



# Aviation Investigation Final Report

<b>Location:</b>	Christmas Island, Pacific Ocean	<b>Accident Number:</b>	GAA16CA071
<b>Date &amp; Time:</b>	October 20, 2015, 19:00 UTC	<b>Registration:</b>	N1060C
<b>Aircraft:</b>	Bell 206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Roll over	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

## Analysis

The helicopter was operating from the deck of a fishing vessel. When the helicopter is not in use, it is secured to the deck by four straps secured to the skids of the helicopter.

The pilot of the helicopter reported that he entered the helicopter for takeoff while the mechanic removed the tie downs from the helicopter. The pilot reported that when he tried to takeoff, one of the tie downs was still attached to the helicopter and the helicopter rolled to the right and impacted the helipad. The helicopter sustained substantial damage to the main rotor, mast, and tail boom.

The pilot reported no preimpact mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection and the maintenance crew's failure to remove the tie down.

### Findings

<b>Personnel issues</b>	Preflight inspection - Pilot
<b>Personnel issues</b>	Forgotten action/omission - Maintenance personnel



## Factual Information

### History of Flight

<b>Takeoff</b>	Preflight or dispatch event
<b>Takeoff</b>	Roll over (Defining event)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 12, 2015
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	April 8, 2015
<b>Flight Time:</b>	(Estimated) 9649 hours (Total, all aircraft), 288 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N1060C
<b>Model/Series:</b>	206 B	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	1971	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1090
<b>Landing Gear Type:</b>	Float; Skid	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	October 21, 2015 Condition	<b>Certified Max Gross Wt.:</b>	3095 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	19064 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rolls-Royce
<b>ELT:</b>	C91A installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	250-C20B
<b>Registered Owner:</b>	OCEAN CARE CO. INC.	<b>Rated Power:</b>	420 Horsepower
<b>Operator:</b>	SILLA CO.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	DEEP SEA FISHERY	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<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>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	31°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Christmas Island, POKR	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Christmas Island, POKR	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	19:00 UTC	<b>Type of Airspace:</b>	Unknown

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	37.634559,-130.069335(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bigelow, Bradley
<b>Additional Participating Persons:</b>	Harold Hutchins; Federal Aviation Administration; Los Angeles, CA
<b>Original Publish Date:</b>	February 8, 2016
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=92418">https://data.nts.gov/Docket?ProjectID=92418</a>

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