



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	43
<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>	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>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	OKLAHOMA CITY	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Public Aircraft		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	OKC, 1295 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 180°
<b>Temperature:</b>	24° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(NONE)	<b>Destination:</b>	OKLAHOMA CITY, OK (OKC)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	MATTHEW ELLIS	<b>Adopted Date:</b>	11/09/1992
<b>Investigation Docket:</b>	NTSB accident and incident docket 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> .		

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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.