



National Transportation Safety Board Aviation Accident Final Report

Location:	PENDLETON, Oregon	Accident Number:	SEA87MA034
Date & Time:	December 3, 1986, 17:32 Local	Registration:	N7EC
Aircraft:	BELL 206L-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Unspecified)		

Analysis

THE HELICOPTER DEPARTED PENDLETON ON AN EMERG MED SVC/MED-EVAC (EMS) FLT TO TRANSPORT A PATIENT TO PORTLAND. AFTER DELIVERING THE PATIENT, THE PLT TOOK OFF ON THE RTN FLT WITH 2 MED PSNL ABOARD. DRG ARRIVAL AT 1658 PST, HE REQUESTED A SPECIAL VFR (SVFR) CLEARANCE TO THE PENDLETON ARPT. THE PLT WAS ADVISED TO HOLD & EXPECT CLEARANCE AT ABOUT 1725. AFTER INBOUND TRAFFIC HAD LANDED, A SVFR CLEARANCE WAS ISSUED. ABOUT 5 MIN LATER, THE PLT TRANSMITTED A MAYDAY CALL THAT HE HAD 'INADVERTENT IFR' & WAS NOT CAPABLE OF IFR FLT. AT 1732, THE LAST TRANSMISSION FROM THE PLT STATED HE WAS AT 2200 FT MSL 'APPROXIMATELY 5.1 NM FROM . . .' SUBSEQUENTLY, THE HELICOPTER IMPACTED THE GROUND ABOUT 5 MI WEST OF THE ARPT, WHILE DSCNDG IN A RT BANK. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND; RPRTDLY, THE HELICOPTER HAD DEPARTED PORTLAND WITH THE OIL TEMP GAGE INOP, TRANSPONDER REMOVED & A LEAK IN THE PITOT STATIC SYS. AT PENDLETON, THE 1650 PST WX WAS IN PART: 700 FT OVERCAST, VIS 3 MI WITH FOG. THE PLT WAS NOT CERTIFICATED FOR INSTRUMENT FLT IN HELICOPTERS.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH

Findings

1. (F) PITOT/STATIC SYSTEM - LEAK
 2. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT
 3. (F) LIGHT CONDITION - DARK NIGHT
 4. (F) WEATHER CONDITION - LOW CEILING
 5. (F) WEATHER CONDITION - FOG
 6. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH

Findings

7. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 8. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
 9. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 24, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4650 hours (Total, all aircraft), 1450 hours (Total, this make and model), 4600 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N7EC
Model/Series:	206L-1 206L-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	45511
Landing Gear Type:	High skid	Seats:	5
Date/Type of Last Inspection:	September 15, 1986 100 hour	Certified Max Gross Wt.:	4150 lbs
Time Since Last Inspection:	65 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	1733 Hrs	Engine Manufacturer:	ALLISON
ELT:	Not installed	Engine Model/Series:	250-C30P
Registered Owner:		Rated Power:	650 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	LIFE GUARD [EMS]	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	PDT ,1494 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	265°
Lowest Cloud Condition:	Unknown	Visibility	3 miles
Lowest Ceiling:	Overcast / 700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	0°C / -1°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	PORTLAND , OR	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	Special VFR
Departure Time:	15:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	1494 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	45.73027,-118.790191(est)

Administrative Information

Investigator In Charge (IIC):	Stripling, Wallace
Additional Participating Persons:	GREG SIME; HILLSBORO , OR THOMAS WINSTON; HILLSBORO , OR
Original Publish Date:	
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40704

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).