



National Transportation Safety Board Aviation Accident Data Summary

Location:	CANON CITY, CO	Accident Number:	DEN90LA180
Date & Time:	09/02/1990, 1235 MDT	Registration:	N73957
Aircraft:	BELL 47G-3B1	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE HELICOPTER COLLIDED WITH POWER LINES WHILE ON A DOWNWIND TO THE HELIPAD. ACCORDING TO WITNESSES, THE HELICOPTER WAS TRAVELLING PERPENDICULAR TO AN ELECTRICAL TRANSMISSION LINE AT ABOUT 60 KNOTS WHEN IT COLLIDED WITH THE TOP OF A TWO WIRE SET AT ABOUT 30 FEET AGL. PAINT TRANSFER FROM THE T/R SKID WAS FOUND ON THE DAMAGED POWER LINE. AFTER STRIKING THE WIRE THE T/R SEPARATED AT THE GEAR BOX MOUNTING FLANGE; SMALL PIECES OF THE T/R BLADE WERE FOUND ON THE GROUND BELOW THE POINT OF INITIAL WIRE CONTACT. THE PILOT STATED THAT DURING THE DOWNWIND CLIMBING TURN AFTER TAKEOFF, AND WHILE PASSING OVER A GULLY NEAR A 6,200-FT RIDGE, HE HAD AN ENCOUNTER WITH WINDSHEAR AT 230 FEET AGL WHICH RESULTED IN LOSS OF 200 FEET AND THE SUBSEQUENT COLLISION. THE EXISTENCE OF THE REPORTED 'WINDSHEAR', OR POSSIBLE DOWNDRAFT COULD NOT BE VERIFIED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN AN ADEQUATE PATTERN ALTITUDE AND THE POSSIBLE EXISTENCE OF ADVERSE WINDS DUE TO THE SURROUNDING TERRAIN.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. (C) WEATHER CONDITION
4. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Pilot Information

Certificate:	Commercial	Age:	28
Airplane Rating(s):	None	Instrument Rating(s):	Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	
Flight Time:	1800 hours (Total, all aircraft), 180 hours (Total, this make and model), 1550 hours (Pilot In Command, all aircraft), 322 hours (Last 90 days, all aircraft), 160 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N73957
Model/Series:	47G-3B1 47G-3B1	Engines:	1 Turbo Shaft
Operator:	TRACIE CROCKER	Engine Manufacturer:	ALLISON
Operating Certificate(s) Held:	None	Engine Model/Series:	250C20B
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:	PUB, 4726 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / 6 knots, 60°
Temperature:	30° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	BROWN'S FORT HELIPAD (NONE)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): VERLIN B TRANTER

Adopted Date: 12/14/1992

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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