



# Aviation Investigation Final Report

<b>Location:</b>	Coldfoot, Alaska	<b>Accident Number:</b>	GAA19CA252
<b>Date &amp; Time:</b>	March 31, 2019, 14:59 Local	<b>Registration:</b>	C-GTNV
<b>Aircraft:</b>	Aerospatiale AS350	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

## Analysis

The chief pilot reported that the helicopter pilot told him that, while attempting to net a calf during a caribou capture flight, he got within shooting range for the net gun, but the calf suddenly "broke right." He then turned the helicopter to follow the calf, and while turning, the pilot thought the shot would not be possible and that he should set up for another run, but the gunner fired. The pilot heard a "bang," followed by a strong vibration. The pilot landed the helicopter without further incident.

The pilot reported that postaccident examination revealed that one of the main rotor blades had sustained substantial damage, which he assumed was from a net weight.

The chief pilot reported that there were no preaccident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The gunner's improper net gun firing, which resulted in a net weight impacting the rotor blades.

## Findings

<b>Personnel issues</b>	Incorrect action performance - Not specified
<b>Environmental issues</b>	(general) - Effect on operation

## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Miscellaneous/other (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Foreign	<b>Age:</b>	57,Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 24, 2019
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 19, 2019
<b>Flight Time:</b>	(Estimated) 10866 hours (Total, all aircraft), 3964 hours (Total, this make and model), 9880 hours (Pilot In Command, all aircraft), 77 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aerospatiale	<b>Registration:</b>	C-GTNV
<b>Model/Series:</b>	AS350 B	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	1982	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1655
<b>Landing Gear Type:</b>	High skid	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	February 1, 2019 100 hour	<b>Certified Max Gross Wt.:</b>	4961 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	11784.8 Hrs at time of accident	<b>Engine Manufacturer:</b>	Turbomeca
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	Arriel 1D1
<b>Registered Owner:</b>	Trans North Turbo Air Limited	<b>Rated Power:</b>	732 Horsepower
<b>Operator:</b>	Trans North Turbo Air Limited	<b>Operating Certificate(s) Held:</b>	Foreign air carrier (129), Rotorcraft external load (133)

## 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>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / None	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	0°C / -10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Coldfoot, AK (CXF )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Coldfoot, AK (CXF )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	67.21389,-149.810562(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Daniel S Foster; FAA; Fairbanks, AK
<b>Original Publish Date:</b>	November 6, 2019
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=99395">https://data.nts.gov/Docket?ProjectID=99395</a>

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