



National Transportation Safety Board Aviation Accident Data Summary

Location:	ARDMORE, OK	Accident Number:	FTW84LA081
Date & Time:	12/01/1983, 2320 CST	Registration:	N2005A
Aircraft:	BELL 206L-1	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

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

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	35
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	
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	Engines:	1 Turbo Shaft
Operator:	CIMARRON HELICOPTERS	Engine Manufacturer:	ALLISON
Operating Certificate(s) Held:		Engine Model/Series:	250-C28B
Flight Conducted Under:	Part 91: General Aviation - Ferry - Air Medical (Unspecified)		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	OKC, 1294 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 500 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 150°
Temperature:	5°C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	OKLAHOMA CITY, OK

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	F ROTH	Adopted 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.