



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BLAKELY, GA	<b>Accident Number:</b>	ATL91FA120
<b>Date &amp; Time:</b>	07/01/1991, 1200 EDT	<b>Registration:</b>	N11017
<b>Aircraft:</b>	HUGHES 269C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 1 Serious

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

THE FLT WAS FOR THE PURPOSE OF X-COUNTRY TRAINING. THE FLT INSTRUCTOR (CFI) CLOSED THE THROTTLE AT AN ALT OF ABT 900' AGL TO SIMULATE AN ENG FAILURE. DRG A SUBSEQUENT AUTOROTATION, ENG RPM WAS NOT MAINTD AT 2500 AS RCMD BY THE PLT'S OPERG HANDBOOK (POH). THE STUDENT ALLOWED THE ROTOR RPM TO DETERIORATE DRG AN ATMTD PWR ON RECOVERY AT ABT 700' AGL AS HE DID NOT REALIZE THE ENG HAD STOPPED RUNNING. THE CFI ATMTD TO RESTART THE ENG AFTER TAKING CTL OF THE HELICOPTER AT ABT 700' AGL. THE STUDENT RPRTD THE ROTOR RPM REMAINED LOW DRG THE DSCNT. SUBSEQUENTLY, THE HELICOPTER IMPACTED IN A LARGE FLD. THE STUDENT STATED THAT THE HELICOPTER FELT AS IF IT JUST DROPPED THE LAST FEW FT OF THE AUTOROTATION. NO REASON WAS VERIFIED FOR THE LOSS OF ENG PWR. THE POH STATED THAT RPM SHOULD HAVE BEEN MAINTD DRG PRACTICE AUTOROTATIONS & THAT ENG RESTARTS SHOULD NOT BE ATMTD BELOW 2000' AGL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER FOR AN UNDETERMINED REASON, AND FAILURE OF THE INSTRUCTOR PILOT (CFI) TO FOLLOW PROCEDURES AND MAINTAIN ROTOR RPM.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: APPROACH

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

### Findings

2. AUTOROTATION - CONTINUED - PILOT IN COMMAND(CFI)  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)  
4. (C) ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Helicopter	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/01/1990
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1319 hours (Total, all aircraft), 175 hours (Total, this make and model), 1274 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 49 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HUGHES	<b>Registration:</b>	N11017
<b>Model/Series:</b>	269C 269C	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	900964
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	06/27/1991, 100 Hour	<b>Certified Max Gross Wt.:</b>	2050 lbs
<b>Time Since Last Inspection:</b>	12 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3844 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	HIO-360-D1A
<b>Registered Owner:</b>	FLIGHT SAFETY INTERNATIONAL	<b>Rated Power:</b>	190 hp
<b>Operator:</b>	FLIGHT SAFETY INTERNATIONAL	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABY, 190 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1200 EDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33° C / 22° C
Precipitation and Obscuration:			
Departure Point:	ALBANY, GA (ABY)	Type of Flight Plan Filed:	Company VFR
Destination:	DOTHAN, AL (DHN)	Type of Clearance:	None
Departure Time:	1130 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ROFF H SASSER, III	Report Date:	12/15/1992
Additional Participating Persons:	CALVIN ROBINSON; ATLANTA, GA KENNETH M KUNKE; DOTHAN, AL PETER M RYAN; DOTHAN, AL JAMES R STABLEY; WILLIAMSPORT, PA		
Publish Date:			
Investigation Docket:	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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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](#).