



National Transportation Safety Board Aviation Accident Final Report

Location:	SALT LAKE CITY, Utah	Accident Number:	DEN83FA092
Date & Time:	April 11, 1983, 05:45 Local	Registration:	N1759D
Aircraft:	BELL 206L-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE HELICOPTER COLLIDED WITH THE SIDE OF A MOUNTAIN DURING A TURN AFTER DEPARTING FROM A HOSPITAL HELIPAD WHILE ON AN EMERGENCY MEDICAL FLT TO PICK UP A MEDICAL TEAM TO CARE FOR A CRITICALLY ILL CHILD. THE PLT WAS NOTIFIED AT 0510 BY HIS DISPATCHER. AFTER CHECKING WX, THE PLT CALLED BACK & SAID IF THEY WANT TO TRY IT THERE WOULD BE NO GUARANTEE. THE DISPATCHER RELAYED THAT THEY (MEDICAL CENTER) INDICATED A GREAT NEED TO GO. PRIOR TO DEPARTING THE PLT WAS HEARD TO SAY 'I FEEL REALLY UNCOMFORTABLE ABOUT THIS FLIGHT.' THE WITNESS STATED THE PLT HAD BEEN ROTATING (ROTORS) OUTSIDE A LONG TIME & WOULD LIFT OFF THE PAD & THEN SET IT BACK DOWN. FROM 0700 ON 5/7 TO 0545 ON 5/11, THE PLT WAS EITHER ON DUTY WITH THE NAT'L GUARD, HOSPITAL, FLYING, OR GOING TO SCHOOL FOR A TOTAL OF ABOUT 74 HRS DURING A PERIOD OF ABOUT 95 HRS. HIS AVERAGE REST DURING THIS PERIOD WOULD HAVE BEEN ABOUT 5 HRS. THE ALTIMETER SETTING GIVEN TO THE PLT BY APPROACH CONTROL WAS 29.69. THE PLT'S ALT WAS FOUND SET AT 29.80, WHICH WOULD CAUSE THE ACFT TO BE 100 FT LOWER THAN INDICATED.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - RAIN
4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. (C) MOTIVATION - PILOT IN COMMAND
6. (C) SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. (C) PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

8. (C) ALTIMETER SETTING - IMPROPER - PILOT IN COMMAND
9. (C) FATIGUE (FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
10. (F) LIGHT CONDITION - DARK NIGHT
11. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	29, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 12, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1753 hours (Total, all aircraft), 89 hours (Total, this make and model), 1350 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N1759D
Model/Series:	206L-1 206L-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	45559
Landing Gear Type:	Skid	Seats:	7
Date/Type of Last Inspection:	March 16, 1983 AAIP	Certified Max Gross Wt.:	4150 lbs
Time Since Last Inspection:	28 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	1150 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C28B
Registered Owner:		Rated Power:	435 Lbs thrust
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	[EMS]	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	SLC ,4227 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	04:50 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	500 ft AGL	Visibility	7 miles
Lowest Ceiling:	Overcast / 1100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	3°C / 2°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	05:43 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Mucho, R.

Additional Participating
Persons:

Original Publish Date:

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15982>

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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](#).