



National Transportation Safety Board Aviation Accident Data Summary

Location:	LONG BEACH, MS	Accident Number:	MIA92LA170
Date & Time:	09/01/1992, 1028 CDT	Registration:	N9460F
Aircraft:	HUGHES 269B	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

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

Pilot Information

Certificate:	Flight Instructor; Commercial; Private	Age:	32
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Helicopter
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	Engines:	1 Reciprocating
Operator:	VORTEX HELICOPTERS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	HIO-360-A1A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 60°
Temperature:	29° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	GULFPORT, MS (GPT)	Destination:	

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): TIMOTHY W MONVILLE

Adopted Date: 09/14/1993

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 pubinq@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.