



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	GREENCASTLE, IN	<b>Accident Number:</b>	CHI93LA156
<b>Date &amp; Time:</b>	05/01/1993, 1457 CDT	<b>Registration:</b>	N2257U
<b>Aircraft:</b>	Brantly-Hynes B2B	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PILOT REPORTED THAT THE ENGINE MISSED SEVERAL TIMES & THEN QUIT COMPLETELY. HE MADE AN AUTOROTATION TO A FIELD; THE HELICOPTER LANDED HARD & ROLLED OVER. INSPECTION DISCLOSED EXTENSIVE CONTAMINATION OF THE FUEL SYSTEM WITH SAND-LIKE PARTICULATE MATTER. ONCE THE SYSTEM WAS CLEANED, THE ENGINE STARTED AND RAN NORMALLY. THE SOURCE OF THE PARTICULATE MATTER WAS NOT DETERMINED.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: CONTAMINATION OF THE FUEL SYSTEM BY PARTICULATE MATTER OF AN UNKNOWN ORIGIN.

## Findings

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

### Findings

1. (C) FLUID,FUEL - CONTAMINATION

Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	730 hours (Total, all aircraft), 20 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Brantly-Hynes	<b>Registration:</b>	N2257U
<b>Model/Series:</b>	B2B B2B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	GOLDSBERRY, GERALD E.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	VIO-360
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / 12 knots, 210°
<b>Temperature:</b>	18° C	<b>Visibility</b>	3 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<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>	JAMES D LA BELLE	<b>Adopted Date:</b>	02/28/1994
<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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