



Aviation Investigation Final Report

Location:	10 SW OF MILAN, Missouri	Accident Number:	MKC82DA129
Date & Time:	July 20, 1982, 17:00 Local	Registration:	N38117
Aircraft:	TEXAS HELICOPTER CORP. OH-13E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT HAD REDUCED THE SPRAY LOAD FROM 90 TO 50 GALS TO COMPENSATE FOR THE INCREASE IN DENSITY ALTITUDE. THE WINDS WERE BLOWING LIGHTLY DURING PREVIOUS TAKEOFFS BUT WERE CALM DURING THIS TAKEOFF. AS THE HELICOPTER HOVERED FORWARD DURING THE TAKEOFF IT FAILED TO OBTAIN TRANSLATIONAL LIFT & IMPACTED THE GROUND.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 2, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3145 hours (Total, all aircraft), 226 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft), 95 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TEXAS HELICOPTER CORP.	Registration:	N38117
Model/Series:	OH-13E OH-13E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	78-013
Landing Gear Type:	Skid	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:	215 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	825 Hrs	Engine Manufacturer:	AVCO LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-435A1F
Registered Owner:	STREETER FLYING SERVICE	Rated Power:	240 Horsepower
Operator:	STREETER FLYING SERVICE	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:		Distance from Accident Site:	
Observation Time:	17:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	95°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	10 SW OF MILAN , MO	Type of Flight Plan Filed:	None
Destination:	10 SW OF MILAN , MO	Type of Clearance:	None
Departure Time:	17:00 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:	37.249553,-97.670074(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 20, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69612>

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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](#).