



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	INDIAN SPRINGS, NV	<b>Accident Number:</b>	LAX99FA137
<b>Date &amp; Time:</b>	04/03/1999, 2350 PST	<b>Registration:</b>	N105HH
<b>Aircraft:</b>	Mbb B0-105CBS-4	<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning - Air Medical (Unspecified)		

## Analysis

The medical evacuation helicopter was on a positioning flight back to its remote base location on a dark night. The pilot received a weather briefing at 1700; however, there was no record of him receiving an update. The area forecast was for broken clouds, scattered light rain showers, instrument flight rules (IFR) conditions, strong northerly winds over rough terrain, light to occasional moderate rime icing in precipitation, and a freezing level between 7,000 and 9,000 feet mean sea level. A winter advisory was in effect for 2 to 3 inches of snow with winds from the southeast at 13 to 22 knots. A motorist saw the helicopter flying west over a highway leading to the accident site at 1,000 feet above ground level (AGL). The sky was overcast with freezing rain that turned into wet snow and then finally freezing sleet. A second motorist nearer the accident site saw the helicopter using its searchlight to follow the highway at 150 to 200 feet AGL in conditions of lower clouds and reduced visibility. A resident next to the accident site heard the helicopter flying back and forth for a few minutes followed by the crash. He drove in the direction of the sound and found the crash site in flames. Snow had reduced visibility to less than 50 yards at the time. The aircraft was not certified for flight in IFR conditions; however, it had full flight instruments, a radar altimeter, a GPS, and VHF navigational radios. The operator reported the pilot had undergone an inadvertent instrument meteorological conditions evaluation within the last 90 days; however, documentation of this training was not found.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's decision to continue VFR flight in deteriorating IFR conditions resulting in spatial disorientation and subsequent loss of control.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: MANEUVERING

### Findings

1. WEATHER CONDITION - SNOW
2. LIGHT CONDITION - DARK NIGHT
3. UPDATING OF RECORDED WEATHER INFORMATION - NOT PERFORMED - PILOT IN COMMAND
4. (C) FLIGHT INTO ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

Findings

- 5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 6. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

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 Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
 Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 7. TERRAIN CONDITION - RISING

**Pilot Information**

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Helicopter
<b>Flight Time:</b>	10920 hours (Total, all aircraft), 187 hours (Total, this make and model), 7630 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

**Aircraft and Owner/Operator Information**

<b>Aircraft Make:</b>	Mbb	<b>Registration:</b>	N105HH
<b>Model/Series:</b>	B0-105CBS-4 B0-105CBS-	<b>Engines:</b>	2 Turbo Shaft
<b>Operator:</b>	MIKE STANBERRY	<b>Engine Manufacturer:</b>	Allison
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning - Air Medical (Unspecified)		

**Meteorological Information and Flight Plan**

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	DRA, 3314 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 1900 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 110°
<b>Temperature:</b>	2°C	<b>Visibility</b>	9 Miles
<b>Precipitation and Obscuration:</b>	Drizzle; Small Hail and/or Snow Pellets; No Obscuration; Ice Pellets; Snow Grains		
<b>Departure Point:</b>	LAS VEGAS, NV	<b>Destination:</b>	PAHRUMP, NV (L57)

## Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	ROBERT R CRISPIN	Adopted Date:	12/04/2000
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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