



National Transportation Safety Board Aviation Accident Data Summary

Location:	COTTAGE GROVE, MN	Accident Number:	CHI00FA020
Date & Time:	11/01/1999, 1045 CST	Registration:	N565KS
Aircraft:	Bell 206B	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The helicopter impacted terrain and was consumed by fire following a departure from cruise flight. Radar data indicated that the helicopter was proceeding on a heading of 103 degrees at an altitude of 1,300 feet msl and ground speed of 116 knots. Winds were from 280 degrees at 16 knots with gusts of 25 knots. Witnesses reported that the helicopter was proceeding eastbound at a low altitude and 'made a nose dive to the ground.' The main rotor blade and tail rotor assembly sustained damage consistent with a tail rotor strike in a nose high clockwise rotation. Examination of the engine and transmission did not reveal any mechanical anomalies.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Undetermined.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Pilot Information

Certificate:	Commercial	Age:	33
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	5927 hours (Total, all aircraft), 5777 hours (Pilot In Command, all aircraft), 74 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N565KS
Model/Series:	206B 206B	Engines:	1 Turbo Shaft
Operator:	ELMO AIR CENTER, INCORPORATED	Engine Manufacturer:	Allison
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	250-C20B
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SGS, 0 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	16 knots / 25 knots, 280°
Temperature:	9°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	SOUTH ST PAUL, MN (SGS)	Destination:	GREENBAY, WI (GRB)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	MITCHELL F GALLO	Adopted Date:	05/16/2001
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.