



National Transportation Safety Board Aviation Accident Final Report

Location:	MIDWAY, UT	Accident Number:	DEN82DTM08
Date & Time:	01/02/1982, 1415 MST	Registration:	N51735
Aircraft:	ENSTROM 280C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRCRAFT CRASHED WHILE BEING MOVED ABOUT 150 FT FROM THE PARKING AREA TO A STORAGE BUILDING. THERE WAS ABOUT 2 1/2 FT OF FRESH SNOW ON THE GROUND. THE SNOW HAD BEEN CLEARED FROM THE PARKING AREA IN FRONT OF THE STORAGE BUILDING. HOWEVER, A SNOW CAT HAD MOVED INTO THE PARKING AREA AND HAD STOPPED AS THE PILOT WAS APPROACHING TO LAND. THE PILOT REPORTED THIS MADE THE PARKING AREA UNUSABLE. BEFORE TOUCHDOWN, THE PILOT EXPERIENCED A WHITE-OUT CONDITION DUE TO THE HEAVY CIRCULATION OF SNOW AND BECAME DISORIENTED. THE AIRCRAFT LANDED HARD IN A NOSE DOWN ATTITUDE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAXI - AERIAL

Findings

1. (C) CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
2. (C) UNSAFE/HAZARDOUS CONDITION - PERFORMED - DRIVER OF VEHICLE
3. (F) TERRAIN CONDITION - SNOW COVERED
4. (C) WEATHER CONDITION - WHITEOUT
5. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAXI - AERIAL

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	109 hours (Total, all aircraft), 109 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N51735
Model/Series:	280C 280C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	1139
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	42 Hours	Engines:	1 Reciprocating
Airframe Total Time:	287 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	HIO-360-E1BD
Registered Owner:	MT. STATES HOT OIL, INC.	Rated Power:	205 hp
Operator:	CASS R. WARD	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	20° C / 0° C
Precipitation and Obscuration:			
Departure Point:	FIELD RANCH	Type of Flight Plan Filed:	None
Destination:	FIELD RANCH	Type of Clearance:	None
Departure Time:	1415	Type of Airspace:	

Airport Information

Airport:	FIELD RANCH	Runway Surface Type:	Snow
Airport Elevation:	0 ft	Runway Surface Condition:	Snow--dry
Runway Used:	0	IFR Approach:	Contact
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):		Report Date:	01/02/1983
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).