



National Transportation Safety Board Aviation Accident Final Report

Location:	ARDMORE, OK	Accident Number:	FTW84LA081
Date & Time:	12/01/1983, 2320 CST	Registration:	N2005A
Aircraft:	BELL 206L-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None

Flight Conducted Under: Part 91: General Aviation - Ferry - Air Medical (Unspecified)

Analysis

THE PLT STATED THAT BEFORE HE TOOK OFF FROM OKLAHOMA CITY, OK, HE CALLED THE OKLAHOMA CITY FSS & OBTAINED A WX BRIEFING. THE BRIEFING CALLED FOR LIGHT RAIN SHOWERS, MINIMUM CEILING OF 1800 FT, VISIBILITY OF 3 TO 5 MILES & NO CHANCE OF FOG, EXCEPT IN LOW LYING AREAS. HE AND ANOTHER PLT TOOK OFF IN A FLT OF 2 HELICOPTERS TO TRANSPORT A PATIENT FROM ARDMORE, OK TO OKLAHOMA CITY. AFTER ARRIVING AT ARDMORE, THE MISSION WAS CANCELLED WHEN THE PATIENT DIED. ABOUT 1 HR & 20 MIN AFTER ARRIVING AT ARDMORE, THEY DEPARTED FOR THE RETURN FLT AFTER RECEIVING ARDMORE ATIS. THE OTHER HELICOPTER WAS EQUIPPED WITH A RADAR ALTIMETER & LED THE WAY OVER MOUNTAINOUS TERRAIN. THE PLT OF N2005A WAS FOLLOWING ABOUT 3/4 MI BEHIND WHEN THE CEILING & VISIBILITY DETERIORATED TO ABOUT 500 FT & 1 MI. THE PLT SAID THAT HE HAD CLOSED ON THE LEAD HELICOPTER & WAS DESCENDING & DECELERATING WHEN HIS ACFT COLLIDED WITH THE GROUND. IMPACT OCCURRED ON BANKED TERRAIN BESIDE A HIGHWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) TERRAIN CONDITION - HIGH TERRAIN
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - FOG
6. (F) WEATHER CONDITION - RAIN
7. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT

Findings

8. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/02/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3411 hours (Total, all aircraft), 260 hours (Total, this make and model), 3328 hours (Pilot In Command, all aircraft), 71 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N2005A
Model/Series:	206L-1 206L-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	45673
Landing Gear Type:	Skid	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	4 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	1402 Hours	Engine Manufacturer:	ALLISON
ELT:	Not installed	Engine Model/Series:	250-C28B
Registered Owner:	CIMARRON HELICOPTERS	Rated Power:	435 hp
Operator:	CIMARRON HELICOPTERS	Operating Certificate(s) Held:	
Operator Does Business As:	[EMS]	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	OKC, 1294 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	2303	Direction from Accident Site:	165°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	5° C / 2° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:	OKLAHOMA CITY, OK	Type of Clearance:	
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	F ROTH	Report Date:	
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).