



National Transportation Safety Board Aviation Accident Final Report

Location:	FRUITLAND, MD	Accident Number:	BFO89LA049
Date & Time:	07/01/1989, 2310 EDT	Registration:	N6760D
Aircraft:	BELL 47J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT INITIALLY LANDED AT AN ARPT TO OBTAIN FUEL; HOWEVER, THE PUMPS HAD BEEN CLOSED DOWN FOR THE NIGHT & FUEL WAS NOT AVAILABLE. HE DEPARTED THE ARPT & ELECTED TO LAND AT A CONVENIENCE STORE WHICH HAD FUEL PUMPS. DRG A LANDING AT NIGHT, THE HELICOPTER CONTACTED THE WOODEN FRAMED CANOPY STRUCTURE WHICH COVERED THE FUEL PUMPS. SUBSEQUENTLY, THE PLT LOST CONTROL OF THE HELICOPTER & IT DESCENDED & IMPACTED THE PAVEMENT. ABOUT 1 HR AFTER THE ACDNT, THE STATE POLICE ADMINISTERED A BREATHALYZER TEST, WHICH SHOWED THE PLT HAD AN ALCOHOL LEVEL OF APRX 0.13%.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POOR JUDGEMENT OF THE PILOT BY FLYING, WHILE PHYSICALLY IMPAIRED BY ALCOHOL, AND HIS MISJUDGEMENT OF CLEARANCE BETWEEN THE HELICOPTER AND THE STRUCTURE. THE DARK NIGHT AND OBJECT (STRUCTURE) WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) OBJECT - OTHER
5. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/10/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft), 2500 hours (Total, this make and model), 3940 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N6760D
Model/Series:	47J 47J	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1780
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	04/27/1989, 100 Hour	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:	13 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-435-A1D
Registered Owner:	MURRY E. MARKLEY	Rated Power:	260 hp
Operator:	MARC J. WOOD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	SALISBURY, MD (SBY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2250 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PAMELA S KLECKNER	Report Date:	12/10/1990
Additional Participating Persons:	WARREN CURTSY; BALTIMORE, MD		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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