



Aviation Investigation Final Report

Location:	KAHULUI, Hawaii	Accident Number:	LAX91LA339
Date & Time:	July 24, 1991, 15:15 Local	Registration:	N766MP
Aircraft:	AEROSPATIALE AS350B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE SIGHTSEEING HELICOPTER LANDED HARD DURING AN AUTOROTATION TO SLOPING TERRAIN AFTER EXPERIENCING A TOTAL LOSS OF ENGINE POWER. EXAMINATION OF THE AIRCRAFT FOUND 2 GALLONS OF FUEL REMAINING IN THE TANKS. AFTERWARDS, FUEL WAS ADDED AND THE ENGINE STARTED NORMALLY WITH NO MECHANICAL FAILURES OR MALFUNCTIONS NOTED. THE FUEL QUANTITY INDICATION SYSTEM REVEALED A MALFUNCTION OF THE LOW FUEL INDICATOR LIGHT. THE AIRCRAFT HAD BEEN AIRBORNE FOR ABOUT 45 MINUTES PRIOR TO THE CRASH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A NON-MECHANICAL LOSS OF ENGINE POWER DUE TO FUEL EXHAUSTION AND SUBSEQUENT HARD LANDING BY THE PILOT. CONTRIBUTING TO THE ACCIDENT WAS A MALFUNCTIONING FUEL LOW LEVEL INDICATION SYSTEM.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) FUEL SYSTEM - EXHAUSTION
2. (C) FUEL SUPPLY - MISREAD - PILOT IN COMMAND

3. (F) FUEL SYSTEM, FUEL QUANTITY FLOAT/SENSOR - INOPERATIVE
4. (C) FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Commercial; Military	Age:	38,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 21, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2205 hours (Total, all aircraft), 346 hours (Total, this make and model), 1733 hours (Pilot In Command, all aircraft), 316 hours (Last 90 days, all aircraft), 94 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROSPATIALE	Registration:	N766MP
Model/Series:	AS350B AS350B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1301
Landing Gear Type:	Skid	Seats:	7
Date/Type of Last Inspection:	July 3, 1991 Annual	Certified Max Gross Wt.:	4300 lbs
Time Since Last Inspection:	86 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	6959 Hrs	Engine Manufacturer:	Turbomeca
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	ARRIEL 1B
Registered Owner:	PAPILLON AIRWAYS, INC.	Rated Power:	641 Horsepower
Operator:	PAPILLON AIRWAYS, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	ILNA

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:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KAHULUI , HI (OGG)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	20.869441,-156.449905(est)

Administrative Information

Investigator In Charge (IIC):	Wilcox, Thomas
Additional Participating Persons:	LES SARGENT; HONOLULU , HI
Original Publish Date:	March 10, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27312

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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](#).