



# Aviation Investigation Final Report

<b>Location:</b>	SHELBURNE FALLS, Massachusetts	<b>Accident Number:</b>	NYC92FA117
<b>Date &amp; Time:</b>	June 16, 1992, 10:00 Local	<b>Registration:</b>	N1041B
<b>Aircraft:</b>	BELL                      47-G4A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	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

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

Findings

3. TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

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

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N1041B
<b>Model/Series:</b>	47-G4A 47-G4A	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7653
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	September 23, 1991 Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>	61 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5846 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	VO-540B1B3
<b>Registered Owner:</b>	YVES GOSELIN	<b>Rated Power:</b>	305 Horsepower
<b>Operator:</b>	YVES GOSELIN	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	BELCHERTOWN AVIATION	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	25°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BELCHERTOWN , MA (NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(NONE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

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

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