



Aviation Investigation Final Report

Location:	VENICE, Louisiana	Accident Number:	FTW84LA118
Date & Time:	January 24, 1984, 14:00 Local	Registration:	N5745M
Aircraft:	BELL 206L-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 Minor
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

ABOUT 10 MIN AFTER DEPARTING AN OFFSHORE PLATFORM, THE PLT ENCOUNTERED AN AREA OF FOG. HE DESCENDED TO APRX 200 FT, SLOWED TO 40 KTS & STARTED TURNING BACK. AS HE WAS TURNING, HE WAS LOOKING TO THE RIGHT TO LOCATE A PETROLEUM PRODUCTION FACILITY TO USE AS A REFERENCE POINT WHEN THE HELICOPTER STRUCK THE WATER & CRASHED. NO SERIOUS INJURIES OCCURRED, BUT RESCUE WAS DELAYED ABOUT 5 HRS DUE TO DETERIORATING WX.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - FOG
 2. (F) WEATHER CONDITION - RAIN
 3. (F) WEATHER CONDITION - LOW CEILING
 4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

5. (F) FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
6. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
7. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	11881 hours (Total, all aircraft), 1867 hours (Total, this make and model), 143 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N5745M
Model/Series:	206L-1 206L-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Skid	Seats:	7
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4150 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	ALLISON
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	250-C28B
Registered Owner:		Rated Power:	435 Horsepower
Operator:	PETROLEUM HELICOPTERS INC	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	14:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Overcast / 300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / 15°C
Precipitation and Obscuration:	N/A - None - Rain		
Departure Point:	MAIN PASS BLK77, GM	Type of Flight Plan Filed:	Company VFR
Destination:	VENICE , LA	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

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 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	5 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Minor	Latitude, Longitude:	29.270828,-89.349555(est)

Administrative Information

Investigator In Charge (IIC): Johnson, J

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=21248>

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](#).