



Aviation Investigation Final Report

Location:	MEKORYUK, Alaska	Incident Number:	ANC83IA089
Date & Time:	June 1, 1983, 12:58 Local	Registration:	N234BV
Aircraft:	BOEING VERTOL 234ER	Aircraft Damage:	None
Defining Event:		Injuries:	19 None
Flight Conducted Under:	Part 91F: Special flt ops.		

Analysis

WHILE CLIMBING IN IFR CONDITIONS AFTER TAKEOFF, THE #1 ENG LOST POWER. THE PLT DUMPED FUEL & LANDED ON AN OIL EXPLORATION PLATFORM. WHILE DUMPING FUEL, THE #1 JETTISON SYS OPERATED NORMALLY, BUT THE CIRUIT BREAKER POPPED ON THE #2 SYS. THE AIRCREW RESET THE CIRCUIT BREAKER & WERE ABLE TO OPEN THE VALVE, BUT THE CIRCUIT BREAKER POPPED AGAIN. THEY WERE ABLE TO CLOSE THE #2 JETTISON VALVE BY HOLDING THE CIRCUIT BREAKER IN. AN INVESTIGATION REVEALED THAT THE LOWER ACCESSORY LEVEL GEAR, PN 2-070-024-01, IN THE #1 ENG, HAD FAILED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) ACCESSORY DRIVE ASSY - FAILURE, TOTAL
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. (F) FUEL SYSTEM, FUEL JETTISON SYSTEM - FAILURE, PARTIAL
4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

- 5. WEATHER CONDITION - LOW CEILING
- 6. WEATHER CONDITION - FOG

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	33, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 27, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3990 hours (Total, all aircraft), 30 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING VERTOL	Registration:	N234BV
Model/Series:	234ER 234ER	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	MJ016
Landing Gear Type:	Amphibian	Seats:	19
Date/Type of Last Inspection:	May 29, 1983 Continuous airworthiness	Certified Max Gross Wt.:	48500 lbs
Time Since Last Inspection:	9 Hrs	Engines:	2 Turbo shaft
Airframe Total Time:	99 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	AL5512
Registered Owner:	234 I INC.C/O BOEING VERTOL	Rated Power:	4075 Horsepower
Operator:	ATLANTIC RICHFIELD CO.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	200 ft AGL	Visibility	
Lowest Ceiling:	Overcast / 300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C / 1°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	BERING SEA (708)	Type of Flight Plan Filed:	IFR
Destination:	NOME (OME)	Type of Clearance:	IFR
Departure Time:	12:56 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	None
Passenger Injuries:	16 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	19 None	Latitude, Longitude:	60.370185,-166.269638(est)

Administrative Information

Investigator In Charge (IIC): Stella, Marc

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4089>

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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](#).