



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	RIMROCK, WA	<b>Accident Number:</b>	SEA94LA094
<b>Date &amp; Time:</b>	04/01/1994, 1240 PST	<b>Registration:</b>	N5211R
<b>Aircraft:</b>	HUGHES 369D	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 133: Rotorcraft Ext. Load		

## Analysis

THE PILOT WAS IN A HOVER AT 125 FEET AGL AND ZERO HORIZONTAL VELOCITY WHEN THE ENGINE QUIT. HE HAD BEEN CONDUCTING LOGGING OPERATIONS FOR APPROXIMATELY 40 MINUTES ON A 200 POUND FUEL LOAD. HE EXECUTED AN AUTOROTATION BUT LANDED HARD WITH THE HELICOPTER ROLLING OVER. THE PILOT REPORTED THAT HE RAN OUT OF FUEL WHILE IN THE HOVER. AUTOROTATION FROM 125 FEET AT ZERO AIRSPEED WAS OUTSIDE THE PARAMETERS OF THE AIRCRAFT'S 'HEIGHT - VELOCITY' DIAGRAM.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION, THE PILOT IN COMMAND'S FAILURE TO REFUEL THE AIRCRAFT, AND THE INABILITY TO SUCCESSFULLY EXECUTE AN AUTO- ROTATION LANDING BECAUSE OF THE LOW ALTITUDE.

## Findings

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

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: HARD LANDING  
Phase of Operation: LANDING

### Findings

3. (C) AUTOROTATION - NOT POSSIBLE

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1200 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HUGHES	<b>Registration:</b>	N5211R
<b>Model/Series:</b>	369D 369D	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	CHET RASBERRY, INC.	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 133: Rotorcraft Ext. Load		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	YKM, 1095 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 130°
<b>Temperature:</b>	19° C	<b>Visibility</b>	60 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	STEVEN A MCCREARY,	<b>Adopted Date:</b>	12/07/1994
<b>Investigation Docket:</b>	NTSB accident and incident docket 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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