



Aviation Investigation Final Report

Location:	SHELLEY, Idaho	Accident Number:	SEA84LA151
Date & Time:	July 2, 1984, 07:15 Local	Registration:	N501FH
Aircraft:	BELL 47G-3B-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE ACFT COLLIDED WITH THE GROUND DURING AN AG FLT. THE PLT REPORTED THE WINDS WERE 3 TO 5 KTS WITH NO GUSTS WHEN THE ACCIDENT OCCURRED BUT THAT THE WINDS ARE UNPREDICTABLE AT THE BASE OF THE MOUNTAINS AND A GUST OF WIND CAUGHT THE ACFT. THE PLT ALSO STATED THAT THE TURBO CHARGED ENGINE WAS SLOW TO RESPOND TO HIS THROTTLE INPUTS.

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: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	29, 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:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 1, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2134 hours (Total, all aircraft), 364 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N501FH
Model/Series:	47G-3B-1 47G-3B-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	6543
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6845 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TVO-435-D1A
Registered Owner:	FREEDOM HELICOPTERS	Rated Power:	270 Horsepower
Operator:		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:	IDA ,4740 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	07:55 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SHELLEY , ID (NONE)	Type of Flight Plan Filed:	None
Destination:	SHELLEY , ID (NONE)	Type of Clearance:	None
Departure Time:	07:15 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 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	43.340877,-112.07093(est)

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons: ROBERT ROUNTREE; BOISE , ID

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39952>

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](#).