



National Transportation Safety Board Aviation Accident Data Summary

Location:	TELLURIDE, CO	Accident Number:	FTW94FA114
Date & Time:	04/01/1994, 1145 MST	Registration:	N59715
Aircraft:	AEROSPATIALE AS-350-B2	Injuries:	1 Serious, 4 Minor, 1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

WHILE CONDUCTING A VISUAL APPROACH TO A LANDING ZONE AT 12,800 FEET MSL IN MOUNTAINOUS TERRAIN, THE PILOT MADE A RIGHT TURN FROM DOWN WIND TO BASE TO FINAL WHICH PLACED THE HELICOPTER IN A DOWN SLOPE WIND CONDITION. THE HELICOPTER SETTLED, TURNED TO THE LEFT AROUND THE VERTICAL AXIS, AND IMPACTED THE SIDE OF THE MOUNTAIN BELOW THE LANDING ZONE. THE TAIL BOOM SEPARATED AND THE FUSELAGE ROLLED DOWN THE MOUNTAIN SIDE DURING WHICH TIME THE PASSENGERS WERE EJECTED. THE INVESTIGATION PROVIDED NO EVIDENCE OF PREIMPACT FAILURE OR MALFUNCTION. MAXIMUM GROSS WEIGHT WAS 4960 POUNDS. ACTUAL GROSS WEIGHT WAS 4375 POUNDS.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE BY THE PILOT TO MAINTAIN CONTROL OF THE AIRCRAFT. FACTORS WERE UNFAVORABLE WINDS AND IMPROPER APPROACH PLANNING.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. TERRAIN CONDITION - HIGH TERRAIN
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. (F) WEATHER CONDITION - UNFAVORABLE WIND
 4. (F) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	35
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider; Helicopter	Instructor Rating(s):	Helicopter
Flight Time:	7100 hours (Total, all aircraft), 500 hours (Total, this make and model), 7025 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROSPATIALE	Registration:	N59715
Model/Series:	AS-350-B2 AS-350-B2	Engines:	1 Turbo Shaft
Operator:	ALPINE PACIFIC, INC.	Engine Manufacturer:	TURBOMECA
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	ARRIEL 1D1
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TEX, 9086 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	16 knots / 28 knots, 270°
Temperature:	8° C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	(TEX)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 4 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	NORMAN F WIEMEYER,	Adopted Date:	12/07/1994
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.