



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ALMA, CO	<b>Accident Number:</b>	DEN82DA037
<b>Date &amp; Time:</b>	03/01/1982, 0830 MDT	<b>Registration:</b>	N580P
<b>Aircraft:</b>	BELL 206B III	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

THE PILOT REPORTED THAT BEFORE THE ACCIDENT, THE FLIGHT HAD BEEN UNEVENTFUL AND ALL INSTRUMENTS WERE READING NORMAL EXCEPT THE TOT GAUGE. REPORTEDLY, IT WAS INDICATING 750 DEGREES, WHICH WAS ABOUT 100 DEGREES HIGHER THAN NORMAL FOR HIS POWER SETTING OF 70% TORQUE. HE STATED HE WAS FLYING AT 70 KNOTS WHEN THE HELICOPTER STARTED LOOSING RPM. THE PASSENGER STATED THAT THEY WERE ABOUT 200 TO 300 FT ABOVE A RIDGE AS THEY WERE FLYING SOUTHWEST. THE PASSENGER REPORTED THAT AFTER THEY CROSSED THE RIDGE, THE HELICOPTER BEGAN LOSING ALTITUDE FAST. ACCORDING TO THE PILOT, THEY WERE COMING UP ON A RIDGE LINE, WHEN THE RPM BEGAN DROPPING; HOWEVER, HE WAS UNABLE TO DECELERATE ENOUGH TO LAND ON TOP OF THE RIDGE. THE HELICOPTER CAME IN CONTACT WITH THE GROUND ON THE SOUTH-SOUTHWEST SIDE OF THE RIDGE LINE AND CRASHED. EXAMINATION OF THE ENGINE REVEALED THE AIR BLEED VALVE WAS DIRTY AND HAD A HOLE IN THE DIAPHRAGM. IN THIS CONDITION, THE VALVE WOULD CLOSE LATE. THE ELEVATION WAS ABOUT 12,000 FT MSL, WIND GUSTING 30 KNOTS.

## Probable Cause

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

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE

### Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (C) BLEED AIR SYSTEM, VALVE - DIRTY(FOGGY)
3. (C) BLEED AIR SYSTEM, VALVE - LOOSE
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

5. (F) WEATHER CONDITION - UNFAVORABLE WIND
6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. (F) TERRAIN CONDITION - HIGH TERRAIN

- 8. (F) TERRAIN CONDITION - DOWNHILL
- 9. POWER ON LANDING - ATTEMPTED - PILOT IN COMMAND

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	40
<b>Airplane Rating(s):</b>		<b>Instrument Rating(s):</b>	Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	5389 hours (Total, all aircraft), 296 hours (Total, this make and model), 4889 hours (Pilot In Command, all aircraft), 138 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N580P
<b>Model/Series:</b>	206B III 206B III	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	PUBLIC SERVICE CO. OF CO.	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

### 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>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	20 knots / , 360°
<b>Temperature:</b>		<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	DENVER, CO	<b>Destination:</b>	LEADVILLE, CO

### Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):

Adopted Date: 03/01/1983

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](mailto: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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