



Aviation Investigation Final Report

Location:	VALDEZ, Alaska	Accident Number:	ANC92LA065
Date & Time:	April 28, 1992, 10:15 Local	Registration:	N371EH
Aircraft:	Bell B206 II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT LANDED SHORT OF HIS INTENDED DESTINATION DUE TO POOR WEATHER. AFTER SURVEYING THE AREA, HE DECIDED TO TAKEOFF AND ATTEMPT TO REACH HIS DESTINATION. DURING THE TAKEOFF SEQUENCE, HE LOST VISUAL REFERENCE DUE TO WHITEOUT CONDITIONS AND ABORTED THE TAKEOFF. THE HELICOPTER TOUCHED DOWN SOONER THAN HE EXPECTED. HE STATED HE DID NOT KNOW IF THE TERRAIN WAS LEVEL SO HE ELECTED TO HOVER TAXI BACK TO HIS ORIGINAL TAKEOFF POINT. DURING THE HOVER HE AGAIN LOST VISUAL REFERENCE AND THE HELICOPTER DRIFTED RIGHT, THE RIGHT SKID CONTACTED A LITTLE HILL AND THE HELICOPTER ROLLED OVER.

Probable Cause and Findings

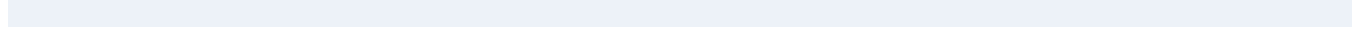
The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO FOLLOW THE COMPANY PROCEDURES AND DIRECTIVES. FACTOR WAS THE WHITEOUT CONDITIONS.

Findings

Occurrence #1: ROLL OVER
Phase of Operation: HOVER

Findings

1. (F) WEATHER CONDITION - WHITEOUT
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND



Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
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:	January 15, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7084 hours (Total, all aircraft), 4732 hours (Total, this make and model), 6350 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N371EH
Model/Series:	B206 II B206 II	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1310
Landing Gear Type:	High skid	Seats:	5
Date/Type of Last Inspection:	March 2, 1992 AAIP	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	13 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	8641 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C20
Registered Owner:	ERA AVIATION, INC.	Rated Power:	420 Horsepower
Operator:	ERA AVIATION, INC.	Operating Certificate(s) Held:	Commuter air carrier (135), On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	ERAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Overcast / 300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	FIELD SITE , AK	Type of Flight Plan Filed:	VFR
Destination:	VALDEZ , AK (VDZ)	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	61.149604,-146.809707(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons: LOU GOSSEN; ANCHORAGE , AK

Original Publish Date: May 26, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5717>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).