



Aviation Investigation Final Report

Location:	PAGO PAGO, Pacific Ocean	Accident Number:	LAX92LA262
Date & Time:	June 21, 1992, 07:20 Local	Registration:	N211CB
Aircraft:	BELL 47-G5A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

THE HELICOPTER WAS OPERATED FROM A HELIPAD ON THE FISHING VESSEL M/V KALI FOR FISH SPOTTING MISSIONS. THE SHIP WAS IN THE TERRITORIAL WATERS NEAR PAGO PAGO, AMERICAN SAMOA AND THE TIME LISTED ABOVE FOR THE ACCIDENT IS LOCAL SHIP TIME. DURING THE ATTEMPTED TAKEOFF THE HELICOPTER ROLLED OVER ON ITS LEFT SIDE; HOWEVER, IT REMAINED ON THE SHIP DURING THE ENTIRE SEQUENCE. SHIP CREWMEN WHO WITNESSED THE ACCIDENT REPORTED THAT THE LEFT REAR SKID WAS STILL TIED DOWN TO THE HELIPAD PLATFORM WHEN THE HELICOPTER ATTEMPTED TO TAKEOFF. THE SHIP SUSTAINED DAMAGE TO THE DECK AND BULWARK PLATES.

Probable Cause and Findings

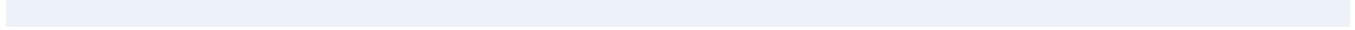
The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT INSPECTION IN FAILING TO ENSURE THAT ALL SKID TIEDOWNS WERE REMOVED PRIOR TO THE ATTEMPTED TAKEOFF.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) TIE DOWN - INADVERTENT USE - PILOT IN COMMAND



Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Invalid Medical for flight	Last FAA Medical Exam:	February 12, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10700 hours (Total, all aircraft), 875 hours (Total, this make and model), 10150 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N211CB
Model/Series:	47-G5A 47-G5A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	25073
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	January 2, 2000 100 hour	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-540-B1
Registered Owner:	ZETA FISHING COMPANY	Rated Power:	260 Horsepower
Operator:	ZETA FISHING COMPANY	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	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	325°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:20 Local	Type of Airspace:	Class G

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 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	SCOTT CHRISTIANSEN; HONOLULU , HI
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27660

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](#).