



Aviation Investigation Final Report

Location:	THOMPSON PASS, Alaska	Accident Number:	ANC91LA041
Date & Time:	March 30, 1991, 15:00 Local	Registration:	N73279
Aircraft:	BELL 47	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

ON FINAL APPROACH TO A MOUNTAIN RIDGE AT THE 5,000 FOOT LEVEL, THE HELICOPTER MADE A HARD LANDING. AFTER GROUND IMPACT, THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM CAUSING SUBSTANTIAL DAMAGE.

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 AIRCRAFT CONTROL AND IMPROPER FLARE DURING LANDING.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (F) TERRAIN CONDITION - HIGH TERRAIN
 2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 19, 1990
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5420 hours (Total, all aircraft), 75 hours (Total, this make and model), 5110 hours (Pilot In Command, all aircraft), 5350 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N73279
Model/Series:	47 47	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3134
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	January 24, 1991 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	36 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3873 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	VO-540-B1B3
Registered Owner:		Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	ALASKA WEST AIR	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	98 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	THOMPSON PASS , AK (NONE)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	15:00 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 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	61.149665,-146.810668(est)

Administrative Information

Investigator In Charge (IIC):	Michelangelo, James
Additional Participating Persons:	FSDO-03; ANCHORAGE , AK
Original Publish Date:	May 5, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5530

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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](#).