



Aviation Investigation Final Report

Location:	WESTFIELD, Massachusetts	Accident Number:	NYC90LA025
Date & Time:	November 4, 1989, 11:30 Local	Registration:	N57919
Aircraft:	BELL 47G-3B1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE WAS MAKING CLEARING TURNS WHEN HE HAD A PROBLEM WITH THE CYCLIC CONTROL. THE HELICOPTER WENT OUT OF CONTROL AND COLLIDED WITH THE TERRAIN. THERE WAS EVIDENCE THE TAIL ROTOR BLADES HAD SEPARATED AFTER CONTACTING THE GROUND. NO DISCREPANCIES WERE FOUND WITH THE HYDRAULIC SYSTEM OR FLIGHT CONTROLS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF AIRCRAFT CONTROL FOR AN UNDETERMINED REASON, WHICH RESULTED IN THE TAIL ROTOR STRIKING THE GROUND AND SEPARATING FROM THE HELICOPTER.

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. TERRAIN CONDITION - GROUND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION
5. AIRCRAFT CONTROL - NOT POSSIBLE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 10, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	265 hours (Total, all aircraft), 209 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N57919
Model/Series:	47G-3B1 47G-3B1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3828
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	TVO-435
Registered Owner:		Rated Power:	270 Horsepower
Operator:	BELCHERTOWN AVIATION	Operating Certificate(s) Held:	None
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:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BELCHERTOWN , MA	Type of Flight Plan Filed:	None
Destination:	WESTFIELD , MA (BAF)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	BARNES MUNI BAF	Runway Surface Type:	Asphalt
Airport Elevation:	270 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	TIM OLMSTEAD; WINDSOR LOCKS , CT
Original Publish Date:	September 30, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=36581

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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](#).