



Aviation Investigation Final Report

Location:	COOS BAY, Oregon	Accident Number:	SEA84LA012
Date & Time:	October 20, 1983, 09:30 Local	Registration:	N82W
Aircraft:	BELL 212	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE HELICOPTER SNAGGED A CABLE WITH ITS SKID DURING TAKEOFF AND ROLLED OVER. THE ACFT HAD LANDED FOR FUEL AND WAS TAKINGOFF AFTER REFUELING WHEN A CABLE ATTACHED TO A FERTILIZER DISPENCER CAUGHT ON THE HELICOPTER'S SKID. THE ACFT ROLLED TO THE RIGHT AND FOWARD. IT CAME TO REST 50 FT FROM THE HOVER SPOT ON ITS LEFT SIDE.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (C) CLEARANCE - INADEQUATE - PILOT IN COMMAND
 2. VERTICAL TAKEOFF - PERFORMED - PILOT IN COMMAND
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Occurrence #2: ROLL OVER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	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:	September 22, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6044 hours (Total, all aircraft), 710 hours (Total, this make and model), 5890 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N82W
Model/Series:	212 212	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31156
Landing Gear Type:	Skid	Seats:	15
Date/Type of Last Inspection:	October 10, 1983 100 hour	Certified Max Gross Wt.:	11200 lbs
Time Since Last Inspection:		Engines:	2 Turbo shaft
Airframe Total Time:	806 Hrs	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	PT6T-3B
Registered Owner:	WEYERHAEUSER	Rated Power:	1290 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	OTH ,14 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	09:00 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Broken / 1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 12°C
Precipitation and Obscuration:	N/A - None - Smoke		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:30 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 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.370441,-124.140068(est)

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39847>

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](#).