



Aviation Investigation Factual Report

Location:	PACIFIC OCEAN, Pacific Ocean	Accident Number:	LAX94LA187
Date & Time:	March 1, 1994, 08:30 Local	Registration:	N4712R
Aircraft:	BELL 206A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Factual Information

On March 1, 1994, about 0830 hours Pacific standard time, a Bell 206A helicopter, N4712R, disappeared at sea under unknown circumstances in international waters at north latitude 17 degrees 56 minutes by west longitude 109 degrees 46 minutes. The helicopter, operated by L & M Offshore Corporation of Paitilla, Republic of Panama, was engaged in fish spotting operations from the Mexico registered tuna vessel, "El Quijote." Visual meteorological conditions prevailed at the time and a flight plan was filed with the ship. The helicopter is presumed to have been destroyed in the accident sequence. Both the pilot and the spotter on board the helicopter sustained fatal injuries. The flight originated from the ship on the day of the mishap at about 0730 hours as a local fish spotting mission.

According to a report from the operator, the helicopter had completed the assigned spotting mission and was returning to the ship when it disappeared from the ship's radar about 3 miles short of the vessel. There were no known distress calls prior to the disappearance. A search of the area around the last known position of the helicopter revealed parts of an emergency float system known to have been installed on the helicopter, and the bodies of the pilot and spotter. No trace of additional aircraft components were found.

The pilot was a Panamanian citizen who reportedly held a pilot certificate issued by the Republic of Panama. The fish spotter was a Mexican national who has not been identified.

Pilot Information

Certificate:	Commercial; Foreign; Private	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 16, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 600 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N4712R
Model/Series:	206A 206A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	240
Landing Gear Type:	Emergency float; Skid	Seats:	
Date/Type of Last Inspection:	AAIP	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	10717 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed	Engine Model/Series:	250-C20
Registered Owner:	XANADU BRANDS	Rated Power:	400 Horsepower
Operator:	L & M OFFSHORE CORPORATION	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SHIP EL QUIJOTE (NONE)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	07:30 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:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons:

Report Date: May 18, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=28716>

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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](#).