



Aviation Investigation Final Report

Location:	GOLDENDALE, Washington	Accident Number:	SEA91FA142
Date & Time:	June 26, 1991, 05:28 Local	Registration:	N7859S
Aircraft:	BELL 47G-3B1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

THE PILOT OF THE TURBINE-POWERED BELL 47G-3B1 WAS APPROACHING THE REMOTE LANDING ZONE WHEN THE HELICOPTER PITCHED DOWN AND TURNED LEFT. THE PILOT CALLED MAYDAY BEFORE THE HELICOPTER STRUCK TREES. LESS THAN TWO GALLONS OF FUEL WAS DRAINED FROM THE FUEL SYSTEM DURING THE INVESTIGATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGEMENT OF FUEL SUPPLY.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

4. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, 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):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 1, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	5861 hours (Total, all aircraft), 877 hours (Total, this make and model), 5570 hours (Pilot In Command, all aircraft), 88 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N7859S
Model/Series:	47G-3B1 47G-3B1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	6626
Landing Gear Type:	High skid	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C20B
Registered Owner:	WESTERN HELICOPTER SERVICES	Rated Power:	420 Horsepower
Operator:	WESTERN HELICOPTER SERVICES	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	GEVG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	05:15 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	45.840522,-120.76094(est)

Administrative Information

Investigator In Charge (IIC):	Stockhill, Michael
Additional Participating Persons:	KURT ANDERSON; SEATTLE , WA JERRY BAAS; HILLSBORO , OR JEFFREY EDWARDS; DANE M PRANKE;
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41322

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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](#).