



Aviation Investigation Final Report

Location:	WENATCHEE, Washington	Accident Number:	SEA92LA141
Date & Time:	June 29, 1992, 08:00 Local	Registration:	N17301
Aircraft:	Bell-World 47D1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

WHILE TRANSITIONING FROM A HOVER TO FORWARD FLIGHT THE PILOT ENCOUNTERED DECAYING RPM AND ATTEMPTED TO EXECUTE AN EMERGENCY LANDING. DURING THE LANDING, THE TAILBOOM IMPACTED A TREE. THE PILOT REPORTED THAT HE SUSPECTED CARBURETOR ICING AS THE CAUSE OF THE POWER LOSS. THE ACCIDENT OCCURRED AT AN ELEVATION APPROXIMATELY 1000 FEET HIGHER THAN THE WENATCHEE AIRPORT WHICH LIES 5 MILES NORTHEAST. THE SURFACE WEATHER OBSERVATION AT THE AIRPORT TAKEN 15 MINUTES BEFORE THE ACCIDENT RECORDED A 63/59 DEGREE TEMPERATURE/DEW POINT WITH BROKEN/OVERCAST CEILINGS. THE BASE CEILING (BROKEN) WAS REPORTED AT 1800 FEET ABOVE THE AIRPORT ELEVATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: CARBURETOR ICE AND THE PILOT IN COMMAND'S NOT BEING ABLE TO MAINTAIN CLEARANCE. FACTORS CONTRIBUTING TO THE ACCIDENT WERE: CARBURETOR ICING CONDITIONS AND TREE(S).

Findings

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

Findings

1. (C) FUEL SYSTEM, CARBURETOR - ICE
2. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

3. (F) OBJECT - TREE(S)
4. (C) CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	None	Seat Occupied:	Left
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:	December 12, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	181 hours (Total, all aircraft), 71 hours (Total, this make and model), 125 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell-World	Registration:	N17301
Model/Series:	47D1 47D1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	WH5016
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	May 24, 1992 Unknown	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1915 Hrs	Engine Manufacturer:	FRANKLIN
ELT:		Engine Model/Series:	GV335AB
Registered Owner:	POWDER RIVER HELICOPTERS INC.	Rated Power:	200 Horsepower
Operator:	POWDER RIVER HELICOPTERS INC.	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:	EAT ,1245 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	07:45 Local	Direction from Accident Site:	32°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 1800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MALAGA , WA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:45 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:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	47.369541,-120.349098(est)

Administrative Information

Investigator In Charge (IIC):	Mccreary, Steven
Additional Participating Persons:	J. DODGE; RENTON , WA
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=42845

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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](#).