



Aviation Investigation Final Report

Location:	SHELBURNE FALLS, Massachusetts	Accident Number:	NYC92FA117
Date & Time:	June 16, 1992, 10:00 Local	Registration:	N1041B
Aircraft:	BELL 47-G4A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

THE HELICOPTER WAS FLYING LOW FOR THE PURPOSE OF ALLOWING THE TWO PASSENGERS TO OBSERVE THEIR COMPANY'S FIBER OPTIC CABLES. ONE OF THE PASSENGERS WAS TAKING A VIDEO OF THE CABLES DURING THE FLIGHT. THE VIDEO TAPE WAS RECOVERED FROM THE WRECKAGE AND SHOWS THE HELICOPTER IN CONTROLLED FLIGHT, AT AN ALTITUDE OF ABOUT 100 TO 150 FEET AGL. THE VIDEO TAPE SHOWS POWER LINES COMING INTO VIEW, RUNNING PERPENDICULAR TO THE FLIGHT PATH, THE SUBSEQUENT WIRE STRIKE AND THEN THE LOSS OF CONTROL PRIOR TO IMPACT INTO A RIVER THAT RAN PARALLEL TO THE FLIGHT PATH. WHEN THE WIRES CAME INTO VIEW ON THE VIDEO TAPE THE PILOT TOOK NO EVASIVE ACTION IN ORDER TO CHANGE ALTITUDE OR THE HELICOPTER'S FLIGHT PATH TO AVOID CONTACT WITH THE WIRES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ADEQUATE OBSTACLE CLEARANCE. CONTRIBUTING WAS INADEQUATE ALTITUDE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings

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

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

Findings

3. TERRAIN CONDITION - WATER

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 22, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	810 hours (Total, all aircraft), 775 hours (Total, this make and model), 698 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N1041B
Model/Series:	47-G4A 47-G4A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7653
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	September 23, 1991 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	61 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5846 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-540B1B3
Registered Owner:	YVES GOSELIN	Rated Power:	305 Horsepower
Operator:	YVES GOSELIN	Operating Certificate(s) Held:	None
Operator Does Business As:	BELCHERTOWN AVIATION	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	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BELCHERTOWN (NONE)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	TIM OLMSTED; WINDSOR LOCKS , MA RICHARD BUNKER; BOSTON , MA JOHN SHUTTLE; FT WORTH , TX
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=37063

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](#).