



National Transportation Safety Board Aviation Accident Data Summary

Location:	HITCHCOCK, TX	Accident Number:	FTW82FRA15
Date & Time:	02/01/1982, 2032 CST	Registration:	N213EH
Aircraft:	AEROSPATIALE SA-360C	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

DURING A RETURN FLIGHT FROM AN OFFSHORE PLATFORM, THE PILOT ENCOUNTERED STRONG HEADWINDS AND ELECTED TO LAND AT LAKE JACKSON, TEXAS FOR FUEL. HE LACKED A PROPER MODE OF PAYMENT; THEREFORE, HE WAS UNABLE TO PURCHASE FUEL. HE DEPARTED FOR GALVESTON, TEXAS WITH 100 KG OF FUEL REMAINING. WHILE EN ROUTE, HE LANDED NEAR HITCHCOCK, TEXAS WITH A LOW FUEL STATE. THE PILOT LEARNED OF FUEL FACILITIES ABOUT 1 1/2 MILES AWAY AND DEPARTED WITHOUT PASSENGERS WITH ABOUT 25 KG OF FUEL ON BOARD. WHILE EN ROUTE, THE ENGINE LOST POWER AND THE HELICOPTER STRUCK POWERLINES DURING A FORCED LANDING AT NIGHT.

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: CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) OBJECT - WIRE,TRANSMISSION

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	32
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider; Helicopter	Instructor Rating(s):	None
Flight Time:	6300 hours (Total, all aircraft), 90 hours (Total, this make and model), 6200 hours (Pilot In Command, all aircraft), 109 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROSPATIALE	Registration:	N213EH
Model/Series:	SA-360C SA-360C	Engines:	1 Turbo Shaft
Operator:	ENERGY HELI. INC	Engine Manufacturer:	TURBOMECA
Operating Certificate(s) Held:		Engine Model/Series:	ASTA20WV111
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Overcast / 1300 ft agl	Wind Speed/Gusts, Direction:	30 knots / , 45°
Temperature:	65° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	HITCHCOCK, TX	Destination:	HITCHCOCK, TX

Airport Information

Airport:	HELIPAD	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):

Adopted Date: 02/01/1983

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/>.

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.