



National Transportation Safety Board Aviation Accident Data Summary

Location:	CHESTER, MT	Accident Number:	DEN84FA081
Date & Time:	02/01/1984, 1150 MST	Registration:	N776FS
Aircraft:	ENSTROM F-28C	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

ACCORDING TO A COMPANY EMPLOYEE, THE PLT MADE A RADIO CALL FROM A REMOTE MOUNTAIN SITE WHERE THE PLT WAS DOING SOME WORK ON A TRANSMITTER TOWER & STATED THAT HE WAS TAKING OFF, & IF THE EMPLOYEE DID NOT HEAR FROM HIM IN AN HOUR TO COME LOOK FOR HIM. THE HELICOPTER CRASHED INTO THE SIDE OF THE MOUNTAIN ABOUT 1 MI FROM THE TOWER. A WITNESS NEAR THE ACCIDENT SITE STATED THAT WINDS WERE GUSTING TO 50 MPH WITH HEAVY SNOW. THE PLT HAD BEEN RECEIVING HELICOPTER INSTRUCTION & WAS ENDORSED FOR SUPERVISED SOLO ONLY. HOWEVER, THE PLT'S INSTRUCTOR REPORTED THAT THE PLT HAD TOLD HIM THAT HE HAD BEEN FLYING THE HELICOPTER '...ALL OVER THE PLACE. ON TOP OF MOUNTAINS, CALLING ON CUSTOMERS AND BASICALLY DOING JUST WHAT HE WOULD WISHED WITH IT...' THE INSTRUCTOR STATED THEY HAD YET TO COVER PINNACLE APPROACHES, RIDGE LINE WORK, UPDRAFTS, DOWNDRAFTS, TURBULENCE, CONFINED AREAS, SLOPE LANDINGS, ETC.

Probable Cause

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

Findings

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

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) WEATHER CONDITION - SNOW
3. (F) WEATHER CONDITION - HIGH WIND
4. (F) WEATHER CONDITION - GUSTS
5. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
6. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. (C) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	37
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	4132 hours (Total, all aircraft), 81 hours (Total, this make and model), 3505 hours (Pilot In Command, all aircraft), 81 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N776FS
Model/Series:	F-28C F-28C	Engines:	1 Reciprocating
Operator:	MUNSON RADIO, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	THIO-360-E1AD
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GARY R MUCHO	Adopted Date:	
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.