



Aviation Investigation Final Report

Location:	NEAR YAKUTAT, Alaska	Accident Number:	SEA83FAD02
Date & Time:	May 20, 1983, 11:30 Local	Registration:	N67099
Aircraft:	SUD AVIATION SA 318C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PLT WAS ON A FLT TO DELIVER 3 PASSENGERS & CARGO TO A RIDGE NEAR THE UPPER PART OF A GLACIER. THE ALTITUDE WAS APRX 5200 FT MSL. THE PLT REPORTED THAT THE WX WAS 6000 FT SCATTERED, VISIBILITY 20 MI, WIND FROM THE EAST AT 5 KTS. ACCORDING TO HIM, HE ENCOUNTERED A WHITE-OUT CONDITION AS THE HELICOPTER WAS ABOUT TO TOUCH DOWN DURING THE LANDING. THE RIGHT FLOAT, THEN THE MAIN ROTOR, STRUCK THE SNOW COVERED SURFACE & THE HELICOPTER ROLLED OVER. THE HELICOPTER WAS SHUT DOWN & ALL OCCUPANTS EVACUATED WITH NO INJURIES. THEY REMAINED AT THE SCENE WITH SURVIVAL GEAR UNTIL RESCUED THE FOLLOWING DAY. THE RESCUE WAS DELAYED BY WX.

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: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (F) TERRAIN CONDITION - SNOW COVERED

3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - WHITEOUT
5. (F) VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
6. (C) AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 16, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9340 hours (Total, all aircraft), 1034 hours (Total, this make and model), 8919 hours (Pilot In Command, all aircraft), 126 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SUD AVIATION	Registration:	N67099
Model/Series:	SA 318C SA 318C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2263
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	February 25, 1983 100 hour	Certified Max Gross Wt.:	3650 lbs
Time Since Last Inspection:	85 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	5360 Hrs	Engine Manufacturer:	TURBOMECA
ELT:	Installed, not activated	Engine Model/Series:	ASTAZOU IIA
Registered Owner:	ERA HELICOPTERS, INC.	Rated Power:	485 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
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:	12	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - Blowing - Snow		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	YALUTAT YAK	Runway Surface Type:	Snow
Airport Elevation:		Runway Surface Condition:	Snow
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	59.509487,-139.710601(est)

Administrative Information

Investigator In Charge (IIC): Sapp, Joe

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39633>

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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](#).