



Aviation Investigation Final Report

Location:	MUSTANG BLK A11,	Accident Number:	FTW82DA076
Date & Time:	March 2, 1982, 09:10 Local	Registration:	N1080S
Aircraft:	BELL 12	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 5 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

WHILE THE HELICOPTER WAS AT FLIGHT IDLE WAITING FOR THE NEXT LOAD OF PASSENGERS TO BOARD, A PASSENGER, WHO HAD BEEN TRAINED IN HELICOPTER SAFETY, WALKED INTO THE ROTOR BLADES. THE PASSENGER WAS ATTEMPTING TO PASS BEHIND THE TAIL ROTOR WHEN HE WAS STRUCK IN THE HEAD.

Probable Cause and Findings

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

Findings

Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation: STANDING - IDLING ROTORS

Findings

1. (C) JUDGMENT - POOR - PASSENGER

Factual Information

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 6, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3864 hours (Total, all aircraft), 184 hours (Total, this make and model), 3637 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N1080S
Model/Series:	12 12	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	32121
Landing Gear Type:	Skid	Seats:	16
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	11200 lbs
Time Since Last Inspection:	3 Hrs	Engines:	2 Turbo shaft
Airframe Total Time:	2657 Hrs	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	PT6T-3
Registered Owner:	PETROLEUM HELICOPTER'S INC	Rated Power:	500 Horsepower
Operator:	PETROLEUM HELICOPTER'S 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:	09:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	62°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MUSTANG BLK A11, GM	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	09:10 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 2, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71807>

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](#).