

**NATIONAL TRANSPORTATION SAFETY BOARD
PILOT/OPERATOR AIRCRAFT ACCIDENT REPORT**
This Form To Be Used For Reporting Civil Aircraft Accidents
Involving Commercial and General Aviation Aircraft

Location				
Nearest City/Place, State, Zip Code <u>Richfield, UTAH</u>		Date of Accident <u>23 April 95</u>	Local Time (24 HOUR CLOCK) <u>1600</u>	Zone <u>MDT</u>
Elevation At Accident Site <u>8,500</u> Feet MSL - landing <u>9,000</u> Feet MSL - when eng				
If The Accident Occurred On Approach, Takeoff Or Within 3 Miles Of An Airport, Complete The Following Information <u>9014</u>				
Proximity To Airport: <u>9 NM NW of RIF</u>				
1. <input type="checkbox"/> On Airport 3. <input type="checkbox"/> Within 1/2 Mile 5. <input type="checkbox"/> Within 1 Mile 7. <input type="checkbox"/> Within 3 Miles 2. <input type="checkbox"/> Within 1/4 Mile 4. <input type="checkbox"/> Within 3/4 Mile 6. <input type="checkbox"/> Within 2 Miles 8. <input checked="" type="checkbox"/> Beyond 3 Miles				
Airport Name <u>Richfield Muni</u>		Airport Ident <u>RIF</u>	Runway/Landing Surface And Conditions: <u>N/A</u>	
			1. Direction: 3. Width: 2. Length: 4. Surface: 5. Condition:	
Phase Of Operation:				
1. <input type="checkbox"/> Standing 3. <input type="checkbox"/> Takeoff 5. <input type="checkbox"/> Cruise 7. <input type="checkbox"/> Approach 9. <input type="checkbox"/> Hover/Maneuver 2. <input type="checkbox"/> Taxi 4. <input type="checkbox"/> Climb 6. <input checked="" type="checkbox"/> Descent 8. <input type="checkbox"/> Landing 10. <input type="checkbox"/> Altitude Of In-Flight Occurrence <u>9000</u> Feet MSL				
Aircraft Information				
Registration Mark <u>N206AH</u>	Aircraft Manufacturer <u>Bell</u>	Aircraft Type/Model <u>206 L-1 / C30P</u>	Serial Number <u>45562</u>	Cert Max Gross WT <u>4150 interna</u> <u>4250 ext. loca</u>
Type Of Aircraft 1. <input type="checkbox"/> Airplane 5. <input type="checkbox"/> Blimp/Dirigible 2. <input checked="" type="checkbox"/> Helicopter 6. <input type="checkbox"/> Ultralight 3. <input type="checkbox"/> Glider 7. <input type="checkbox"/> Gyroplane 4. <input type="checkbox"/> Balloon 8. Specify _____		Type Of Airworthiness Certificate 1. <input checked="" type="checkbox"/> Normal 5. <input type="checkbox"/> Restricted 2. <input type="checkbox"/> Utility 6. <input type="checkbox"/> Limited 3. <input type="checkbox"/> Acrobatic 7. <input type="checkbox"/> Experimental 4. <input type="checkbox"/> Transport 8. Specify _____		Amateur Built 1. <input type="checkbox"/> Yes 2. <input checked="" type="checkbox"/> No
Landing Gear 1. <input type="checkbox"/> Tricycle—Fixed 4. <input type="checkbox"/> Tailwheel—Retractable 7. <input checked="" type="checkbox"/> Skid 2. <input type="checkbox"/> Tricycle—Retractable 5. <input type="checkbox"/> Tailwheel—Retractable Mains 8. <input type="checkbox"/> Ski/Wheel 3. <input type="checkbox"/> Tailwheel—Fixed 6. <input type="checkbox"/> Amphibian 9. Specify _____				No. Of Seats Flight/Cabin Crew <u>2</u> Pax <u>5</u>
Stall Warning System Installed 1. <input type="checkbox"/> Yes <u>N/A</u> 2. <input checked="" type="checkbox"/> No		IFR Equipped 1. <input type="checkbox"/> Yes 2. <input checked="" type="checkbox"/> No		
Engine Manufacturer <u>Allison</u>		Engine Model/Series <u>C250 C30P</u>		
Engine Rated Power 1. <u>650</u> Horsepower 2. _____ Lbs. Thrust		Type Of Fire Extinguishing System Used 1. <input checked="" type="checkbox"/> None 2. Specify _____		
Engine(s)	Date of Mfg.	Mfg. Serial No.	Total Time	Time Since Inspection
Engine No. 1 <u>19</u>	<u>Jan 1979</u>	<u>CAE890045P</u>	<u>5169.7</u> Hours	<u>N/A - gear box</u> Hours
Engine No. 2			Hours	<u>on condition</u> Hours
Engine No. 3			Hours	Hours
Engine No. 4			Hours	Hours
Type Of Maintenance Program 1. <input type="checkbox"/> Annual 2. <input checked="" type="checkbox"/> Manufacturer's Inspection Program 3. <input type="checkbox"/> Other Approved Inspection Program (AAIP) 4. <input type="checkbox"/> Continuous Airworthiness 5. Specify _____		Type Of Last Inspection 1. <input type="checkbox"/> Annual 2. <input checked="" type="checkbox"/> 100 Hour 3. <input type="checkbox"/> AAIP 4. <input type="checkbox"/> Continuous Airworthiness		Date Last Inspection Performed ____ (M/D/Y) Time Since Last Inspection ____ Hours Airframe Total Time ____ Hours
Emergency Locator Transmitter (ELT)	ELT Manufacturer <u>Narco ELT 10</u>	Model/Series	Serial Number <u>C12818</u>	Battery Date (M/D/Y) <u>July 3, 1996</u>
Switch 1. <input type="checkbox"/> On 2. <input type="checkbox"/> Off 3. <input checked="" type="checkbox"/> Armed		Operated 1. <input checked="" type="checkbox"/> Yes 2. <input type="checkbox"/> No		Aided In Accident Location 1. <input type="checkbox"/> Yes 2. <input checked="" type="checkbox"/> No <u>Not Needed</u>
Registered Aircraft Owner <u>Classic Helicopter Service</u>		Address <u>2244 S. 1640 W.</u> <u>Woods Cross, UT 84087</u>		
Operator Of Aircraft 1. <input checked="" type="checkbox"/> Same As Registered Owner 2. Name 3. DBS:		Address 1. <input checked="" type="checkbox"/> Same As Registered Owner 2. _____ 3. _____		

Owner/Operator Information (cont.)																					
Operator (Certificate Number) <u>JAPA 115F</u>			Operator Designator (4 Letter Designator) <u>JAPA</u>																		
Purpose Of Flight And Type Of Operation <u>ferry home after charter Part 91</u>																					
Regulation Flight Conductor Under 1. <input checked="" type="checkbox"/> FAR 91 (only) 4. <input type="checkbox"/> FAR 121 7. <input type="checkbox"/> FAR 133 2. <input type="checkbox"/> FAR 91D 5. <input type="checkbox"/> FAR 125 8. <input type="checkbox"/> FAR 135 3. <input type="checkbox"/> FAR 103 6. <input type="checkbox"/> FAR 129 9. <input type="checkbox"/> FAR 137					Operator Authority <u>FAR 121</u> 1. <input type="checkbox"/> Domestic 2. <input type="checkbox"/> Flag 3. <input type="checkbox"/> Supplemental <u>FAR 135</u> 4. <input checked="" type="checkbox"/> On Demand 5. <input type="checkbox"/> Commuter			FAR 133 6. <input checked="" type="checkbox"/> Rotorcraft External Load FAR 125 7. <input type="checkbox"/> Large Aircraft FAR 129 8. <input type="checkbox"/> Foreign		FAR 121, 125, 127, 129, 135 Revenue Operations 1. <input type="checkbox"/> Scheduled 2. <input checked="" type="checkbox"/> Non Scheduled 3. <input checked="" type="checkbox"/> Domestic 4. <input type="checkbox"/> International 5. <input checked="" type="checkbox"/> Passenger 6. <input type="checkbox"/> Cargo 7. Specify _____											
Purpose Of Flight 1. <input type="checkbox"/> Personal 6. <input type="checkbox"/> Aerial Observation 2. <input type="checkbox"/> Business 7. <input type="checkbox"/> Other Work Use 3. <input type="checkbox"/> Instructional 8. <input type="checkbox"/> Public Use 4. <input type="checkbox"/> Executive/Corporate 9. <input checked="" type="checkbox"/> Ferry 5. <input type="checkbox"/> Aerial Application 10. <input type="checkbox"/> Positioning																					
Pilot Information																					
Pilot Name <u>Michael L. Doster</u>			Pilot Certificate No. [REDACTED]		Address <u>P.O. Box 16223</u> <u>Salt Lake City, UT 84116</u>			Nationality <u>US</u>													
Certificate(s) 1. <input type="checkbox"/> Student 3. <input checked="" type="checkbox"/> Commercial 5. <input checked="" type="checkbox"/> Flight Instructor 7. <input type="checkbox"/> Military 9. <input type="checkbox"/> None 2. <input type="checkbox"/> Private 4. <input type="checkbox"/> Airline Transport 6. <input type="checkbox"/> Flight Engineer 8. <input type="checkbox"/> Foreign 10. Specify _____																					
Rating(s) 1. <input type="checkbox"/> None 2. <input checked="" type="checkbox"/> Single Engine Land (Private) 3. <input type="checkbox"/> Single Engine Sea 4. <input type="checkbox"/> Multiengine Land 5. <input type="checkbox"/> Multiengine Sea			Instrument Rating(s) 1. <input type="checkbox"/> None 2. <input type="checkbox"/> Airplane 3. <input checked="" type="checkbox"/> Helicopter			Instructor Rating(s) 1. <input type="checkbox"/> None 2. <input type="checkbox"/> Airplane S.E. 3. <input type="checkbox"/> Airplane M.E. 4. <input checked="" type="checkbox"/> Helicopter 5. <input type="checkbox"/> Glider 6. <input type="checkbox"/> Instrument Airplane 7. <input type="checkbox"/> Instrument Helicopter 8. <input type="checkbox"/> Ground Instructor 9. Specify _____															
Type Ratings/Student Endorsements			Date Of Biennial Flight Review Or Equivalent (M/D/Y) <u>03-10-94</u>			BFR Aircraft 1. Make <u>Bell 206 Series</u> 2. Model <u>206 B.L.</u>															
Medical Certificate 1. <input type="checkbox"/> None 3. <input checked="" type="checkbox"/> Class 2 2. <input type="checkbox"/> Class 1 4. <input type="checkbox"/> Class 3			Date Of Last Medical (M/D/Y) <u>06/03/94</u>		Limitations <u>None</u> Waivers <u>None</u>			Date Of Birth (M/D/Y) [REDACTED]													
Degree Of Injury 1. <input type="checkbox"/> None 2. <input checked="" type="checkbox"/> Minor 3. <input type="checkbox"/> Serious 4. <input type="checkbox"/> Fatal		Seat Occupied 1. <input type="checkbox"/> Left 4. <input checked="" type="checkbox"/> Front 2. <input checked="" type="checkbox"/> Right 5. <input type="checkbox"/> Rear 3. <input type="checkbox"/> Center		Person At Controls At Time Of Accident 1. <input checked="" type="checkbox"/> Pilot In Command 3. <input type="checkbox"/> Both Pilots 5. <input type="checkbox"/> No One 2. <input type="checkbox"/> Second Pilot 4. <input type="checkbox"/> Non-Pilot				Seat Belt Available 1. <input checked="" type="checkbox"/> Yes 2. <input type="checkbox"/> No													
Seat Belt Used 1. <input checked="" type="checkbox"/> Yes 2. <input type="checkbox"/> No		Shoulder Harness Available 1. <input checked="" type="checkbox"/> Yes 2. <input type="checkbox"/> No		Shoulder Harness Used 1. <input checked="" type="checkbox"/> Yes 2. <input type="checkbox"/> No		Source Of Pilot Flight Time Information 1. <input checked="" type="checkbox"/> Pilot Logbook 4. <input type="checkbox"/> Company 2. <input checked="" type="checkbox"/> Operators Estimate 5. Specify _____ 3. <input type="checkbox"/> FAA Records															
Flight Time		All A/C		This Make & Model		Airplane Single Engine		Airplane Multiengine		Night		Instrument Actual		Instrument Simulated		Rotorcraft		Glider		Lighter Than Air	
Total Time		7,100		3,400		250		-		428		65		250		6800					
Pilot In Command (PIC)		6,500																			
Instructor		50		50		-		-													
This Make/Model										375											
Last 90 Days		189.4		189.4												189.4					
Last 30 Days		48.5		48.5												48.5					
Last 24 Hours		0		0												0					
Second Pilot Information <u>None</u>																					
Second Pilot Responsibilities At The Time Of Accident <u>N/A</u> 1. <input type="checkbox"/> Co-Pilot 2. <input type="checkbox"/> Dual Student 3. <input type="checkbox"/> Safety Pilot 4. <input type="checkbox"/> Check Pilot 5. <input type="checkbox"/> None (Pilot-Rated Passenger)																					
Pilot Name			Pilot Certificate No.		Address							Nationality									
Certificate(s) 1. <input type="checkbox"/> Student 3. <input type="checkbox"/> Commercial 5. <input type="checkbox"/> Flight Instructor 7. <input type="checkbox"/> Military 9. <input type="checkbox"/> None 2. <input type="checkbox"/> Private 4. <input type="checkbox"/> Airline Transport 6. <input type="checkbox"/> Flight Engineer 8. <input type="checkbox"/> Foreign 10. Specify _____																					

SECOND PILOT INFORMATION (cont.)											
Rating(s) 1. <input type="checkbox"/> None 2. <input type="checkbox"/> Single Engine Land 3. <input type="checkbox"/> Single Engine Sea 4. <input type="checkbox"/> Multiengine Land 5. <input type="checkbox"/> Multiengine Sea 6. <input type="checkbox"/> Helicopter 7. <input type="checkbox"/> Glider 8. <input type="checkbox"/> Free Balloon 9. <input type="checkbox"/> Airship 10. <input type="checkbox"/> Gyroplane				Instrument Rating(s) 1. <input type="checkbox"/> None 2. <input type="checkbox"/> Airplane 3. <input type="checkbox"/> Helicopter		Instructor Rating(s) 1. <input type="checkbox"/> None 2. <input type="checkbox"/> Airplane S.E. 3. <input type="checkbox"/> Airplane M.E. 4. <input type="checkbox"/> Helicopter 5. <input type="checkbox"/> Glider 6. <input type="checkbox"/> Instrument Airplane 7. <input type="checkbox"/> Instrument Helicopter 8. <input type="checkbox"/> Ground Instructor 9. Specify _____					
Type Ratings/Student Endorsements				Date Of Biennial Flight Review Or Equivalent (M/D/Y)				BFR Aircraft 1. Make _____ 2. Model _____			
Medical Certificate 1. <input type="checkbox"/> None 2. <input type="checkbox"/> Class 1 3. <input type="checkbox"/> Class 2 4. <input type="checkbox"/> Class 3		Date Of Last Medical (M/D/Y)		Limitations Waivers				Date Of Birth			
Degree Of Injury 1. <input type="checkbox"/> None 2. <input type="checkbox"/> Minor 3. <input type="checkbox"/> Serious 4. <input type="checkbox"/> Fatal			Seat Occupied 1. <input type="checkbox"/> Left 2. <input type="checkbox"/> Right 3. <input type="checkbox"/> Center 4. <input type="checkbox"/> Front 5. <input type="checkbox"/> Rear			Seat Belt Available 1. <input type="checkbox"/> Yes 2. <input type="checkbox"/> No					
Seat Belt Used 1. <input type="checkbox"/> Yes 2. <input type="checkbox"/> No		Shoulder Harness Available 1. <input type="checkbox"/> Yes 2. <input type="checkbox"/> No		Shoulder Harness Used 1. <input type="checkbox"/> Yes 2. <input type="checkbox"/> No		Source Of Pilot Flight Time Information 1. <input type="checkbox"/> Pilot Logbook 2. <input type="checkbox"/> Operators Estimate 3. <input type="checkbox"/> FAA Records 4. <input type="checkbox"/> Company 5. Specify _____					
Flight Time	All A/C	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	
Total Time						Actual	Simulated				
Pilot in Command (PIC)											
Instructor											
This Make/Model											
Last 90 Days											
Last 30 Days											
Last 24 Hours											
Other Personnel											
Name	Seat	Address (City & State)	Crew	Passenger		Non-Occupant		FAA	Degree Of Injury		
				Non-Revenue	Revenue				Fatal	Serious/Minor/None	
1. John Henderson	Co-Pilot	2028 Ridgchill Dr.		X	(company employee)						
2.		Bountiful, UT 84010									
3.											
4.											
5.											
6.											
Flight Itinerary Information											
Last Departure Point		Time Of Departure		Destination		Flight Plan Filed					
1. Airport ID <u>N/A</u>		1. Time <u>1600</u>		1. Airport ID <u>Rich</u>		1. <input type="checkbox"/> None					
2. City/Place <u>White Pine Peak</u>		2. Time Zone <u>MDT</u>		2. City/Place _____		2. <input type="checkbox"/> VFR					
3. State <u>Utah</u>				3. State _____		3. <input type="checkbox"/> IFR					
						4. <input type="checkbox"/> VFR/IFR					
						5. <input checked="" type="checkbox"/> Company (VFR)					
						6. <input type="checkbox"/> Military (VFR)					
If Weather Was Involved, State If Weather Briefing Was Obtained Or If Weather Reports Were Checked And How It Was Accomplished <u>None</u>											
Fuel On Board At Last Takeoff _____ Gallons or <u>250</u> Pounds				Fuel Type 1. <input type="checkbox"/> 80/87 2. <input type="checkbox"/> 100 Low Lead 3. <input type="checkbox"/> 100/130 4. <input type="checkbox"/> 115/145 5. <input checked="" type="checkbox"/> Jet A 6. <input type="checkbox"/> Automotive 7. Specify _____							
Other Services, If Any, Prior To Departure											
Weather Information At The Accident Site											
Source Of Weather Information <u>(Pilot/Operator) Weather Observation</u> <u>high broken to overcast</u> <u>estimate 120 OVC (MSL)</u>				Light Condition 1. <input type="checkbox"/> Dawn 2. <input checked="" type="checkbox"/> Daylight 3. <input type="checkbox"/> Dusk 4. <input type="checkbox"/> Bright Night 5. <input type="checkbox"/> Dark Night				Visibility <u>30</u> Miles		Temp (°F) <u>+40</u>	

Weather Information At The Accident Site (cont.)			
Dew Point unk (°F)	Sky/Lowest Cloud Condition 1. <input type="checkbox"/> Clear 2. <input type="checkbox"/> Scattered 3. <input checked="" type="checkbox"/> Broken	Restriction To Visibility None	Type Precipitation None
Altimeter 29.75 "Hg	Feet AGL 1000	Intensity Of Precipitation 1. <input type="checkbox"/> Light 2. <input type="checkbox"/> Moderate 3. <input type="checkbox"/> Heavy 4. Specify	Total Time Hours
Damage To Aircraft And Other Property			
Degree Of Aircraft Damage 1. <input type="checkbox"/> None 2. <input type="checkbox"/> Minor 3. <input checked="" type="checkbox"/> Substantial 4. <input type="checkbox"/> Destroyed Fire 1. <input type="checkbox"/> Yes 2. <input checked="" type="checkbox"/> No 3. <input type="checkbox"/> In-Flight 4. <input type="checkbox"/> On Ground			
Description Of Damage To Aircraft And Other Property			
Main rotor blades scored on underside due to contact with R/H aux fin. Winkled tail boom resulting from loads (torsional and vertical downward) after hard landing and blade contact with R/H aux fin.			
Mechanical Malfunction Failure			
1. <input type="checkbox"/> No 2. <input type="checkbox"/> Yes List The Name Of The Part, Manufacturer, Part No., Serial No. And Describe The Failure			
Collision Accident		If Collision Accident Occurred, Complete The Information For Other Aircraft	
Registration mark	Aircraft Manufacturer	Aircraft Type/Model	Degree Of Aircraft Damage 1. <input type="checkbox"/> Destroyed 2. <input type="checkbox"/> Substantial 3. <input type="checkbox"/> Minor 4. <input type="checkbox"/> None
Registered Aircraft Owner		Address	
Pilot Name		Address	
Pilot Certificate No.		Address	
Evacuation Of Aircraft			
Assistance Received 1. <input type="checkbox"/> Outside Person(s) 2. <input type="checkbox"/> Auxiliary Lighting 3. <input type="checkbox"/> Slide 4. <input type="checkbox"/> Rope 5. <input type="checkbox"/> Ladder 6. <input type="checkbox"/> Specify			
Method Of Exit (State Approximate Number Of Persons Using Each Of The Following) 1. Main Door 2. Auxiliary Door 3. Emergency Exit			
Recommendation (How Could This Accident Have Been Prevented)			
Operator/Owner Safety Recommendation (Optional Entry)			

Additional Flight Crew Members

For Each Additional Flight Crew Member, Exclusive Of Cabin Attendants Complete The Following Information:

Name	FAA Certificate No.	Address	Title
Certificate(s) 1. <input type="checkbox"/> Student 3. <input type="checkbox"/> Commercial 5. <input type="checkbox"/> Flight Instructor 7. <input type="checkbox"/> Foreign 2. <input type="checkbox"/> Private 4. <input type="checkbox"/> Airline Transport 6. <input type="checkbox"/> Flight Engineer 8. Specify _____			
Ratings/Endorsements		Total Flight Time	Flight Time This Accident
Name	FAA Certificate No.	Address	Title
Certificate(s) 1. <input type="checkbox"/> Student 3. <input type="checkbox"/> Commercial 5. <input type="checkbox"/> Flight Instructor 7. <input type="checkbox"/> Foreign 2. <input type="checkbox"/> Private 4. <input type="checkbox"/> Airline Transport 6. <input type="checkbox"/> Flight Engineer 8. Specify _____			
Ratings/Endorsements		Total Flight Time	Flight Time This Accident
Name	FAA Certificate No.	Address	Title
Certificate(s) 1. <input type="checkbox"/> Student 3. <input type="checkbox"/> Commercial 5. <input type="checkbox"/> Flight Instructor 7. <input type="checkbox"/> Foreign 2. <input type="checkbox"/> Private 4. <input type="checkbox"/> Airline Transport 6. <input type="checkbox"/> Flight Engineer 8. Specify _____			
Ratings/Endorsements		Total Flight Time	Flight Time This Aircraft

Narrative History Of Flight

Describe What Occurred In Chronological Order. The Circumstances Leading To The Accident And The Nature Of The Accident. Describe The Terrain And Include A Sketch Of Wreckage Distribution If Pertinent. Attach Extra Sheets If More Space Is Needed. State Point Of Departure, Time Of Departure, Intended Destination And Services Obtained.

- see attached statements -

I Hereby Certify That The Above Information Is Complete And Accurate To The Best Of My Knowledge

Date Of This Report

10 May 1995

Signature Of Pilot/Operator

Michael A. Daulton

Signature Of Person Filing Report Other Than Pilot/Operator

1. Signature _____

2. Type Or Print Name _____

3. Title _____

For NTSB Use Only

NTSB Accident No.

SEA95LAD85

Reviewed By NTSB Office Located At

SEATTLE, WA

Name Of Investigator

Dwight J. Edwards

Date Report Received

5/18/95

RECEIVED MAY - 5 1995

Michael L. Doster
2244 S. 1640 W.
Woods Cross, UT 84087
phone: (801) 295-5700
fax: (801) 295-5795

1 May 1995

Attention: Mr. Jim Kirby
Federal Aviation Administration
Flight Standards District Office
116 N. 2400 W.
Salt Lake City, Utah 84116

Re: Statement, Aircraft Accident, N206AH on 23 April 1995

STATEMENT

On April 18, 1995 I accepted a charter flight to fly two personnel from Bountiful/Sky Park Airport to White Pine Peak, which is approximately 10 nautical miles west north west of Richfield, Utah. The flight in N206AH, a Bell 206L-1/C30P departed Bountiful at 1355 hours MDT and arrived in the White Pine Peak area at approximately 1430. Weather conditions were forecast to be VFR with some mountain top obscuration due to clouds. Snow deflectors were not installed prior to this flight as conditions in the local flying area had not warranted their installation. As we approached the peak, for approximately 15 miles we could observe the entire mountain as being in the clear. I made two attempts to land, resulting in aborted landings due to white-out conditions from blowing powder snow and grey sky in the background. We landed at 1600 hours MDT at a lower elevation where the summit could be watched for improving weather conditions. The engine inlet area was also inspected for accumulations of snow or ice on the front surface of the particle separator. None was found. At 1620 hours MDT a large area of clearing moved into the vicinity allowing us to take off and approach the summit. A normal landing was made and the aircraft was shut down on the summit of White Pine Peak next to the radio buildings and towers, at an elevation of 10,225'. For the next 30 to 40 minutes all three of us were occupied with digging/shoveling snow near the entrance to the building that my two passengers needed to enter. My intention was fly the aircraft back to the Richfield airport as soon as my two passengers were safely inside the building, and wait for their work to be completed before returning to pick them up. Prior to getting inside the

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building, we noticed deteriorating weather conditions, i.e. an approaching snow shower. I discussed with my passengers the prospect of departing while we still had acceptable visibility and cloud clearance. However conditions rapidly became unflyable, trapping us on top of the mountain for the night.

The next day, April 19, 1995 the three of us were able to get down off the mountain via snowmobiles. N206AH was tied-down and secured as best we could prior to our departure. No inlet pillows were available, so we stuffed coats and other soft goods into the engine inlets to keep snow from accumulating against the front of the particle separator. An electric heater was placed in the cabin area to keep ice and snow from building up on the aircraft fuselage.

Classic Helicopter Service was prepared to recover the aircraft left on White Pine Peak whenever weather conditions improved. A company helicopter was staged at the Richfield airport with a recovery crew for two days. However, weather conditions did not improve in the region until Sunday, April 23, 1995. That morning the mountain was reported as clear by persons in the Richfield/Monroe area. A recovery team was assembled from available company employees in Salt Lake City and Page, Arizona. The two teams converged at the Salina-Gunnison Airport at around 1400 hours, flew up to White Pine Peak in N2233F, another company helicopter. A normal landing was made next to N206AH. Weather conditions at the time were: high broken clouds, visibility unlimited, temperature: +5°C. The snow conditions were crusted over, with very little loose or powder snow. For about the next hour, all attention was focused on preparing N206AH for flight. The aircraft was relatively clear of snow and ice. A thorough preflight was conducted and all snow and ice accumulations in or on the aircraft were swept/scraped off, or melted with electric heaters. The engine inlets had accumulations of drifted/blowing snow which were swept out, heaters were used to direct hot air onto the swirl tubes to melt any visible snow.

At approximately 1600 hours with one company employee on board, (Mr. John Henderson) the aircraft (N206AH) was started normally and run for about 15 minutes to warm the transmission and other dynamic components. The all-up weight of the aircraft at the time of departure was approximately 3186 lbs. After the other aircraft, N2233F took-off, I lifted to a hover, paused for a moment to check all instruments in the green before proceeding with a departure off the mountain. Take-off was accomplished into the wind, (SW) and a left hand turn back to the southeast was executed to return to Richfield. My intention was to land, shutdown and refuel at the Richfield airport in preparation for a return flight to Woods Cross, Utah.

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Helicopter N2233F was flying loose trail at my 5 o'clock position, at the same altitude. About one mile away from the summit of White Pine Peak, after about 6-7 minutes of total flight time, the engine failed, indicated by a left yaw, low rotor rpm audio and engine out audio horn activating. I immediately and simultaneously entered autorotation, called "May Day" three times on VHF frequency 122.8, selected an area to land and began a 180° turn back towards the mountain, to land up slope and into the wind. Wind conditions were out of the west at 10 to 15 knots. In the turn I briefly attempted an air re-start, but realized that I did not have sufficient altitude to get the engine restarted. I noted that after several seconds of starter engagement, the TOT was increasing rapidly towards 875° C. I don't recall the NI. I released the starter button and concentrated on rotor RPM, trim, airspeed control in the turn and confirming the suitability of the landing site as we descended. The autorotation was normal and executed in accordance with acceptable training standards, rotor RPM was maintained in the high green throughout. However, at density altitude 9000' (+) the rate of descent and forward momentum were unable to be completely arrested prior to touch down. The landing was hard, resulting in ELT activation, downward flexing of the rotor blades and blade contact with R/H auxiliary vertical fin. After landing, all switches were shut off, battery disconnected, ELT disabled, the aircraft was secured. Myself and my passenger were picked up and flown out aboard N2233F. Injuries to myself and passenger were minor back pain. Visible damage to the aircraft included scoring on the underside of both M/R blades due to striking the R/H auxiliary vertical fin, and wrinkling of the tailboom.

END OF STATEMENT

Michael L. Doster

CF: AIG Aviation Insurance Services

RECEIVED MAY 15 1995



May 1, 1995

Attention: Mr. Jim Kirby
Federal Aviation Administration
Flight Standard District Office
116 North 2400 West
Salt Lake City, Utah 84116

Re: Statement, N206AH on 23 April 1995

STATEMENT

On April 23, 1995 I, Jon Henderson departed the Richfield, Utah airport to help recover a snowed in helicopter (N206AH). I left the Richfield airport in helicopter N2233F with two other passengers and the pilot. We flew to White Pine Peak where N206AH was sitting. After shutting down N2233F we all commenced de-icing N206AH. We used ceramic heaters to de-ice the particle separator and engine compartment. I used a shovel to dig the skids out of the snow. The heaters were also used to melt snow and ice from various areas of the ship. Fuel was then drained and N206AH was fired up. Everything seemed to go quite smoothly. I was busy gathering extension cords and shovels for about 10 or 15 minutes while N206AH was running. N2233F was then started up and I proceeded to get in N206AH. The other helicopter (N2233F) lifted off and then we lifted off. We hovered about 10 to 15 feet off the ground for several seconds then started down the mountain. Suddenly I heard the warning horns going on and instantly I heard the pilot saying "MAY-DAY" over the radio. We started descending quite rapidly. We then started into a 180 degree turn back toward the mountain. We then landed pretty hard in a snow covered clearing on a slight slope. The pilot and I then got out of N206AH and looked around at the helicopter and N2233F landed close by. We then tied down N206AH and left the site in N2233F with the other pilot and passengers. We flew back to Richfield and shortly thereafter drove back to Woods Cross, Utah.


Jon Henderson



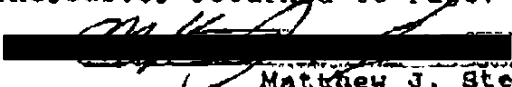
May 10, 1995

Attention: Mr. Jim Kirby
Federal Aviation Administration
Flight Standard District Office
116 North 2400 West
Salt Lake City, Utah 84116

Re: Statement, N206AH Recovery on 23 April 1995

STATEMENT

On April 23, 1995 I, Matthew J. Stein departed Page, AZ at approximately 1200 MDT in a Bell 206L-1/C30P (N2233F) enroute to Richfield, Utah to assist in the recovery of a Bell 206L-1/C30P (N206AH) which was on White Pine Peak, 9 nautical miles northwest of Richfield. After landing on White Pine Peak with myself and three others in N2233F we shut down and proceeded to remove all visible snow and ice from N206AH to include engine inlet (particle separator) engine and transmission compartments. Heat was applied by electric heaters to engine, fuel control, transmission and swirl tube inlets of the particle separator. Fuel was drained from the forward cells, aft cell and airframe fuel filter. The aircraft (N206AH) was started normally, from my position in front of the aircraft I noticed first snow and then water being ejected from the turbine exhaust during the start. The aircraft was ran on the ground for approximately 10 minutes with the engine de-ice on. Particle separator purge ports were checked and found to have positive airflow. I then started my aircraft (N2233F) and departed first with one passenger then circled the peak to await the other aircraft. I watched N206AH depart and turn to the south east towards Richfield. I followed behind approximately a half mile at same altitude when N206AH exhibited a white plume of smoke from the exhaust, I then heard the Pilot radio "MAY DAY" and I circled his position as he autorotated. During his descent two smaller puffs of white smoke were visible. I saw the pilot execute an autorotative landing into the wind upslope at 8,500' MSL. The landing appeared to be hard. This occurred at approximately 1600 hours on April 23, 1995. By the time I had landed at the forced landing site, the pilot and passenger were outside the aircraft walking and inspecting the ship. I returned to Richfield airport with three passengers and shortly thereafter returned to Page.


Matthew J. Stein
Commercial Pilot #569337399



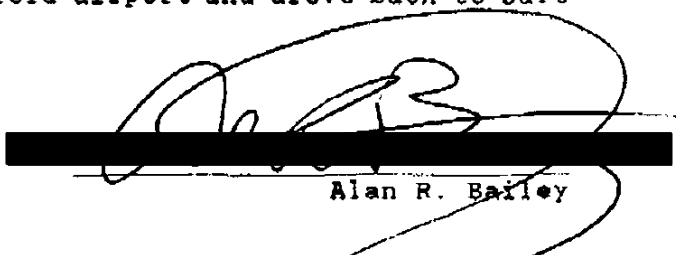
May 10, 1995

Attention: Mr. Jim Kirby
Federal Aviation Administration
Flight Standard District Office
116 North 2400 West
Salt Lake City, Utah 84116

Re: Statement, N206AH on April 23, 1995

STATEMENT

On April 23, 1995 I, Alan R. Bailey drove from Salt Lake City, to Richfield to assist in the recovery of a Bell 206L-1/C30P (N206AH) which was weathered in on White Pine Peak. After landing on White Pine Peak Mike Doster, Jon Henderson, Matt Stein and myself proceeded to remove all snow, ice, covers and tie downs from the aircraft. We used heaters in the engine compartment and intake. The two pilots (Mike Doster and Matt Stein), did a thorough preflight and determined that the helicopter was flyable. Mike got in N206AH and started the aircraft. He run it on the ground for about 15 minutes. Jon Henderson then got in with Mike. Matt and I got in N2233F and started it and took off. Mike began to hover N206AH. We circled around and came in behind Mike. He took off and we followed directly behind him. About 1 to 2 minutes into the flight I saw a white plume of smoke come out of the exhaust. Mike began to call "MAY-DAY". He made a right hand turn back into the mountain in an autorotation. He made a hard landing and by the time we landed, both Mike and Jon were out and inspecting the helicopter. We returned to Richfield airport and drove back to Salt Lake City.



Alan R. Bailey