



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Meeker, CO	<b>Accident Number:</b>	CEN11FA053
<b>Date &amp; Time:</b>	11/03/2010, 1459 MDT	<b>Registration:</b>	N8533F
<b>Aircraft:</b>	BELL 206	<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

## Analysis

The helicopter pilot was conducting a low-altitude pipeline patrol in a valley in a remote mountainous area. Two witnesses observed the helicopter flying toward them at a low altitude when the helicopter struck the wires of a three-phase electrical distribution line that was suspended 95 feet above the valley. The main rotor system separated from the helicopter in flight and came to rest about 200 feet from the main wreckage. The pilot stated that he never saw the wires, but that as he felt the impact, he knew immediately that he had struck wires. The on-scene investigation found no preimpact anomalies.

## Flight Events

Maneuvering-low-alt flying - Collision with terr/obj (non-CFIT)  
Maneuvering-low-alt flying - Loss of control in flight  
Uncontrolled descent - Part(s) separation from AC  
Uncontrolled descent - Aircraft structural failure  
Uncontrolled descent - Collision with terr/obj (non-CFIT)  
Post-impact - Roll over  
Post-impact - Cabin safety event

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's failure to maintain clearance from electrical power lines during the low-altitude flight.

## Findings

Personnel issues-Action/decision-Action-Lack of action-Pilot - C  
Personnel issues-Psychological-Attention/monitoring-Task monitoring/vigilance-Pilot - C  
Environmental issues-Physical environment-Object/animal/substance-Wire-Awareness of condition - C

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Helicopter
<b>Flight Time:</b>	(Estimated) 15800 hours (Total, all aircraft), 12500 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	BELL	<b>Registration:</b>	N8533F
<b>Model/Series:</b>	206 B	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	MILE HIGH HELICOPTER COMPANY	<b>Engine Manufacturer:</b>	ALLISON
<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KEEO, 6421 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	6 knots, 210°
<b>Temperature:</b>	16°C / 1°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Grand Junction, CO (GJT)	<b>Destination:</b>	Meeker, CO (EEO)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Thomas Latson	<b>Adopted Date:</b>	02/12/2013
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77728">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77728</a>		

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