



National Transportation Safety Board Aviation Accident Final Report

Location:	REHOBETH, Massachusetts	Accident Number:	NYC84FA240
Date & Time:	July 14, 1984, 22:50 Local	Registration:	N105CP
Aircraft:	MBB BO-105C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal, 2 Serious
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Unspecified)		

Analysis

THE MESSERSCHMITT-BLOHM-BOELKOW BO-105C WAS ON AN AIR AMBULANCE FLT WITH A PLT, 2 ADDITIONAL CREWMEMBERS (DOCTOR & NURSE) & A PASSENGER (PATIENT) ON BOARD. DURING FLT, THE PLT RADIOED THAT HE HAD LOST POWER IN 1 ENG, THEN ABOUT 14 SEC LATER, HE RADIOED THAT THE OTHER ENG HAD ALSO LOST POWER. DURING A FORCED LANDING/AUTOROTATION TO A ROAD AT NIGHT, THE HELICOPTER COLLIDED WITH POWER LINES & CRASHED. NO FUEL WAS FOUND IN THE RIGHT SUPPLY TANK & ONLY ABOUT 1 GAL OF FUEL WAS FOUND IN THE LEFT SUPPLY TANK. THE MAIN TANK HAD 15.4 GAL REMAINING, BUT THE RESPECTIVE FUEL BOOST PUMP SWITCHES WERE FOUND IN THE 'OFF' POSITION. THE REAR MAIN FUEL TANK HAD ONLY SLIGHTLY OVER 1 GAL REMAINING. ALSO, AN ELECTRICAL WIRE IN THE LOW FUEL WARNING CIRCUIT WAS NOT CONNECTED. THE FUEL SUPPLY TO EACH ENG IS FROM THE FUEL SUPPLY TANKS, WHICH ARE INDEPENDENT OF EACH OTHER.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WARNING SYSTEM(OTHER) - DISCONNECTED
2. (C) FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. (C) FLUID,FUEL - STARVATION
4. (C) FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Findings

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. (F) LIGHT CONDITION - NIGHT
8. (F) OBJECT - WIRE, TRANSMISSION

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 30, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4728 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MBB	Registration:	N105CP
Model/Series:	BO-105C BO-105C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	S190
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	June 14, 1984 100 hour	Certified Max Gross Wt.:	5070 lbs
Time Since Last Inspection:	57 Hrs	Engines:	2 Turbo shaft
Airframe Total Time:	2722 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	250-C20B
Registered Owner:		Rated Power:	420 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	[EMS]	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	PVD	Distance from Accident Site:	
Observation Time:	23:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 18° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MARTHA'S VINEYD, MA (MVY)	Type of Flight Plan Filed:	None
Destination:	WORCESTER , MA (ORH)	Type of Clearance:	Traffic advisory
Departure Time:	02:22 Local	Type of Airspace:	TRSA

Airport Information

Airport:	MARTHAS VINEYARD MVY	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Jones, Dennis
Additional Participating Persons:	BOB GREEN; BEDFORD , MA LARRY ROBICHAUD; BEDFORD , MA DON B PERRAULT; BURLINGTON , MA KENNETH CLIVE; , MA
Original Publish Date:	
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=35356

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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](#).