



Aviation Investigation Final Report

Location:	INTRACOASTAL CI, Louisiana	Incident Number:	FTW82IA401
Date & Time:	September 30, 1982, 07:45 Local	Registration:	N2091E
Aircraft:	BELL 214ST	Aircraft Damage:	Minor
Defining Event:		Injuries:	20 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

DURING CRUISE FLIGHT, THE CREW HEARD A LOUD "BANG" AND FELT A VIBRATION IN THE AIRCRAFT. THE FLIGHT WAS CONTINUED TO ITS DESTINATION WHICH WAS ABOUT 20 MILES AWAY AND TERMINATED WITHOUT FURTHER INCIDENT. INVESTIGATION REVEALED THAT THE LEFT UPPER LONGERON FITTING HAD FAILED. NO DETERMINATION WAS MADE AS TO MODE OF FAILURE.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FUSELAGE, LONGERON - FAILURE, TOTAL

Factual Information

Pilot Information

Certificate:		Age:	U
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N2091E
Model/Series:	214ST 214ST	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	28103
Landing Gear Type:	Skid	Seats:	20
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	16500 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Turbo shaft
Airframe Total Time:	492 Hrs	Engine Manufacturer:	G E
ELT:		Engine Model/Series:	CT-7-2A
Registered Owner:	PETROLEUM HELICOPTERS INC.	Rated Power:	1625 Horsepower
Operator:	PETROLEUM HELICOPTERS INC.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	80°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EUGENE ISLAND , GM (330C)	Type of Flight Plan Filed:	None
Destination:	WENATCHEE , WA (EAT)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	PHI ICY HELIPORT 7R4	Runway Surface Type:	Concrete
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Minor
Passenger Injuries:	18 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	20 None	Latitude, Longitude:	29.970743,-92.120361(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: September 30, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71154>

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](#).