DOCKET
07-AFC-6
DATE
RECD. FEB 25 2010

CALIFORNIA PILOTS ASSOCIATION
501(C) 3 NON-PROFIT

RON COZAD, VICE-PRESIDENT, REGION 5

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POWER PLANTS AND AIRPORTS MAKE BAD NEIGHBORS

This is what happened when a 51 year-old pilot with 8,000 hours of flight time with 5,000 hours in this particular aircraft flew too close to an exhaust plume created by a power plant that the crew was filming. Fortunately, there were no fatalities but two suffered serious injuries.

Not surprisingly, the NTSB cited as a contributing factor **"the invisible nature of the power plants thermal plume exhaust gases which made the detection of their presence unlikely."**

During the past several years, the California Pilots Association has worked in coordination with the California Department of Transportation and Energy Commission to assure that proposed power plants in the cities of Hayward, Temecula and Carlsbad, be sited safe distances from airports and their associated arrival, departure and circling patterns. Accordingly, the California Pilots Association urges the rejection of any site within at least three miles from the McClellan-Palomar Airport.

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 09/09/1992

LAX89LA270
File No. 2339

08/09/1989 BAKERSFIELD, CA

Aircraft Reg No. N90296

Time (Local): 11:15 PDT

Make/Model:	Bell / 206B
Engine Make/Model:	Allison / 250-C20
Aircraft Damage:	Destroyed
Number of Engines:	1
Operating Certificate(s):	On-demand Air Taxi; Aircraft External Load
Type of Flight Operation:	
Reg. Flight Conducted Under:	Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	1	0
Pass	0	1	1

Last Depart. Point:	VAN NUYS, CA
Destination:	Local Flight
Airport Proximity:	Off Airport/Airstrip

Condition of Light:	Day
Weather Info Src:	Witness
Basic Weather:	Visual Conditions
Lowest Ceiling:	None
Visibility:	20.00 SM
Wind Dir/Speed:	Calm
Temperature (°C):	29
Precip/Obscuration:	

Pilot-in-Command Age: 51

Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Single-engine Land; Helicopter

Instrument Ratings
Airplane; Helicopter

Flight Time (Hours)

Total All Aircraft:	8000
Last 90 Days:	55
Total Make/Model:	5000
Total Instrument Time:	UnK/Nr

THE HELICOPTER CREW WAS FILMING A COGENERATION PLANT. THE HELICOPTER ORBITED THE PLANT THREE TIMES. DURING THE THIRD ORBIT, THE HELICOPTER PASSED OVER THE EXHAUST CHIMNEY OF THE PLANT WHICH WAS OPERATING AT THE TIME. THERE WAS NO VISIBLE INDICATION THAT EXHAUST GASES WERE EMANATING FROM THE CHIMNEY. THE GASES WERE REPORTED TO BE 350 DEGREES FAHRENHEIT WITH A 3.6 PERCENT OXYGEN CONTENT. THE HELICOPTER TURBOSHAFT ENGINE LOST POWER OVER THE CENTER OF THE CHIMNEY. THE PILOT ENTERED AUTOROTATION TOWARDS AN OPEN AREA OF A PARKING LOT. DURING THE FLARE, THE HELICOPTER STRUCK A VEHICLE, AND LANDED HARD, SEVERED THE TAILBOOM, AND ROLLED ON TO ITS SIDE. THE CERTIFICATION STANDARD FOR THE ENGINE WAS 120 DEGREES FAHRENHEIT.

LAX89LA270
File No. 2339 | 08/09/1989 | BAKERSFIELD, CA | Aircraft Reg No. N90296 | Time (Local): 11:15 PDT

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

Findings
1. (F) WEATHER CONDITION - TEMPERATURE EXTREMES
2. (C) MISCELLANEOUS - STARVATION
3. (F) VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
4. (F) TURBOSHAFT ENGINE - FAILURE,TOTAL
5. (F) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
6. (C) INFORMATION UNAVAILABLE - PILOT IN COMMAND

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

Findings
7. (F) AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
8. OBJECT - VEHICLE

Occurrence #4: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
9. (F) PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
THE LOSS OF ENGINE POWER DUE TO THE HELICOPTER BEING FLOWN IN EXHAUST GASES EMANATING FROM A COGENERATION PLANT CHIMNEY STACK THAT EXCEEDED THE CERTIFICATION STANDARDS OF THE POWERPLANT. CONTRIBUTING TO THE ACCIDENT WAS INVISIBLE NATURE OF THE EXHAUST GASES WHICH MADE THE DETECTION OF THEIR PRESENCE UNLIKELY.