National Transportation Safety Board
Aviation Accident Data Summary

Location:	SAINT PAUL, MN	**Accident Number:**	MKC90LA021
Date & Time:	11/02/1989, 0436 CST	**Registration:**	N3174S
Aircraft:	BELL 206L-3	**Injuries:**	3 None
Flight Conducted Under:	Part 91: General Aviation - Positioning - Air Medical (Unspecified)		

Analysis

DRG AN EMERGENCY MEDICAL SVC (EMS/MEDEVAC) FLT, THE PLT ENCTRD STRONGER HEADWINDS THAN EXPECTED. AFTER DELIVERING A PATIENT, HE ESTIMATED 12 MIN OF FUEL WAS REMAINING. SINCE THE FLT TO HIS HOME BASE WOULD TAKE ABOUT 6 MIN, HE ELECTED TO RETURN WITHOUT REFUELING. WHILE ARRIVING ABEAM OF HIS DESTN, A FUEL BOOST PUMP LIGHT ILLUMINATED. THE PLT SAID HE EXPEDITED HIS APCH, BUT AT ABOUT 50' AGL, A 2ND BOOST PUMP LIGHT ILLUMINATED. THE ENG THEN LOST POWER FROM FUEL EXHAUSTION. SUBSEQUENTLY, THE HELICOPTER WAS DAMAGED DRG AN EMERGENCY AUTOROTATION (AT NIGHT).

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF FUEL. DARKNESS WAS A RELATED FACTOR.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Findings
4. AUTOROTATION

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

Findings
5. (F) LIGHT CONDITION - DARK NIGHT

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	**Age:**	40
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	**Instrument Rating(s):**	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	**Instructor Rating(s):**	
Flight Time:	4436 hours (Total, all aircraft), 1435 hours (Total, this make and model), 4063 hours (Pilot In Command, all aircraft), 74 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	**Registration:**	N3174S
Model/Series:	206L-3 206L-3	**Engines:**	1 Turbo Shaft
Operator:	AIR METHODS, INC.	**Engine Manufacturer:**	ALLISON
Operating Certificate(s) Held:	On-demand Air Taxi (135)	**Engine Model/Series:**	250-C30B
Flight Conducted Under:	Part 91: General Aviation - Positioning - Air Medical (Unspecified)		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Night/Dark
Observation Facility, Elevation:	MSP, 841 ft msl	**Weather Information Source:**	Weather Observation Facility
Lowest Ceiling:	Overcast / 1100 ft agl	**Wind Speed/Gusts, Direction:**	4 knots / , 300°
Temperature:	-2°C	**Visibility**	4 Miles
Precipitation and Obscuration:			
Departure Point:	MINNEAPOLIS, MN (MY65)	**Destination:**	

Airport Information

Airport:	HOLMAN FLD (STP)	**Runway Surface Type:**	Asphalt
Runway Used:	27	**Runway Surface Condition:**	Dry
Runway Length/Width:	200 ft / 300 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	2 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	JOHN R HRUBAN	**Adopted Date:**	04/13/1992
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.ntsb.gov/pubdms/.		