



Aviation Investigation Final Report

Location:	MOUNTAIN CITY, Nevada	Accident Number:	LAX84LA117
Date & Time:	December 27, 1983, 12:00 Local	Registration:	N206JH
Aircraft:	BELL 206B III	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

THE HELICOPTER COLLIDED WITH THE SNOW COVERED GROUND AFTER THE ENG QUIT DURING A POWER-LINE PATROL AT ABOUT 30 FT AGL. THE PLT REPORTED THAT THE VISIBILITY WAS 1/2 MILE WITH LIGHT SNOW FALLING. HE ALSO SAID HE COULD SEE 4 TO 7 OF THE SUPPORTING STRUCTURES. THESE POLES ARE SPACED ABOUT 350 FT APART SO SEVEN POLES TOTALS LESS THAN 1/2 MILE. THE BELL 206BFLT MANUAL STATES THAT 'OPERATIONS ARE PERMITTED IN FALLING SNOW WHEN VISIBILITY IS IN EXCESS OF 1/2 MILE, BUT FLT DURATION IS LIMITED TO 1 AND 1/2 HOURS.' INVESTIGATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THAT WHEN THE TOP PLUG OF THE FUEL PUMP FILTER WAS LOOSENED, THE SOUND OF ESCAPING AIR WAS NOTED. INVESTIGATION ALSO REVEALED THAT ON THE DAY OF THE ACCIDENT THE FORWARD FUEL BOOST PUMP HAD BEEN REPLACED WITH A NEW IC-38-L TYPE PUMP WHICH HAD BEEN SIGNED OFF AS HAVING BEEN CHECKED FOR PRESSURE AND BLED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: MANEUVERING

Findings

1. (C) FUEL SYSTEM,PUMP - IMPROPER
2. (C) MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) WEATHER CONDITION - SNOW
4. (F) TERRAIN CONDITION - SNOW COVERED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 1, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12860 hours (Total, all aircraft), 3500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N206JH
Model/Series:	206B III 206B III	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2918
Landing Gear Type:	Skid	Seats:	5
Date/Type of Last Inspection:	November 4, 1983 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	39 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	1220 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, activated	Engine Model/Series:	250-C20B
Registered Owner:	FARM DEVELOPMENT CORPORATION	Rated Power:	317 Horsepower
Operator:	IDAHO HELICOPTERS	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Overcast / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 5 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-8°C
Precipitation and Obscuration:	N/A - Blowing - Snow		
Departure Point:	BOISE	Type of Flight Plan Filed:	Company VFR
Destination:	MOUNTAIN CITY	Type of Clearance:	None
Departure Time:	00:00 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 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 1 Minor	Latitude, Longitude:	41.77053,-116.07946(est)

Administrative Information

Investigator In Charge (IIC): Dickinson, Alfred

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24128>

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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](#).