



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	NEW BRAUNFELS, TX	<b>Accident Number:</b>	FTW84LA217
<b>Date &amp; Time:</b>	05/02/1984, 1130 CST	<b>Registration:</b>	N5063G
<b>Aircraft:</b>	HUGHES 500D	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

DESPITE ADVERSE WX WHICH FORCED THE PLT TO STOP ONCE ENROUTE TO HIS DEST THE FLT WAS CONTINUED. DIRECTIONAL CONTROL WAS LOST WHEN THE TAIL ROTOR CONTACTED THE TERRAIN SEPARATING BOTH TAIL ROTOR BLADES FROM THE ACFT AND TORSIONALLY SHEARING THE TAIL ROTOR DRIVE SHAFT. PWR WAS REDUCED AND THEPLT AUTOROTATED INTO A FIELD. THE TAILBOOM WAS STRUCK BY THEMMAIN ROTOR BLADE DURING THE LDG. DURING THE LDG.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE

### Findings

1. (F) PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - OBSCURATION
4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: MANEUVERING

### Findings

5. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

### Findings

6. (C) ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - LOSS, TOTAL
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

## Findings

### 8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

#### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	44
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine
<b>Flight Time:</b>	15120 hours (Total, all aircraft), 120 hours (Total, this make and model), 120 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

#### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HUGHES	<b>Registration:</b>	N5063G
<b>Model/Series:</b>	500D 500D	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	JOE R. BROWN	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

#### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SAT, 810 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 800 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 200°
<b>Temperature:</b>	23° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	KERRVILLE, TX	<b>Destination:</b>	NEW BRAUNFELS, TX (3R5)

#### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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): T D MCFALL

Adopted 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 [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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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.