



Aviation Investigation Final Report

Location:	Kenai, Alaska	Accident Number:	ANC08CA129
Date & Time:	September 28, 2008, 10:57 Local	Registration:	N352EV
Aircraft:	Eurocopter AS 350 B2	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The commercial pilot was making a positioning flight under Title 14, CFR Part 91. The pilot said he had shuttled passengers to an oil platform, and was returning to pick them up. He said as he approached the platform helipad, the tail rotor struck the safety netting surrounding the landing area. The pilot said there were no mechanical problems with the helicopter prior to the accident, but that the tail rotor gearbox and tail boom were substantially damaged during the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain tail rotor clearance from the safety netting during final approach and landing.

Findings

Aircraft	Altitude - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 27, 2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 22, 2008
Flight Time:	14224 hours (Total, all aircraft), 210 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Eurocopter	Registration:	N352EV
Model/Series:	AS 350 B2	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2555
Landing Gear Type:	Skid	Seats:	6
Date/Type of Last Inspection:	September 11, 2008 100 hour	Certified Max Gross Wt.:	4961 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	3055 Hrs at time of accident	Engine Manufacturer:	TURBOMECA
ELT:	Installed, not activated	Engine Model/Series:	ARRIEL 1SER
Registered Owner:	CFS AIR LLC	Rated Power:	681 Horsepower
Operator:	Evergreen Helicopter Inc.	Operating Certificate(s) Held:	None
Operator Does Business As:	Evergreen Helicopters Alaska	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:			
Departure Point:	Kenai, AK	Type of Flight Plan Filed:	Company VFR
Destination:	Kenai, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	60.903057,-151.368606

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Dan Larson; FAA; Anchorage, AK
Original Publish Date:	December 11, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=69343

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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](#).