



National Transportation Safety Board Aviation Accident Final Report

Location:	MANSFIELD, Missouri	Accident Number:	MKC86FA020
Date & Time:	October 31, 1985, 18:50 Local	Registration:	N27689
Aircraft:	BELL 206L-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious, 1 Minor
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Unspecified)		

Analysis

AFTER DEPARTING WEST PLAINS HOSPITAL FOR SPRINGFIELD, TRANSFERRING A CRITICALLY INJURED PATIENT, THE PLT OF THE EMS HELICOPTER BEGAN TO ENCOUNTER DETERIORATING WEATHER. THE PLT WAS CONCERNED ABOUT THE CLOSE SPREAD OF TEMPERATURE AND DEW POINT, BUT HAD ADEQUATE CEILINGS AND VISIBILITIES ALONG HIS ROUTE OF FLT TO CONTINUE. AFTER CRESTING A HILL WEST OF MANSFIELD, MISSOURI, ALONG MISSOURI HWY 60, THE PLT ENCOUNTERED LOWERING CEILINGS AND LIGHT FOG. THE PLT STATED HE DID NOT LIKE THE CONDITION OF THE WEATHER AFTER PASSING THE HILL AND INITIATED A RIGHT TURN TO PROCEED BACK TO MANSFIELD. POWER LINES WERE IMPACTED BY THE HELICOPTER IMMEDIATELY AFTER THE PLT INITIATED THE TURN. THE PLT DID NOT REALIZE THAT HE HAD DESCENDED LOW ENOUGH TO STRIKE THE POWER LINES THAT WERE OBSCURED IN FOG AND LOW CLOUDS.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. OBJECT - WIRE,STATIC
2. OBJECT - WIRE,TRANSMISSION
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - LOW CEILING
5. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
6. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. (F) TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 24, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7377 hours (Total, all aircraft), 1836 hours (Total, this make and model), 7105 hours (Pilot In Command, all aircraft), 131 hours (Last 90 days, all aircraft), 81 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N27689
Model/Series:	206L-1 206L-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	45289
Landing Gear Type:	Skid	Seats:	5
Date/Type of Last Inspection:	September 17, 1985 100 hour	Certified Max Gross Wt.:	4050 lbs
Time Since Last Inspection:	76 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	2929 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250C-28
Registered Owner:		Rated Power:	435 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	[EMS]	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	SPF ,1267 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	17:48 Local	Direction from Accident Site:	282°
Lowest Cloud Condition:	Unknown / 400 ft AGL	Visibility	1 miles
Lowest Ceiling:	Broken / 400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8° C / 8° C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	WEST PLAINS , MO (H63)	Type of Flight Plan Filed:	VFR
Destination:	SPRINGFIELD , MO (SPF)	Type of Clearance:	VFR
Departure Time:	18:10 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious, 1 Minor	Latitude, Longitude:	37.099994, -92.580238(est)

Administrative Information

Investigator In Charge (IIC):	Thorpe, Clint
Additional Participating Persons:	ROBERT STERNECKER; KANSAS CITY , MO WILLIAM R KLASSEN; KANSAS CITY , MO
Original Publish Date:	
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=34047

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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](#).