



Aviation Investigation Final Report

Location:	GLENNALLEN, Alaska	Accident Number:	ANC84LA039
Date & Time:	March 4, 1984, 10:45 Local	Registration:	N5051F
Aircraft:	FAIRCHILD HILLER FH-100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PLT EXPERIENCED A DOWNDRAFT, WHILE APPROACHING A GLACIER AT 5500 FT MSL. IN TURNING DOWNGRADE TO TRY TO AFFECT A DESCENT OF THE ACFT, CONTROL WAS LOST AND THE HELICOPTER COLLIDED WITH THE GROUND. THE ACFT ROLLED INVERTED AFTER GROUND CONTACT.

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) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. (F) AIRPORT/FACILITIES - HIGH TERRAIN
 3. (F) AIRPORT/FACILITIES - RISING
 4. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
 5. (F) WEATHER CONDITION - DOWNDRAFT
 6. (C) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

7. DESCENT - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #4: ROLL OVER

Phase of Operation: MANEUVERING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 20, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7300 hours (Total, all aircraft), 200 hours (Total, this make and model), 6900 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD HILLER	Registration:	N5051F
Model/Series:	FH-100 FH-100	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	197
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	May 31, 1983 100 hour	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	4598 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	250-C18
Registered Owner:	KENNETH BUNCH	Rated Power:	274 Horsepower
Operator:	GULKANA AIR SERVICE	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:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 7000 ft AGL	Visibility	40 miles
Lowest Ceiling:	Overcast / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-7°C / -17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GLENNALLEN , AK (GKN)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	62.100875,-145.529388(est)

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4271>

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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](#).