



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	CASTROVILLE, CA	<b>Accident Number:</b>	LAX84LA041
<b>Date &amp; Time:</b>	11/02/1983, 0830 PST	<b>Registration:</b>	N9092T
<b>Aircraft:</b>	Continental Copters TOMCAT MARK 5A	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

THE HELICOPTER LANDED HARD DURING A FORCED LANDING AFTER A POWER LOSS. THE ACCIDENT OCCURRED ON THE LAST SWATH RUN. WHEN THE ENGINE STOPPED THE ACFT WAS 6 FT AGL. THE PILOT REPORTED THAT THE ENGINE STOPPED FROM FUEL STARVATION. ON RECOMMENDATION FOR PREVENTION THE PILOT STATED 'ALLOWING MORE FUEL RESERVE AND NOT RELYING ON FUEL GAUGES'.

## Probable Cause

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

## Findings

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

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. (F) AUTOROTATION - PERFORMED - PILOT IN COMMAND

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Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

4. (F) FLARE - NOT POSSIBLE - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	35
<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; Airplane Single-engine
<b>Flight Time:</b>	7225 hours (Total, all aircraft), 1200 hours (Total, this make and model), 6985 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Continental Copters	<b>Registration:</b>	N9092T
<b>Model/Series:</b>	TOMCAT MARK 5A TOMCAT MAR	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	GOMES FARM AIR SERVICE	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	VO-435-A1E
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 145°
<b>Temperature:</b>	16° C	<b>Visibility</b>	25 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## 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): M. W FUNK

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.