



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## 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 RCMDD 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

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

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)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	32
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Helicopter
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	FLIGHT SAFETY INTERNATIONAL	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	HIO-360-D1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ABY, 190 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 / , 110°
<b>Temperature:</b>	33° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ALBANY, GA (ABY)	<b>Destination:</b>	DOTHAN, AL (DHN)

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): ROFF H SASSER, III Adopted Date: 12/15/1992

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](mailto: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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