



Aviation Investigation Final Report

Location:	PORT ALLEN, Louisiana	Accident Number:	FTW86FRD24
Date & Time:	September 3, 1986, 15:30 Local	Registration:	N38092
Aircraft:	Texas Helicopter OH-13E/M74	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE HELICOPTER EXPERIENCED PARTIAL POWER LOSS AND DESCENDED TO GROUND. IT SPRAY BOOMS BECAME ENTANGLED IN THE SOY BEANS. THE HELICOPTER STARTED TO NOSE OVER, THEN ROLLED ONTO ITS RIGHT SIDE AND CAME TO REST. REASON FOR THE PARTIAL POWER LOSS IS UNDETERMINED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Expired	Last FAA Medical Exam:	July 31, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4236 hours (Total, all aircraft), 3668 hours (Total, this make and model), 47 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Texas Helicopter	Registration:	N38092
Model/Series:	OH-13E/M74 OH-13E/M74	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	77-004
Landing Gear Type:	Retractable - Tricycle	Seats:	1
Date/Type of Last Inspection:	August 15, 1986 100 hour	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	37 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1440 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-435
Registered Owner:	PLANTERS AIR SERVICE	Rated Power:	250 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BTR ,70 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	10°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PORT ALLEN , LA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BTR	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 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.450298,-91.200157(est)

Administrative Information

Investigator In Charge (IIC): Abel, John

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21957>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).