



# Aviation Investigation Factual Report

<b>Location:</b>	OGDEN, Utah	<b>Accident Number:</b>	SEA93LA196
<b>Date &amp; Time:</b>	September 10, 1993, 15:30 Local	<b>Registration:</b>	N818R
<b>Aircraft:</b>	AEROSPATIALE N2	SA-365-	<b>Aircraft Damage:</b> Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 2 Serious, 3 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Executive/Corporate		

## Factual Information

On September 10, 1993, at 1530 mountain daylight time, an Aerospatiale SA365N2, N818R, collided with the water in the Great Salt Lake while maneuvering 10 miles west of Ogden, Utah. Visual meteorological conditions prevailed at the time and no flight plan was filed for the corporate flight. The helicopter was destroyed and the certificated Airline Transport pilot and two passengers suffered minor injuries, two passengers were seriously injured, and one passenger was fatally injured. The flight had departed from the Ogden area on September 19, 1993, at 1330.

The pilot reported that the purpose of the flight was to take a camera crew up to produce aerial videography and still photos of the area's mineral extraction facilities. The helicopter had been flying in the area for approximately two hours at varying altitudes from 50 feet to 900 feet. While travelling back to the landing area, the camera director wanted to get one more shot of the water at low level. The pilot noted that the water was calm and glassy and provided no depth perception. The pilot set the decision height "bug" to 50 feet on the radar altimeter then began the descending right turn at 300 feet per minute and 95 knots. At 50 feet above water level, the pilot rolled to level flight and slowed the helicopter to 60 to 70 knots. The pilot was using outside reference while maneuvering and stated that he suddenly turned his attention to the radar altimeter when he felt the sensation of speed over the water and noted that the altitude read 10 feet. Approximately two seconds later the helicopter contacted the water surface. The helicopter pitched over and came to rest on its left side in four feet of water.

The pilot reported that there were no mechanical failures or malfunctions with the helicopter at the time of the accident.

## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 17, 1992
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9066 hours (Total, all aircraft), 233 hours (Total, this make and model), 7800 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AEROSPATIALE	<b>Registration:</b>	N818R
<b>Model/Series:</b>	SA-365-N2 SA-365-N2	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	6377
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	August 28, 1993 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	9370 lbs
<b>Time Since Last Inspection:</b>	12 Hrs	<b>Engines:</b>	2 Turbo shaft
<b>Airframe Total Time:</b>	462 Hrs	<b>Engine Manufacturer:</b>	TURBOMECA
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	ARRIEL 1C2
<b>Registered Owner:</b>	AMERICAN STORES	<b>Rated Power:</b>	724 Horsepower
<b>Operator:</b>	AMERICAN STORES	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	OGD ,4470 ft msl	<b>Distance from Accident Site:</b>	23 Nautical Miles
<b>Observation Time:</b>	15:45 Local	<b>Direction from Accident Site:</b>	100°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	29°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal, 2 Serious, 2 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal, 2 Serious, 3 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Eckrote, Debra

**Additional Participating Persons:** JAY MOONEY; SALT LAKE CITY , UT  
PRENTISS E MANGUM; SEATTLE , WA

**Report Date:** April 22, 1994

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=41764>

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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](#).