



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Peach Springs, AZ	<b>Accident Number:</b>	LAX05LA155
<b>Date &amp; Time:</b>	05/02/2005, 0945 MST	<b>Registration:</b>	N3895D
<b>Aircraft:</b>	Bell 206L-1	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 133: Rotorcraft Ext. Load		

## Analysis

The helicopter descended to ground impact following an interruption of power while performing a long line sling load operation. The purpose of the flight was to sling load fuel cans from a landing strip that is located on the rim of the Grand Canyon to the canyon floor directly below to refuel the tour boats operating on the Colorado River. The accident flight was the first flight of the day. The pilot utilized a 50-foot-long line and a net to transfer 15 fuel cans down to the canyon floor. The pilot said that when he picked up the load at the top of the canyon (elevation 4,800 feet msl) he performed a power check and the torque required was 75 percent for an out of ground effect hover. After stabilizing the load he began a descent to the canyon floor below (at an elevation of 1,300 feet msl) and was at a descent rate of about 50 feet per minute as he neared the ground. The wind conditions were reported by witnesses and the pilot as being calm, or nearly so. His head was outside the cockpit watching the ground crew, when he heard a tone, and then heard a series of three low frequency popping noises. The pilot said he was unsure if the popping sounds were coming from the engine or from the main rotor blades. The helicopter then began to settle toward the ground and descended to a hard impact into desert scrub brush. The pilot said he closed the throttle after hearing popping noises and entered an autorotation. Witnesses to the accident reported that the approach was a controlled approach, and there was no sway or other unusual movement in the load. As a ground crewmember reached for the load, about 5 feet above the ground, he saw the helicopter sink down and impact the scrub brush and the ground. The witness did not perceive any unusual popping sounds preceding the descent and impact. The Rolls-Royce 250-C30P engine was removed from the airframe shipped to a repair facility with a test cell. There were no significant irregularities noted in the engine test cell runs that were conducted. Both the power turbine governor and gas producer fuel control were tested at the manufacturer's facilities and there were no conditions identified that would have prevented normal operation of either unit.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of power for undetermined reasons.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: HOVER - OUT OF GROUND EFFECT

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
-----

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

Findings  
2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND  
-----

Occurrence #3: HARD LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings  
3. TERRAIN CONDITION - HIGH VEGETATION  
4. TERRAIN CONDITION - GROUND

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	36
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Helicopter; Instrument Helicopter
<b>Flight Time:</b>	3586 hours (Total, all aircraft), 762 hours (Total, this make and model), 3514 hours (Pilot In Command, all aircraft), 115 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N3895D
<b>Model/Series:</b>	206L-1	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	Monarch Enterprises, Inc.	<b>Engine Manufacturer:</b>	Rolls-Royce
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250 C30P
<b>Flight Conducted Under:</b>	Part 133: Rotorcraft Ext. Load		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	24° C	<b>Visibility</b>	50 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Peach Srpings, AZ (1G4)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	35.983333, -113.766667		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Tealeye C Cornejo	<b>Adopted Date:</b>	05/29/2007
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

---

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.