



Aviation Investigation Final Report

Location:	ALMA, Oregon	Accident Number:	SEA84LA054
Date & Time:	February 17, 1984, 08:10 Local	Registration:	N633B
Aircraft:	AEROSPATIALE AS-341G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PLT STATED HE LOST PARTIAL POWER ON A X-COUNTRY FLT, DURING CRUISE, AND INITIATED AN AUTOROTATION. AT ABOUT 200 TO 300 FT AGL HE REDUCED THE THROTTLE TO IDLE. DURING FLARE THE ROTOR RPM DECAYED AND THE ACFT LANDED HARD AND ROLLED OVER.THE PILOT STATED THAT THE FUEL FILTER HAD BACKED OFF.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FUEL SYSTEM,FILTER - LOOSE

Occurrence #2: FORCED LANDING
Phase of Operation: CRUISE - NORMAL

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

Findings

2. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #4: OTHER GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #5: ROLL OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 1, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5116 hours (Total, all aircraft), 4848 hours (Total, this make and model), 68 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROSPATIALE	Registration:	N633B
Model/Series:	AS-341G AS-341G	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1040
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	October 3, 1983 100 hour	Certified Max Gross Wt.:	3970 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	4905 Hrs	Engine Manufacturer:	ASTAZOU
ELT:	Installed, not activated	Engine Model/Series:	111A
Registered Owner:	BOHEMIA LUMBER COMPANY	Rated Power:	494 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:	EUG ,1000 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	08:47 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	25000 ft AGL	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EUGENE , OR (EUG)	Type of Flight Plan Filed:	None
Destination:	NORTH BEND , OR (OTH)	Type of Clearance:	None
Departure Time:	07:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	NONE	Runway Surface Type:	Dirt;Gravel
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.760601,-124.140411(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=39875>

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](#).