



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	ANADARKO, OK	<b>Accident Number:</b>	FTW91GA001
<b>Date &amp; Time:</b>	10/01/1990, 1730 CDT	<b>Registration:</b>	N381F
<b>Aircraft:</b>	MCDONNELL DOUGLAS 369E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None

**Flight Conducted Under:** Part 91: General Aviation - Public Aircraft

---

## Analysis

PRIOR TO DEPARTURE FROM AN UNIMPROVED HELICOPTER LANDING PAD THE PILOT FAILED TO ASSURE REQUIRED CLEARANCE FROM OBSTACLES POSITIONED ALONG HIS ROUTE OF DEPARTURE. THE HELICOPTER STRUCK A SINGLE ELECTRICAL POWER LINE RESULTING IN LOSS OF CONTROL DUE TO THE CONTROL RODS BEING SEVERED. A FORCED LANDING WAS PERFORMED BY REDUCING THE ENGINE POWER, HOWEVER, CONTROLLABILITY WITH COLLECTIVE OR CYCLIC WAS NOT AVAILABLE. THE HELICOPTER IMPACTED THE GROUND SLIDING RIGHT AND TURNING LEFT RESULTING IN IT ROLLING ON ITS RIGHT SIDE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN PROPER VISUAL LOOKOUT PRIOR TO AND DURING DEPARTURE.

## Findings

---

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. OBJECT - WIRE, TRANSMISSION
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/06/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3269 hours (Total, all aircraft), 1445 hours (Total, this make and model), 3083 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MCDONNELL DOUGLAS	<b>Registration:</b>	N381F
<b>Model/Series:</b>	369E 369E	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	0288E
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2100 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Turbo Shaft
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	ALLISON
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	250-C20B
<b>Registered Owner:</b>	OKLAHOMA CITY	<b>Rated Power:</b>	420 hp
<b>Operator:</b>	OKLAHOMA CITY	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	OKLAHOMA CITY POLICE	<b>Operator Designator Code:</b>	06

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OKC, 1295 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	1650 CDT	Direction from Accident Site:	33°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 15° C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	Company VFR
Destination:	OKLAHOMA CITY, OK (OKC)	Type of Clearance:	
Departure Time:	1730 CDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	MATTHEW ELLIS	Report Date:	11/09/1992
Additional Participating Persons:	E NOWE		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).