



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Delta Junction, Alaska	<b>Accident Number:</b>	ANC21LA083
<b>Date &amp; Time:</b>	September 6, 2021, 17:40 Local	<b>Registration:</b>	N125KW
<b>Aircraft:</b>	McDonnell Douglas Helicopter 369E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Roll over	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Scheduled		

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## Analysis

The pilot was transporting personnel from a remote helipad that was constructed of a plastic, floating dock. She was unaware that the helicopter's right skid had slid under a portion of the plastic dock. As she raised the collective to depart, she felt the helicopter roll to the right, and she attempted to correct the lateral rolling motion by lowering the collective. The helicopter continued to roll and came to rest on its right side. Subsequently, the helicopter sustained substantial damage to the main rotor system.

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 inability to maintain lateral control during the takeoff, which resulted in dynamic rollover. Contributing to the accident was the pilot's decision to utilize an unsuitable landing area for flight operations.

## Findings

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<b>Aircraft</b>	(general) - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	(general) - Ability to respond/compensate

## Factual Information

### History of Flight

Takeoff	Roll over (Defining event)
Takeoff	Collision during takeoff/land

### Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	24, Female
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter; Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	August 4, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 25, 2021
Flight Time:	(Estimated) 1921 hours (Total, all aircraft), 25 hours (Total, this make and model), 1852 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	McDonnell Douglas Helicopter	Registration:	N125KW
Model/Series:	369E	Aircraft Category:	Helicopter
Year of Manufacture:	1989	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0336E
Landing Gear Type:	High skid; Skid	Seats:	4
Date/Type of Last Inspection:	September 5, 2021 100 hour	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	ROLLS-ROYCE
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	250-C20B
Registered Owner:		Rated Power:	420 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Rotorcraft external load (133), Commuter air carrier (135), On-demand air taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PABI, 1277 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 2200 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	9°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Delta Junction, AK	Type of Flight Plan Filed:	None
Destination:	Delta Junction, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	63.999752, -144.73459(est)

## Administrative Information

Investigator In Charge (IIC):	Swenson, Eric		
Additional Participating Persons:	Brad Sipperley; FAA; Fairbanks, AK		
Original Publish Date:	April 20, 2022	Investigation Class:	4
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=103817">https://data.nts.gov/Docket?ProjectID=103817</a>		

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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](#).