



Aviation Investigation Final Report

Location:	OFFSHORE OIL,	Accident Number:	FTW88LA082
Date & Time:	March 24, 1988, 11:00 Local	Registration:	N1547N
Aircraft:	SIKORSKY S-76A	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 4 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

AFTER LANDING ON THE PLATFORM, THE COPILOT MOVED THE POWER LEVERS TO FLIGHT IDLE AND SET THE MAIN ROTOR BLADE TIP PATH PLANE TO THE HEIGHT NORMALLY USED. WHEN AN ENPLANNING PASSENGER CAME UP THE STAIRS ONTO THE PLATFORM, HE WAS STRUCK ON THE HEAD BY THE MAIN ROTOR BLADE. THE OPERATOR REPORTED THAT THE INJURED PASSENGER HAD BEEN REQUIRED TO VIEW A VIDEO TAPE RECORDING THAT SHOWED THE PROPER PROCEDURES TO USE WHEN ENPLANNING OR DEPLANNING. ADDITIONALLY, THEY REPORTED THAT HE HAD BEEN GIVEN SPECIFIC INSTRUCTIONS TO BEND OVER TO LOWER HIS HEIGHT WHEN UNDER THE MAIN ROTOR BLADES.

Probable Cause and Findings

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

Findings

Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation: STANDING - IDLING ROTORS

Findings

1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PASSENGER
2. (C) VISUAL LOOKOUT - INADEQUATE - PASSENGER

Factual Information

Pilot Information

Certificate:	Airline transport	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):	Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 28, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9382 hours (Total, all aircraft), 1819 hours (Total, this make and model), 140 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SIKORSKY	Registration:	N1547N
Model/Series:	S-76A S-76A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	760088
Landing Gear Type:	Tricycle	Seats:	14
Date/Type of Last Inspection:	February 14, 1988 Annual	Certified Max Gross Wt.:	10500 lbs
Time Since Last Inspection:	97 Hrs	Engines:	2 Turbo shaft
Airframe Total Time:	5776 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C30
Registered Owner:	TOMLINSON LEASING CO.	Rated Power:	700 Horsepower
Operator:	AIR LOGISTICS	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	ALGA

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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OFFSHORE PLAT. , GM (573B)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	10:52 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	None
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Johnson, J
Additional Participating Persons:	OTIS KEY; HOUSTON , TX
Original Publish Date:	September 11, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=22627

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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](#).