



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	SALOME, AZ	<b>Accident Number:</b>	LAX92LA133
<b>Date &amp; Time:</b>	03/01/1992, 1500 MST	<b>Registration:</b>	N550HZ
<b>Aircraft:</b>	HELIO HST-550A	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE CERTIFICATED AIRLINE TRANSPORT PILOT AND A PASSENGER WERE CONDUCTING A LOW LEVEL FLIGHT OVER MOUNTAINOUS TERRAIN. THE SURFACE WIND CONDITIONS WERE REPORTED TO BE FROM THE SOUTH AT OR ABOVE 20 KNOTS. THE PILOT REPORTED THAT HE APPROACHED THE MOUNTAIN PEAK IN A SOUTHERLY DIRECTION AND CLIMBED THE AIRPLANE TO AN ALTITUDE OF 150 FEET ABOVE THE GROUND TO CLEAR THE MOUNTAIN. THE AIRPLANE ENCOUNTERED DOWNDRAFT CONDITIONS ON THE LEE SIDE OF THE MOUNTAIN. THE PILOT FAILED TO IMMEDIATELY CORRECT FOR THIS CONDITION AND THE AIRPLANE COLLIDED WITH THE UPSLOPING MOUNTAINOUS TERRAIN WHEN THE PILOT WAS EXECUTING A 180 DEGREE TURN.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE IN-FLIGHT PLANNING, IMPROPER ALTITUDE, AND DELAYING THE REQUIRED REMEDIAL ACTION TO PREVENT THE COLLISION WITH THE MOUNTAIN. CONTRIBUTING TO THE ACCIDENT WAS THE UNFAVORABLE WIND AND DOWNDRAFT CONDITIONS.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - DOWNDRAFT

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

### Findings

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. (C) ALTITUDE - IMPROPER - PILOT IN COMMAND
6. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	25
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1725 hours (Total, all aircraft), 72 hours (Total, this make and model), 1564 hours (Pilot In Command, all aircraft), 81 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HELIO	<b>Registration:</b>	N550HZ
<b>Model/Series:</b>	HST-550A HST-550A	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	MAYTAG, DAVID D. JR.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	PT6A-27
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	20 knots / 30 knots, 180°
<b>Temperature:</b>	18° C	<b>Visibility</b>	60 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PRESCOTT, AZ (PRC)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott R Erickson	<b>Adopted Date:</b>	08/26/1993
<b>Investigation Docket:</b>	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:pubinquiry@ntsb.gov">pubinquiry@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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government

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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.