



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** November 24, 2014

**In reply refer to:** A-14-107 through -109

The Honorable Michael P. Huerta  
Administrator  
Federal Aviation Administration  
Washington, DC 20590

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On November 5, 2014, the National Transportation Safety Board (NTSB) adopted its report concerning the March 30, 2013, accident in which a Eurocopter AS350 B3 helicopter, N911AA, operated by the Alaska Department of Public Safety, impacted terrain while maneuvering during a search and rescue flight near Talkeetna, Alaska.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number AAR-14/03.

As a result of this investigation, we issued 10 new recommendations, including 7 to the state of Alaska, 44 additional states, the Commonwealth of Puerto Rico, and the District of Columbia, and the following 3 recommendations to the Federal Aviation Administration:

### A-14-107

Work with operators, training providers, and industry groups to evaluate the effectiveness of current training programs for helicopter pilots in inadvertent instrument meteorological conditions, and develop and publish best practices for such training.

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<sup>1</sup> National Transportation Safety Board, *Crash Following Encounter with Instrument Meteorological Conditions After Departure from Remote Landing Site, Alaska Department of Public Safety, Eurocopter AS350 B3, N911AA, Talkeetna, Alaska, March 30, 2013*, AAR-14/03 (Washington, DC: National Transportation Safety Board, 2014).

A-14-108

Issue guidance to pilots explaining that attitude indicators have pitch and bank indication limits, that the pitch indicating range is required to be at least  $\pm 25^\circ$ , and that, if an aircraft operates at a pitch that exceeds the indicating limits, the pitch indicator may stop and remain at the limit until the pitch no longer exceeds the limitation, or the pitch indicator may tumble.

A-14-109

Revise the *Pilot's Handbook of Aeronautical Knowledge* to clarify the information it contains on attitude indicator pitch and bank limitations to explain that attitude indicators have pitch and bank indication limits, that the pitch indicating range is required to be at least  $\pm 25^\circ$ , and that, if an aircraft operates at a pitch that exceeds the indicating limits, the pitch indicator may stop and remain at the limit until the pitch no longer exceeds the limitation, or the pitch indicator may tumble.

Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov).

[Original Signed]

By: Christopher A. Hart,  
Acting Chairman