



# National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--|-------------------------|------------|
| <b>Location:</b>               | Idaho Falls, ID                            | <b>Accident Number:</b> | SEA03LA023 |
| <b>Date &amp; Time:</b>        | 01/02/2003, 0900 MST                       | <b>Registration:</b>    | N4759R     |
| <b>Aircraft:</b>               | Bell 47G                                   | <b>Injuries:</b>        | 1 None     |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Other Work Use |                         |            |

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## Analysis

The pilot reported that while in a cruise flight configuration, at 5,100 feet MSL and 80 MPH, the helicopter experienced a loss of engine power and the pilot initiated a forced landing to a nearby alfalfa field. During the landing, the main rotor blades made contact with the tail boom assembly, severing the top two tubes just aft of the last hangar bearing. Visual inspection of the helicopter's engine and associated components revealed no evidence of atypical wear or component failure. Following the visual inspection, the operator conducted an engine run. The engine was started and ran at various power settings for approximately 10 minutes. No power surges or anomalies were noted during test run.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: In-flight loss of engine power for undetermined reasons.

## Findings

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

Findings  
1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

Findings  
2. TERRAIN CONDITION - OPEN FIELD

## Pilot Information

|                                  |   |                              |      |
|----------------------------------|---|------------------------------|------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                  | 53   |
| <b>Airplane Rating(s):</b>       |   | <b>Instrument Rating(s):</b> | None |
| <b>Other Aircraft Rating(s):</b> | Helicopter  | <b>Instructor Rating(s):</b> | None |
| <b>Flight Time:</b>              | 19000 hours (Total, all aircraft), 18900 hours (Total, this make and model), 18850 hours (Pilot In Command, all aircraft) |                              |      |

## Aircraft and Owner/Operator Information

|                                       |  |                             |               |
|---------------------------------------|--|-----------------------------|---------------|
| <b>Aircraft Make:</b>                 | Bell                                       | <b>Registration:</b>        | N4759R        |
| <b>Model/Series:</b>                  | 47G  | <b>Engines:</b>             | 1 Turbo Shaft |
| <b>Operator:</b>                      | Heli-Wood                                  | <b>Engine Manufacturer:</b> | Allison       |
| <b>Operating Certificate(s) Held:</b> | On-demand Air Taxi (135)                   | <b>Engine Model/Series:</b> | C20 B         |
| <b>Flight Conducted Under:</b>        | Part 91: General Aviation - Other Work Use |                             |               |

## Meteorological Information and Flight Plan

|   |                       |                                     |                              |
|---|-----------------------|-------------------------------------|------------------------------|
| <b>Conditions at Accident Site:</b>     | Visual Conditions     | <b>Condition of Light:</b>          | Day                          |
| <b>Observation Facility, Elevation:</b> | KIDA, 4740 ft msl     | <b>Weather Information Source:</b>  | Weather Observation Facility |
| <b>Lowest Ceiling:</b>                  | Broken / 4200 ft agl  | <b>Wind Speed/Gusts, Direction:</b> | 4 knots / , 320°             |
| <b>Temperature:</b>                     | -6 °C                 | <b>Visibility</b>                   | 9 Miles                      |
| <b>Precipitation and Obscuration:</b>   |                       |                                     |                              |
| <b>Departure Point:</b>                 | IDAHO FALLS, ID (IDA) | <b>Destination:</b>                 |                              |

## Wreckage and Impact Information

|                             |                        |                            |             |
|-----------------------------|------------------------|----------------------------|-------------|
| <b>Crew Injuries:</b>       | 1 None                 | <b>Aircraft Damage:</b>    | Substantial |
| <b>Passenger Injuries:</b>  | N/A                    | <b>Aircraft Fire:</b>      | None        |
| <b>Ground Injuries:</b>     | N/A                    | <b>Aircraft Explosion:</b> | None        |
| <b>Latitude, Longitude:</b> | 43.450000, -111.933333 |                            |             |

## Administrative Information

|                                      |  |                      |            |
|--------------------------------------|--|----------------------|------------|
| <b>Investigator In Charge (IIC):</b> | Dennis J Hogenson  | <b>Adopted Date:</b> | 12/30/2003 |
| <b>Investigation Docket:</b>         | 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:pubinq@ntsb.gov">pubinq@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> . |                      |            |

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