



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | COKEVILLE, Wyoming | Accident Number: | DEN84LA036 |
| Date & Time: | December 2, 1983, 10:45 Local | Registration: | N1084N |
| Aircraft: | BELL 205A-1 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 135: Air taxi & commuter - Non-scheduled | | |

Analysis

THE PLT REPORTED THAT SNOW HAD BEEN FALLING REGULARLY FOR THE PREVIOUS FEW DAYS BEFORE THE FLT. HE DEPARTED THE STAGING AREA WITH 12 DRILL CREW MEMBERS. AT THAT TIME, THE VISIBILITY WAS 2 TO 3 MI & A CEILING OF 800 TO 1000 FT. THE PLT FLEW 9 OF THE PASSENGERS TO A SEISMIC LINE ON AN 8000 FT RIDGE LINE, THEN FLEW THE OTHER PASSENGERS TO THE VALLEY FLOOR, WHERE THEIR EQUIPMENT WAS LOCATED. DURING ARRIVAL, THERE WAS A 500 FT CEILING, THE VISIBILITY WAS ABOUT 1 MI & SNOW WAS FALLING LIGHTLY. WHILE LANDING, THE ROTOR WASH KICKED UP CONSIDERABLE SNOW, BUT THE PLT WAS ABLE TO USE THE DRILL RIGS FOR A VISUAL REFERENCE. HE TOOK OFF AGAIN TO RETURN TO THE STAGING AREA, BUT AFTER FLYING APRX 1/4 MI, THE SNOW SHOWER INCREASED & THE VISIBILITY BEGAN DROPPING. HE DECIDED TO LAND & WAIT FOR THE WX TO IMPROVE. HOWEVER, AS HE APPROACHED THE GROUND, ALL VISUAL REFERENCE WAS LOST DUE TO SNOW KICKED UP FROM THE ROTOR WASH. SUBSEQUENTLY, THE HELICOPTER DRIFTED TO THE RIGHT, THE RIGHT SKID DUG INTO THE SNOW & THE HELICOPTER ROLLED OVER.

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: CRUISE

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - SNOW
4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - SNOW COVERED
6. (F) WEATHER CONDITION - WHITEOUT
7. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|----------------|
| Certificate: | Commercial | Age: | 35, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | |
| Instrument Rating(s): | Helicopter | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | April 29, 1983 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 5361 hours (Total, all aircraft), 5011 hours (Total, this make and model), 5191 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---|---------------------------------------|--------------------------|
| Aircraft Make: | BELL | Registration: | N1084N |
| Model/Series: | 205A-1 205A-1 | Aircraft Category: | Helicopter |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 30308 |
| Landing Gear Type: | Skid | Seats: | 15 |
| Date/Type of Last Inspection: | November 11, 1983 Continuous airworthiness | Certified Max Gross Wt.: | 9500 lbs |
| Time Since Last Inspection: | 32 Hrs | Engines: | 1 Turbo shaft |
| Airframe Total Time: | 2172 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated | Engine Model/Series: | T5313B |
| Registered Owner: | HELI-JET CORPORATION | Rated Power: | 1250 Horsepower |
| Operator: | | Operating Certificate(s) Held: | On-demand air taxi (135) |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------|---|-------------------|
| Conditions at Accident Site: | Instrument (IMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | EVW ,6600 ft msl | Distance from Accident Site: | 52 Nautical Miles |
| Observation Time: | 09:51 Local | Direction from Accident Site: | 173° |
| Lowest Cloud Condition: | Unknown | Visibility | |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 50° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | -2°C / -2°C |
| Precipitation and Obscuration: | N/A - Showers - Snow | | |
| Departure Point: | COKEVILLE , WY | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 10:30 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|---|----------------------------------|-----------------------|
| Airport: | | Runway Surface Type: | Snow |
| Airport Elevation: | | Runway Surface Condition: | Snow |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Precautionary landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 42.079574,-110.950119(est) |

Administrative Information

Investigator In Charge (IIC): Scott, Arnold

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16299>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).