



Aviation Investigation Final Report

Location:	WATSON, Minnesota	Accident Number:	MKC90LA138
Date & Time:	June 25, 1990, 19:00 Local	Registration:	N62397
Aircraft:	HILLER 12-E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE COMMERCIAL HELICOPTER PILOT SAID THAT HE HAD JUST STARTED AN AERIAL APPLICATION OPERATION, AND AFTER CLEARING THE WIRES AND TREES DESCENDED INTO THE FIELD TO BE SPRAYED. THE ACFT FAILED TO ROUND OUT, STRUCK THE TERRAIN, BOUNCED, HIT THE GROUND AGAIN, THEN COLLIDED WITH TREES, GOING BACKWARDS. THE AIR TEMPERATURE WAS 87 DEGREES, AND THE AIRCRAFT HAD JUST BEEN LOADED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT MISJUDGED HIS FLARE AND COLLIDED WITH THE TERRAIN.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (C) FLARE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 16, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	8000 hours (Total, all aircraft), 2200 hours (Total, this make and model), 5256 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 150 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N62397
Model/Series:	12-E 12-E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1192
Landing Gear Type:	Skid	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-540-C2A
Registered Owner:	BONANZA VALLEY AVE.	Rated Power:	305 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	06

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	19:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	31°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MONTE VIDEO , MN (MVE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	

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 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.040687,-95.829269(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: ERNEST VELDEY;

Original Publish Date: September 28, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=35008>

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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](#).