



National Transportation Safety Board Aviation Accident Data Summary

Location:	EVERGREEN, CO	Accident Number:	DEN92LA001
Date & Time:	10/02/1991, 1700 MDT	Registration:	N552H
Aircraft:	ENSTROM F-28C	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT SAID HE LIFTED THE HELICOPTER OFF THE GROUND BUT BEFORE TRANSLATIONAL LIFT WAS ACHIEVED, HE ENCOUNTERED A SUDDEN DOWNDRAFT. THE PILOT MADE A CONTROLLED CRASH BETWEEN TREES IN MOUNTAINOUS TERRAIN.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
IN FLIGHT ENCOUNTER WITH A SUDDEN DOWNDRAFT. A FACTOR WAS: THE PILOT'S LACK OF TOTAL EXPERIENCE IN AIRCRAFT TYPE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) WEATHER CONDITION - DOWNDRAFT
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Pilot Information

Certificate:	Airline Transport; Commercial; Flight Engineer	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	
Flight Time:	16000 hours (Total, all aircraft), 80 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 42 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N552H
Model/Series:	F-28C F-28C	Engines:	1 Reciprocating
Operator:	JAMES B. HIGHBANKS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	HIO-360-E14D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	-18° C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Adopted Date:	05/05/1993
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/ .		

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 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.