



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LAS CRUCES, NM	<b>Accident Number:</b>	DEN90LA121
<b>Date &amp; Time:</b>	06/01/1990, 1815 MDT	<b>Registration:</b>	N436DS
<b>Aircraft:</b>	HUGHES 369HS	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Analysis

AT APPROXIMATELY 50 FEET ALTITUDE, FOLLOWING PICKUP OF A PASSENGER FROM A REMOTE MOUNTAIN SITE, THE ENGINE LOST POWER. THE PILOT CONDUCTED AN AUTOROTATIVE LANDING ONTO THE SIDE OF THE MOUNTAIN. ON LANDING, THE HELICOPTER ROLLED DOWN THE SIDE OF THE MOUNTAIN AND CAME TO REST FACING UP SLOPE. THE PILOT AND PASSENGER SUSTAINED SERIOUS INJURIES AND WERE MEDICATED TO MEDICAL FACILITIES. THE HELICOPTER WAS SUBSTANTIALLY DAMAGED, AND THERE WAS NO FIRE.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF POWER FOR AN UNKNOWN CAUSE. A FACTOR IN THE ACCIDENT WAS THE UNSUITABLE TERRAIN.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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Occurrence #3: ROLL OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	9900 hours (Total, all aircraft), 1200 hours (Total, this make and model), 9357 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HUGHES	<b>Registration:</b>	N436DS
<b>Model/Series:</b>	369HS 369HS	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	CHARLES BELLA	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250-C20
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## 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>	10 knots / , 270°
<b>Temperature:</b>	-18°C	<b>Visibility</b>	50 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	EL PASO, TX (NONE)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<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>	NORMAN F WIEMEYER	<b>Adopted Date:</b>	11/09/1992
<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:pubin@ntsb.gov">pubin@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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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.