



National Transportation Safety Board Aviation Accident Final Report

Location:	AINSWORTH, Nebraska	Accident Number:	MKC86FA037
Date & Time:	December 20, 1985, 18:55 Local	Registration:	N110LG
Aircraft:	BELL 206L	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THIS MED-EVAC HELICOPTER WAS BEING POSITIONED TO PICK UP A PATIENT. THE PLT OBTAINED A WX BRIEFING WHICH INCLUDED A FORECAST FOR A CHANCE OF MARGINAL VMC ALONG THE PLANNED ROUTE, ALTHOUGH AT THE TIME OF THE BRIEFING THE DEST WEATHER WAS VMC. THE FLT DEPARTED AT ABOUT SUNDOWN AND THE DEST WX DETERIORATED WHILE THE FLT WAS ENROUTE. WITNESSES NEAR THE ACDT SITE, WHICH WAS 23 NM SE OF THE DEST. REPORTED FREEZING RAIN AND/OR WET SNOW FALLING AS THE HELICOPTER FLEW PAST THEIR RANCHES AT LOW ALT HEADING NW. IT WAS COMPLETELY DARK AT THE TIME OF THE ACDT AND THE AREA WHERE THE ACDT OCCURRED IS SPARSLEY POPULATED PROVIDING FEW GROUND LIGHTS FOR VISUAL REF. THE HELICOPTER CRASHED IN HILLY, SNOW COVERED TERRAIN IN A NEAR VERTICAL, NOSE LOW ATTITUDE AND WAS DESTROYED.

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

Findings

1. (F) WEATHER CONDITION - SNOW

2. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 3. (F) PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
 4. (F) WEATHER CONDITION - RAIN
 5. (F) LIGHT CONDITION - DARK NIGHT
-

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE

Findings

6. (C) SPIRAL - INADVERTENT - PILOT IN COMMAND
 7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
-

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 12, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2264 hours (Total, all aircraft), 271 hours (Total, this make and model), 1834 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N110LG
Model/Series:	206L 206L	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	December 12, 1985 100 hour	Certified Max Gross Wt.:	4150 lbs
Time Since Last Inspection:	18 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	3625 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C20B
Registered Owner:		Rated Power:	420 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	RODGERS HELICOPTER, INC. [EMS]	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Night/dark
Observation Facility, Elevation:	ANW ,2587 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	18:47 Local	Direction from Accident Site:	316°
Lowest Cloud Condition:	Unknown	Visibility	2 miles
Lowest Ceiling:	Overcast / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-3° C / -4° C
Precipitation and Obscuration:	Light - None - Drizzle		
Departure Point:	KEARNEY , NE (EAR)	Type of Flight Plan Filed:	None
Destination:	AINSWORTH , NE	Type of Clearance:	None
Departure Time:	18:05 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 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	42.539119,-99.850914(est)

Administrative Information

Investigator In Charge (IIC): Johnson, R.

Additional Participating Persons: N. SPASIC; LINCOLN , NE
J. SUTTLE; FORT WORTH , TX

Original Publish Date:

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34056>

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](#).