



National Transportation Safety Board Aviation Accident Final Report

Location:	LONG BEACH, MS	Accident Number:	MIA92LA170
Date & Time:	09/01/1992, 1028 CDT	Registration:	N9460F
Aircraft:	HUGHES 269B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AFTER LOWERING COLLECTIVE CONTROL TO PERFORM A SIMULATED AUTOROTATIVE LANDING WITH FULL THROTTLE APPLIED, THE CFI OBSERVED THAT THE ENG RPM DROPPED TO ZERO & THE MANIFOLD PRESSURE GAUGE INDICATED 30 INCHES. DURING THE EMERGENCY DESCENT AT AN ALTITUDE OF 100 FEET, HE OBSERVED POWER LINES AHEAD. HE PULLED COLLECTIVE CONTROL & CLEARED THE LINES BUT THE HELICOPTER LANDED HARD RT SKID LOW. THE RT SKID BROKE & THE HELICOPTER ROLLED ON ITS RIGHT SIDE & CAME TO REST. THE HELICOPTER WAS RECOVERED & TAKEN TO THE OPERATOR'S FACILITY FOR EXAM. THE FUEL SYS WAS CHECKED FOR CONTAMINANTS; NONE WERE FOUND. FUEL QUANTITY WAS SUFFICIENT TO SUSTAIN ENG OPERATION. THE ENG WAS STARTED & FOUND TO OPERATE NORMALLY. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE REPORTED LOSS OF ENG POWER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER COLLECTIVE AND CYCLIC CONTROL INPUT BY THE PILOT-IN-COMMAND DURING THE FORCED LANDING FOLLOWING TOTAL LOSS OF ENGINE POWER DUE TO UNDETERMINED REASONS.

Findings

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

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

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

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

Findings

2. (C) CYCLIC - IMPROPER - PILOT IN COMMAND
3. (C) COLLECTIVE - IMPROPER - PILOT IN COMMAND

Occurrence #4: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial; Private	Age:	32, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/08/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1925 hours (Total, all aircraft), 153 hours (Total, this make and model), 1790 hours (Pilot In Command, all aircraft), 66 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N9460F
Model/Series:	269B 269B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	360242
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	11/01/1991, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	44 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2065 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	HIO-360-A1A
Registered Owner:	GULFPORT HELICOPTERS, INC.	Rated Power:	180 hp
Operator:	VORTEX HELICOPTERS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29° C / 24° C
Precipitation and Obscuration:			
Departure Point:	GULFPORT, MS (GPT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1000 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	09/14/1993
Additional Participating Persons:	MEL ATHEY; JACKSON, MS		
Publish Date:			
Investigation Docket:	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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).