



Aviation Investigation Final Report

Location:	Stevens Village, Alaska	Accident Number:	ANC13CA035
Date & Time:	March 24, 2013, 11:40 Local	Registration:	N353DL
Aircraft:	Eurocopter AS350B3	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 133: Rotorcraft ext. load		

Analysis

The helicopter pilot was supporting a seismic drilling operation at a remote drill site. He had just completed moving one of the seismic drills via long line and had landed the high-skid, turbine-powered helicopter in a clear area to wait for the next move. After landing, before reducing the power to flight idle and locking the flight controls, the pilot opened the right-side door, returned his right hand to the cyclic, and leaned out to ensure the tail rotor was clear of obstacles. While looking rearward, the pilot inadvertently moved the cyclic to the right, and the helicopter rolled up on the right skid. He immediately applied left cyclic, but the main rotor blades struck the snow. The helicopter sustained substantial damage to the rotor system, tail boom, and fuselage. The pilot indicated there were no preaccident mechanical malfunctions or anomalies that would have precluded normal operation. The pilot noted that the accident might have been avoided if he had used the collective lock before engaging in activities outside the cockpit.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent cyclic control input after landing, which resulted in the main rotor blades striking the ground.

Findings

Personnel issues

Aircraft control - Pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	January 14, 2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 1, 2012
Flight Time:	5200 hours (Total, all aircraft), 3036 hours (Total, this make and model), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Eurocopter	Registration:	N353DL
Model/Series:	AS350B3	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7319
Landing Gear Type:	High skid	Seats:	6
Date/Type of Last Inspection:	March 16, 2013 100 hour	Certified Max Gross Wt.:	6173 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	1210 Hrs at time of accident	Engine Manufacturer:	TURBOMECA
ELT:	C126 installed, not activated	Engine Model/Series:	ARRIEL 2B
Registered Owner:	Bruce Andrews	Rated Power:	
Operator:	Soloy Helicopters	Operating Certificate(s) Held:	On-demand air taxi (135)

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:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-34°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Stevens Village, AK (SVS)	Type of Flight Plan Filed:	None
Destination:	Stevens Village, AK (SVS)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	66.174163,-149.120285(est)

Administrative Information

Investigator In Charge (IIC):	Banning, David
Additional Participating Persons:	James Watson; Federal Aviation Administration; Fairbanks, AK
Original Publish Date:	July 18, 2013
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=86508

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