



Aviation Investigation Final Report

Location:	OCEANSIDE, California	Accident Number:	LAX83FA448
Date & Time:	September 19, 1983, 07:45 Local	Registration:	N62221
Aircraft:	BELL 47G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF, THE ENG LOST POWER AT AN ALT OF APRX 400 FT AGL. AN AUTOROTATIVE LANDING WAS MADE ON UNEVEN TERRAIN BESIDE A STREAM WITH WEEDS APRX 3 FT HIGH. DURING TOUCHDOWN, THE MAIN ROTOR STRUCK THE TAIL BOOM. AN INSPECTION OF THE ENGINE REVEALED NO MALFUNCTION. THE PLT STATED THAT HE SUSPECTED FUEL STARVATION, IN THAT HE DID NOT HAVE THE FUEL SELECTOR VALVE IN THE PROPER POSITION AT TAKEOFF TIME.

Probable Cause and Findings

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: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - STARVATION
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - ROUGH/UNEVEN

6. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 29, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	20000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 19800 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N62221
Model/Series:	47G 47G	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	816
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	April 23, 1983 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	26 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7803 Hrs	Engine Manufacturer:	FRANKLIN
ELT:	Not installed	Engine Model/Series:	O-335
Registered Owner:	ROBERT H. CAMPO	Rated Power:	210 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OCEANSIDE , CA (L32)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:44 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.200401,-117.249046(est)

Administrative Information

Investigator In Charge (IIC): Funk ii, M.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23512>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).