



Aviation Investigation Final Report

Location:	AMARILLO, Texas	Accident Number:	FTW84LA150
Date & Time:	February 26, 1984, 07:45 Local	Registration:	N31213
Aircraft:	BELL UH-1B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

PLT WAS ADVISED BY FSS THAT AMARILLO HAD SNOW FLURRIES, VISIBILITY 4 MILES AND WIND FROM 350 DEGS AT 28 KTS GUSTING TO 34 KTS, TUCUMCARI, NM WAS REPORTING 2 MILES VISIBILITY WITH LIGHT SNOW AND AREAS FURTHER WEST WERE CLEARING. THE PLT DEPARTED AMARILLO UNDER A SPECIAL VFR CLEARANCE AND STATED THE WX WAS ALRIGHT UNTIL WEST OF AMARILLO WHERE VISIBILITY DETERIORATED TO 1/2 MILE WITH BLOWING SNOW. BECAUSE OF THE DECREASING VISIBILITY AND INCREASING WINDS THE PLT DECIDED TO LAND IN AN OPEN FIELD. PLT STATED THE ENGINE INTAKE SCREENS ICED UP AND A LOSS OF RPM WAS EXPERIENCED WHILE MANEUVERING THE HELICOPTER INTO THE WIND FOR LANDING. THE HELICOPTER CONTACTED THE GROUND AND ROLLED OVER TO THE RIGHT.

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

Findings

1. (F) WEATHER CONDITION - SNOW

2. (F) WEATHER CONDITION - LOW CEILING
3. (C) WEATHER CONDITION - ICING CONDITIONS
4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings
5. INDUCTION AIR CONTROL/SYSTEM - ICE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Occurrence #4: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
6. WEATHER CONDITION - GUSTS

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	None	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-w/ waivers/lim	Last FAA Medical Exam:	May 4, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1818 hours (Total, all aircraft), 550 hours (Total, this make and model), 1716 hours (Pilot In Command, all aircraft), 153 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N31213
Model/Series:	UH-1B UH-1B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	62-1915
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 22, 1984 Annual	Certified Max Gross Wt.:	8500 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	8556 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	T-53-L-11D
Registered Owner:	HELICOPTER INTERNATIONAL INC.	Rated Power:	1100 Horsepower
Operator:		Operating Certificate(s) Held:	None
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:	AMA ,3605 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	07:47 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 500 ft AGL	Visibility	3 miles
Lowest Ceiling:	Overcast / 500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	28 knots / 38 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	0°C / -2°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	AMARILLO , TX (AMA)	Type of Flight Plan Filed:	None
Destination:	LAS VEGAS , NV (LAS)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	35.690029,-101.820587(est)

Administrative Information

Investigator In Charge (IIC):	Edwards, Armond
Additional Participating Persons:	VIC FRIER; LUBBOCK , TX
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=21272

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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](#).