



Aviation Investigation Final Report

Location:	COLORADO SPGS, Colorado	Accident Number:	DEN89LA120
Date & Time:	May 17, 1989, 12:40 Local	Registration:	N624H
Aircraft:	ENSTROM 280C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

AFTER RETURNING FROM A LOCAL PHOTO FLT, THE PLT MADE AN APCH TO A HOVER LANDING NEAR THE APCH END OF RWY 17. HE WAS THEN CLEARED TO CROSS THE RWY & PROCEED (SOUTH-SOUTHEAST) TO THE INTENDED PARKING AREA. AS HE STARTED FORWARD & BEGAN A CLIMB, HE NOTICED WHAT HE BELIEVED WAS A PARTIAL POWER LOSS & HE INITIATED A HOVERING AUTOROTATION. THE HELICOPTER TOUCHED DOWN WITH FORWARD SPEED & SLID TO A STOP, THEN ROCKED BACKWARD & TO THE LEFT, DAMAGING THE MAIN & TAIL ROTOR BLADES. A POST ACDNT ENG RUN WAS MADE, BUT NO REASON WAS FOUND FOR THE RPRTD POWER LOSS. THE PREVAILING WIND WAS FROM 340 DEG AT 10 KTS. THE PLT RPRTD THE WIND WAS GUSTING TO 20 KTS. DENSITY ALTITUDE WAS CALCULATED TO BE 7300 FT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE COMPENSATION FOR THE WIND CONDITIONS BY THE PILOT. THE HIGH DENSITY ALTITUDE AND WIND CONDITIONS WERE CONTRIBUTING FACTORS.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAXI - AERIAL

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - TAILWIND
4. (F) WEATHER CONDITION - GUSTS
5. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAXI - AERIAL

Findings

6. AUTOROTATION - ATTEMPTED

Occurrence #3: ROLL OVER
Phase of Operation: TAXI - AERIAL

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane; Instrument helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	February 23, 1989
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4300 hours (Total, all aircraft), 150 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 188 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N624H
Model/Series:	280C 280C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1078
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4300 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	H10-360-E1AD
Registered Owner:	MIKE GONSALES	Rated Power:	205 Horsepower
Operator:	FALCON HELICOPTERS	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	COS ,6172 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	12:40 Local	Direction from Accident Site:	170°
Lowest Cloud Condition:	Unknown	Visibility	60 miles
Lowest Ceiling:	Broken / 4800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(COS)	Type of Flight Plan Filed:	None
Destination:	(COS)	Type of Clearance:	None
Departure Time:	10:32 Local	Type of Airspace:	Class D;TRSA

Airport Information

Airport:	COLORADO SPRINGS COS	Runway Surface Type:	Asphalt
Airport Elevation:	6172 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	11021 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	38.809226,-104.769401(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	CARROLL DYESS; AURORA , CO
Original Publish Date:	June 18, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=17709

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