



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NORMAN PARK, GA	<b>Accident Number:</b>	ATL89FA193
<b>Date &amp; Time:</b>	08/02/1989, 1520 EDT	<b>Registration:</b>	N51850
<b>Aircraft:</b>	TEXAS HELICOPTER OH-13/M74	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

THE PILOT HAD BEEN MAKING AGRICULTURAL AERIAL APPLICATION FLIGHTS ALL DAY WITH SOME INTERRUPTIONS FOR RAIN. HE HAD BEEN APPLYING LANNATE AND BRAVO; THE LOAD ABOARD AT THE TIME OF THE ACCIDENT WAS THE SAME. AFTER A LUNCH BREAK, THE PILOT MADE ONE FLIGHT & LOADED FOR THE NEXT. THE LIFTOFF AND DEPARTURE WERE REPORTED TO BE NORMAL, BUT WHEN THE HELICOPTER DID NOT RETURN AS EXPECTED, A SEARCH WAS INITIATED. WRECKAGE OF THE HELICOPTER WAS FOUND NEAR THE INTENDED AERIAL APPLICATION SITE. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS FOUND; HOWEVER, THE HELICOPTER WAS EXTENSIVELY DAMAGED. A TOXICOLOGY CHECK OF THE PILOT'S BLOOD REVEALED THE PRESENCE OF METHOMYL (LANNATE) AT A LEVEL OF 600 PARTS/BILLION. THE PILOT HAD NOT BEEN USING A RESPIRATOR. HIS LAST RPRTD MEDICAL CHECK WAS ON 2/7/89.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN HIS PHYSICAL IMPAIRMENT FROM EXPOSURE TO LANNATE, AND HIS FAILURE TO MAINTAIN ALTITUDE/CLEARANCE ABOVE THE GROUND. A FACTOR RELATED TO THE ACCIDENT WAS: FAILURE OF THE PILOT TO USE A RESPIRATOR WHILE HANDLING OR BEING EXPOSED TO LANNATE.,

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

### Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) MISCELLANEOUS EQUIPMENT - NOT USED - PILOT IN COMMAND
3. (C) PHYSICAL IMPAIRMENT(OTHER TOXIC) - PILOT IN COMMAND
4. TERRAIN CONDITION - GROUND
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/07/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1607 hours (Total, all aircraft), 1607 hours (Total, this make and model), 1550 hours (Pilot In Command, all aircraft), 280 hours (Last 90 days, all aircraft), 120 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	TEXAS HELICOPTER	<b>Registration:</b>	N51850
<b>Model/Series:</b>	OH-13/M74 OH-13/M74	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	78018
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	03/19/1989, Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>	249 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1473 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	VO-435-A1F
<b>Registered Owner:</b>	SUNBELT FLYERS, INC.	<b>Rated Power:</b>	270 hp
<b>Operator:</b>	SUNBELT FLYERS, INC.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	325°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33° C / -18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1515 EDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Report Date:	06/02/1992
Additional Participating Persons:			
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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).