



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	WATKINS GLEN, NY	<b>Accident Number:</b>	BFO92LA085
<b>Date &amp; Time:</b>	07/02/1992, 1100 EDT	<b>Registration:</b>	N330TT
<b>Aircraft:</b>	SCHWEIZER 269D	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

DURING A CERTIFICATION TEST FLIGHT INVOLVING A SERIES OF DESCENTS AT LOW ROTOR RPM AND LOW AIRSPEEDS, THE ENGINE OF THE PROTOTYPE HELICOPTER LOST POWER. AN AUTOROTATION WAS INITIATED AND THE AIRCRAFT IMPACTED THE GROUND IN A TAIL LOW CONDITION, CAUSING DAMAGE TO THE TAIL ROTOR AND MAIN ROTOR. THE AIRCRAFT WAS BEING OPERATED AT A HIGH GROSS WEIGHT AND AFT CENTER OF GRAVITY TO MEET CERTIFICATION CRITERIA. THE RIGGING BETWEEN THE THROTTLE AND FUEL CONTROL UNIT WAS EXAMINED AND FOUND TO BE IMPROPERLY SET, CAUSING THE PREVENTION OF CONTINUOUS ENGINE POWER THROUGHOUT THE FLIGHT TEST PROFILE.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
FUEL STARVATION AS A RESULT OF IMPROPER RIGGING OF THE FUEL CONTROL UNIT.

## Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: HOVER

### Findings

1. (F) FLUID,FUEL - STARVATION
2. (F) FUEL SYSTEM,FUEL CONTROL - OTHER
3. (C) MAINTENANCE,ADJUSTMENT - INADEQUATE - PRODUCTION/DESIGN PERSONNEL

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

### Findings

4. AUTOROTATION - INITIATED - PILOT IN COMMAND

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Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	39
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Instrument Helicopter
<b>Flight Time:</b>	8250 hours (Total, all aircraft), 4300 hours (Total, this make and model), 6500 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SCHWEIZER	<b>Registration:</b>	N330TT
<b>Model/Series:</b>	269D 269D	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	SCHWEITZER AIRCRAFT CORP.	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	250/C2OW
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ELM, 155 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 120°
<b>Temperature:</b>	20° C	<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ELMIRA, NY (ELM)	<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>	JEFFREY B GUZZETTI	<b>Adopted Date:</b>	05/26/1993
<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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