



National Transportation Safety Board Aviation Accident Final Report

Location:	CAPE GIRARDEAU, Missouri	Accident Number:	MKC89FA043
Date & Time:	December 22, 1988, 04:35 Local	Registration:	N119CG
Aircraft:	BELL 206L-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal, 1 Serious
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Unspecified)		

Analysis

THE HELICOPTER WAS DISPATCHED AT NIGHT ON AN EMERG MED SVC (EMS) FLT FM A HOSPITAL AT CAPE GIRARDEAU, MO. PURPOSE OF THE FLT WAS TO TRANSPORT A PATIENT FM A HOSPITAL AT MARION, IL, TO CAPE GIRARDEAU. WX AT CAPE GIRARDEAU DETERIORATED AFTER THE ACFT DEPARTED. DRG VFR FLT BACK TO CAPE GIRARDEAU, THE PLT WAS UNABLE TO LND AT THE DESTN HOSPITAL. THE FLT NURSE COMMENTED THEY WOULD HAVE TO 'GET DOWN' AS THE PATIENT WAS GETTING WORSE. THE PLT ELECTED TO TRACK TO THE CAPE GIRARDEAU ARPT BY USING THE ILS COURSE TO SEE IF THE ARPT LIGHTING WOULD HELP HIM TO 'LET DOWN.' HE STATED THAT WHILE TRACKING IN BND & HOLDING 'ABOUT 300 FEET,' HE NOTICED THE HELICOPTER WAS LEFT OF COURSE. BEFORE THE ACDNT OCCURRED, HE HAD STARTED TO CORRECT BACK TO COURSE, BUT COULDN'T REMEMBER ANYTHING BYD THAT POINT. ALSO, HE RPRTD HE HAD LEFT THE STROBE LIGHT ON & EXPERIENCED FLICKER VERTIGO. SUBSEQUENTLY, THE HELICOPTER STRUCK A POWER LINE & CRASHED ON LVL TERRAIN IN AN OPEN FIELD. THE FLT NURSE, THERAPIST & PATIENT WERE FATALLY INJURED IN THE ACDNT.

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: APPROACH

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - FOG
3. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
4. (F) ATC CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
5. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. (F) PRESSURE INDUCED BY OTHERS

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH

Findings

7. (F) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
8. (F) OBJECT - WIRE, TRANSMISSION
9. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. (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:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 28, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3890 hours (Total, all aircraft), 160 hours (Total, this make and model), 3400 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N119CG
Model/Series:	206L-1 206L-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	45313
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	December 16, 1988 AAIP	Certified Max Gross Wt.:	4150 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	2225 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C28B
Registered Owner:		Rated Power:	535 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	CGI ,342 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	04:38 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	Overcast / 500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	MARION , IL	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	03:56 Local	Type of Airspace:	

Airport Information

Airport:	CAPE GIRARDEAU CGI	Runway Surface Type:	Concrete
Airport Elevation:	342 ft msl	Runway Surface Condition:	Wet
Runway Used:	10	IFR Approach:	Visual
Runway Length/Width:	6499 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal, 1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal, 1 Serious	Latitude, Longitude:	37.339771,-89.570388(est)

Administrative Information

Investigator In Charge (IIC):	Dickens, Bob
Additional Participating Persons:	NEAL & TIM SOWER & MOON; ST ANN , MO CLINT RODOSOVICH; WEST PLAINES , MO DAVE HUNTZINGER; FT WORTH , TX J EDWARDS; INDINAPOLIS , IN
Original Publish Date:	January 16, 1990
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=34670

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