



Aviation Investigation Final Report

Location:	Kobuk, Alaska	Accident Number:	ANC18CA056
Date & Time:	July 25, 2018, 10:45 Local	Registration:	N354LA
Aircraft:	Eurocopter AS 350 B3	Aircraft Damage:	Substantial
Defining Event:	Dynamic rollover	Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The commercial pilot of the helicopter was transporting equipment in support of remote mining activities using a 100-foot long-line. During takeoff, and while preparing to lift the external sling load, he inadvertently allowed the helicopter to drift laterally to the right and the right skid struck the ground, resulting in a dynamic rollover. The helicopter continued to roll to the right, and the main rotor blades struck the ground.

The helicopter subsequently came to rest on its right side, sustaining substantial damage to the main rotor drive system, fuselage, and tail boom. The pilot sustained minor injuries, and reported that there were no preaccident 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 inadvertent dynamic rollover during takeoff.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	(general) - Not attained/maintained

Factual Information

History of Flight

Takeoff	Dynamic rollover (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 9, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 23, 2018
Flight Time:	5061 hours (Total, all aircraft), 225 hours (Total, this make and model), 4322 hours (Pilot In Command, all aircraft), 193 hours (Last 90 days, all aircraft), 117 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Eurocopter	Registration:	N354LA
Model/Series:	AS 350 B3	Aircraft Category:	Helicopter
Year of Manufacture:	2000	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3285
Landing Gear Type:	High skid	Seats:	
Date/Type of Last Inspection:	July 13, 2018 Continuous airworthiness	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	6472.8 Hrs as of last inspection	Engine Manufacturer:	Safran
ELT:	C126 installed, not activated	Engine Model/Series:	Arriel
Registered Owner:	Roberts Aircraft Co	Rated Power:	847
Operator:	Trans Aero Helicopters	Operating Certificate(s) Held:	Rotorcraft external load (133), 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:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	175°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kobuk, AK	Type of Flight Plan Filed:	Company VFR
Destination:	Kobuk, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	66.935554,-156.77305(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	James Watson; Federal Aviation Administration (FAA) ; Fairbanks, AK
Original Publish Date:	May 27, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97858

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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](#).