



National Transportation Safety Board Aviation Accident Final Report

Location:	PLINY, WV	Accident Number:	ATL84FA001
Date & Time:	10/01/1983, 0945 EDT	Registration:	N1334X
Aircraft:	Bell 47G-3B1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 2 Serious
Flight Conducted Under:	Part 133: Rotorcraft Ext. Load		

Analysis

THE HELICOPTER WAS BEING USED IN THE CONSTRUCTION OF ELECT TRANSMISSION LINES. A 150-FT LONGLINE CABLE HAD BEEN UTILIZED ON AN EARLIER FLIGHT FOR LIFTING EXTERNAL LOADS. HOWEVER, THERE WAS NO REASON FOR THE LONGLINE TO BE ATTACHED ON THE ACCIDENT FLIGHT AS THE PAX WERE BEING TRANSPORTED IN CONJUNCTION WITH THEIR CONSTRUCTION & INSPECTION DUTIES. THE HELICOPTER TOOK OFF WITH THE LONGLINE ATTACHED & NO EXTERNAL LOAD. AFTER TAKEOFF, THE HELICOPTER MOVED FORWARD ABOUT 200 FT TO A TREELINE & BEGAN A LEFT TURN, AWAY FROM TOWER 51 WHERE THE TAKEOFF WAS INITIATED, TOWARD A POINT WHERE ONE OF THE PAX WAS TO BE DISCHARGED. AS THE HELICOPTER FLEW OVER THE TREES THE LONGLINE BECAME ENTANGLED IN THE TREES.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MISC EQPT/FURNISHINGS - NOT REMOVED
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. (F) OBJECT - TREE(S)
5. LOAD JETTISON - NOT USED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/09/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9625 hours (Total, all aircraft), 310 hours (Total, this make and model), 287 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N1334X
Model/Series:	47G-3B1 47G-3B1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	6555
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	03/14/1983, 100 Hour	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	81 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	6976 Hours	Engine Manufacturer:	ALLISON
ELT:	Installed, activated	Engine Model/Series:	250-C20
Registered Owner:	BLAIN SALES INC.	Rated Power:	400 hp
Operator:	BEARTOOTH HELICOPTERS, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CRW, 982 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0952 EDT	Direction from Accident Site:	145°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C / 11° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0945 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JOHN B DRAKE	Report Date:	
Additional Participating Persons:			
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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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](#).