



National Transportation Safety Board Aviation Accident Final Report

Location:	TYLER, Texas	Accident Number:	FTW89FA049
Date & Time:	February 13, 1989, 22:17 Local	Registration:	N7025L
Aircraft:	MBB BK-117 A-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Unspecified)		

Analysis

THE ACFT CRASHED AFTER CONTACTING 70' TALL HIGH TENSION POWER LINES WHILE ON A NIGHT NON-EMERGENCY EMS MISSION. ACCORDING TO WITNESSES, WX WAS IMC WITH LOW OVC CEILINGS, 1/4 TO 1 MILE VIS WITH RAIN AND FOG AND THUNDERSTORMS THROUGHOUT THE AREA. WITNESSES STATED THE RAIN VARIED FROM DRIZZLE TO VERY HEAVY. THE PILOT RECEIVED 3 BRIEFINGS FROM AFSS AND WAS FULLY AWARE OF THE CONDITIONS. HE HAD THE AUTHORITY TO REFUSE THE MISSION IF, IN HIS JUDGEMENT, THE WX WAS QUESTIONABLE OR UNACCEPTABLE. THE HOSPITAL HAD WRITTEN PROCEDURES FOR INADVERTENT FLIGHT INTO IMC WHICH THE PLT DID NOT FOLLOW. RECORDS FAIL TO INDICATE THAT THE PILOT HAD REVIEWED THESE PROCEDURES NOR DO THEY INDICATE THAT THE PILOT HAD RECEIVED ANY IFR TRAINING DURING HIS 1 MONTH EMPLOYMENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO EXECUTE THE PUBLISHED INADVERTENT IMC PROCEDURES WHEN HE ENCOUNTERED ADVERSE WEATHER CONDITIONS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. WEATHER CONDITION - LOW CEILING

2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - TURBULENCE
4. LIGHT CONDITION - DARK NIGHT
5. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
6. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
7. (F) INADEQUATE INITIAL TRAINING - COMPANY/OPERATOR MANAGEMENT
8. (F) INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - COMPANY/OPERATOR MANAGEMENT

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings

9. (F) OBJECT - WIRE, TRANSMISSION
10. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	45, 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 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 5, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7554 hours (Total, all aircraft), 29 hours (Total, this make and model), 6416 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MBB	Registration:	N7025L
Model/Series:	BK-117 A-1 BK-117 A-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7025
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	February 7, 1989 AAIP	Certified Max Gross Wt.:	7040 lbs
Time Since Last Inspection:	4 Hrs	Engines:	2 Turbo shaft
Airframe Total Time:	1254 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	LTS-101650B-1
Registered Owner:		Rated Power:	650 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	FLIGHT FOR LIFE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	TYR ,544 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	22:45 Local	Direction from Accident Site:	220°
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	Overcast / 1200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16 °C / 16 °C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	PITTSBURG , TX (NONE)	Type of Clearance:	None
Departure Time:	22:10 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	544 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	32.419422,-95.209823(est)

Administrative Information

Investigator In Charge (IIC):	Wandel, Warren
Additional Participating Persons:	RAY STEICK; DALLAS , TX
Original Publish Date:	June 18, 1990
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=22760

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