



# Aviation Investigation Final Report

<b>Location:</b>	MEKORYUK, Alaska	<b>Incident Number:</b>	ANC83IA089
<b>Date &amp; Time:</b>	June 1, 1983, 12:58 Local	<b>Registration:</b>	N234BV
<b>Aircraft:</b>	BOEING VERTOL 234ER	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	19 None
<b>Flight Conducted Under:</b>	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

<b>Certificate:</b>	Airline transport	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 27, 1983
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	3 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	16 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	19 None	<b>Latitude, Longitude:</b>	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](#).