



# Aviation Investigation Final Report

<b>Location:</b>	E BRAKE BLK 397,	<b>Accident Number:</b>	FTW84LA299
<b>Date &amp; Time:</b>	July 3, 1984, 13:30 Local	<b>Registration:</b>	N222PV
<b>Aircraft:</b>	Bell 222UT	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

WHILE IN A HOVERING APPROACH TO LAND ON THE DECK OF AN OIL PLATFORM IN THE GULF OF MEXICO A PIECE OF PLASTIC SHEETING FLEW UP FROM THE PLATFORM INTO THE TAIL ROTOR BLADES. THE AIRCRAFT THEN SLID IN TO A BUILDING ON THE DECK FOLLOWING A HOVERING AUTOROTATION.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

#### Findings

1. (C) TERRAIN CONDITION - LOOSE OBJECTS
2. (C) FOREIGN OBJECT
3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. (F) AUTOROTATION - PERFORMED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

5. OBJECT - BUILDING (NONRESIDENTIAL)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 1, 1984
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4656 hours (Total, all aircraft), 19 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N222PV
<b>Model/Series:</b>	222UT 222UT	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	47510
<b>Landing Gear Type:</b>	Emergency float	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	June 2, 1984 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	8250 lbs
<b>Time Since Last Inspection:</b>	68 Hrs	<b>Engines:</b>	2 Turbo shaft
<b>Airframe Total Time:</b>	168 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	LTS-101-750C1
<b>Registered Owner:</b>	PUMPKIN AIR INC.	<b>Rated Power:</b>	684 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<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>	CRP ,12 ft msl	<b>Distance from Accident Site:</b>	100 Nautical Miles
<b>Observation Time:</b>	12:47 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Unknown / 3500 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 3500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	33°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CORPUS CHRISTI , TX (CRP )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PENROD 74	<b>Runway Surface Type:</b>	Metal/wood
<b>Airport Elevation:</b>	60 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	80 ft / 80 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	4 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	5 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Edwards, Armond
<b>Additional Participating Persons:</b>	EARL M MORROW; SAN ANTONIO , TX
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=21387">https://data.nts.gov/Docket?ProjectID=21387</a>

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.

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