



National Transportation Safety Board Aviation Accident Final Report

Location:	MEEKER, CO	Accident Number:	DEN84FA142
Date & Time:	05/02/1984, 1530 MDT	Registration:	N1090A
Aircraft:	HUGHES 369D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 3 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

DURING SLOW (35-40 KTS) CRUISE FLT AT ABOUT 50 FT AGL IN MOUNTAINOUS TERRAIN FOR WILDLIFE SURVEY, PWR LOSS OCCURRED. AUTO SYSTEMS BRIEFLY RESTORED PWR, FOLLOWED BY A TTL LOSS. PLT EXECUTED EMERGENCY AUTOROTATION INTO TREES ON SLOPING TERRAIN. INVESTIGATION ESTABLISHED FUEL SYSTEM INTEGRAL, AUTO IGNITION FUNCTIONAL AND ENGINE AIR INTAKE CLEAR. ON FUNCTIONAL TEST, ENGINE PERFORMED TO SPECIFICATIONS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. (F) TERRAIN CONDITION - NONE SUITABLE
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	27, Male
Airplane Rating(s):	Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/16/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1482 hours (Total, all aircraft), 69 hours (Total, this make and model), 1390 hours (Pilot In Command, all aircraft), 59 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N1090A
Model/Series:	369D 369D	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	410953D
Landing Gear Type:	High Skid	Seats:	4
Date/Type of Last Inspection:	04/11/1984, Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	11 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	572 Hours	Engine Manufacturer:	ALLISON
ELT:	Not installed	Engine Model/Series:	250-C20B
Registered Owner:	JAMES F. BOZICH	Rated Power:	250 hp
Operator:	GARY LUEBS	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EGE, 6538 ft msl	Distance from Accident Site:	76 Nautical Miles
Observation Time:	1653 MDT	Direction from Accident Site:	110°
Lowest Cloud Condition:	Unknown / 4000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10° C / 2° C
Precipitation and Obscuration:			
Departure Point:	MEEKER, CO (2V3)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	
Additional Participating Persons:			
Publish 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).