



Aviation Investigation Final Report

Location:	KOSRAE,	Accident Number:	LAX92LA030
Date & Time:	October 31, 1991, 09:55 Local	Registration:	N7162R
Aircraft:	BELL 47-G5A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

THE CHIEF OFFICER OF THE FISHING VESSEL DON JUAN Z SAID THAT THE HELICOPTER WAS ATTEMPTING TO LIFT OFF THE HELIPAD AND SUDDENLY ROLLED TO THE LEFT, CRASHING INTO THE STARBOARD SIDE OF THE SHIP, THEN ROLLED INTO THE OCEAN INVERTED. THE HELICOPTER MECHANIC ASSIGNED TO THE SHIP SAID THAT THE STARBOARD TIEDOWN WAS STILL ATTACHED TO THE RIGHT SKID OF THE HELICOPTER AS IT TRIED TO LIFT OFF. THE ACCIDENT OCCURRED AT 0955 LOCAL SHIP TIME.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S IMPROPER PREFLIGHT INSPECTION OF THE HELICOPTER RESULTING IN A TIEDOWN STRAP NOT BEING REMOVED FROM THE RIGHT SKID AND SUBSEQUENT ROLL OVER ON TAKEOFF.

Findings

Occurrence #1: ROLL OVER
Phase of Operation: TAKEOFF

Findings

1. (C) TIE DOWN - INADVERTENT USE - PILOT IN COMMAND
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, 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--no waivers/lim.	Last FAA Medical Exam:	April 12, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N7162R
Model/Series:	47-G5A 47-G5A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	25071
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	August 8, 1991 Annual	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:	100 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-435-B1A
Registered Owner:	LARRY Z FISHING CO. INC.	Rated Power:	265 Horsepower
Operator:	DON JUAN Z FISHING CO.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

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	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	SHIP DON JUAN Z NONE	Runway Surface Type:	Metal/wood
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	15 ft / 15 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons: WILLIAM L MILLER; HONOLULU , HI

Original Publish Date: July 13, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27490>

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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](#).