



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	DES MOINES, WA	<b>Accident Number:</b>	SEA90LA048
<b>Date &amp; Time:</b>	03/01/1990, 1550 PST	<b>Registration:</b>	N4073G
<b>Aircraft:</b>	BELL BH-47G3B2	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE ENGINE BEGAN RUNNING ROUGH DURING CRUISE FLIGHT AND RPM DECREASED FROM 3200 TO 2800. THE PILOT WAS NOT ABLE TO REACH SHORE WITH THE AVAILABLE POWER AND DITCHED THE AIRCRAFT IN A SALTWATER BAY. HE WAS RECOVERED FROM THE WATER BY A PRIVATE BOAT. THE AIRCRAFT SANK IN 300 FT. DEEP WATER AND WAS NOT RECOVERED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PARTIAL LOSS OF ENGINE POWER, CAUSE UNDETERMINED. THE AIRCRAFT WAS NOT RECOVERED AND EXAMINATION OF THE ENGINE WAS NOT POSSIBLE.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: CRUISE - NORMAL  
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Occurrence #3: DITCHING  
Phase of Operation: DESCENT - EMERGENCY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/01/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14900 hours (Total, all aircraft), 1600 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N4073G
<b>Model/Series:</b>	BH-47G3B2 BH-47G3B2	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	6703
<b>Landing Gear Type:</b>		<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	08/16/1989, Unknown	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	36 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6204 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	VO-435
<b>Registered Owner:</b>		<b>Rated Power:</b>	280 hp
<b>Operator:</b>	RICHARD H. BUTZ	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SEA, 420 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1545 PST	Direction from Accident Site:	10°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16 °C / -1 °C
Precipitation and Obscuration:			
Departure Point:	AUBURN, WA (S50)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1530 PST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	02/12/1993
Additional Participating Persons:	BOB NORTON; SEATTLE, WA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).