Command, all aircraft), 165 hours (Last 90 days, all aircraft), 102 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	HUGHES	<b>Registration:</b>	N471M
<b>Model/Series:</b>	369HS HS	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	JERRYS HELICOPTER SERVICE INC	<b>Engine Manufacturer:</b>	Allison
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	250-C18
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Aerial Observation		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<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>	15 knots/ 20 knots, 80°
<b>Temperature:</b>	28° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Latangai Island, PO	<b>Destination:</b>	Latangai Island, PO

## Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

## Administrative Information

Investigator In Charge (IIC):	Samantha A Link	Adopted Date:	12/15/2014
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86351">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86351</a>		

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