



Aviation Investigation Final Report

Location:	FAIRBANKS, Alaska	Accident Number:	ANC87LA008
Date & Time:	October 22, 1986, 14:05 Local	Registration:	N9332F
Aircraft:	HUGHES 300-269B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE HELICOPTER EXHAUSTED ITS FUEL SUPPLY DURING CLIMBOUT. DURING THE ENSUING AUTOROTATION LANDING, THE ROTOR SPEED WAS ALLOSED TO DECAY AND THE HELICOPTER SPUN AT TOUCHDOWN. IT ROLLED OVER AND FAILED THE ROTOR BLADES.

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(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
5. (C) AUTOROTATION - MISJUDGED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	37, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 18, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3227 hours (Total, all aircraft), 31 hours (Total, this make and model), 2760 hours (Pilot In Command, all aircraft), 87 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N9332F
Model/Series:	300-269B 300-269B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4-0039
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	May 13, 1986 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2661 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	HIO-360-A1A
Registered Owner:	DOUBLE D. LEASING CO.	Rated Power:	180 Horsepower
Operator:	DENNIS MICHAEL	Operating Certificate(s) Held:	None
Operator Does Business As:	DOUBLE D. LEASING CO.	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	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	0°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FAIRBANKS , AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:03 Local	Type of Airspace:	Class D

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	64.809661,-147.72087(est)

Administrative Information

Investigator In Charge (IIC):	Stella, Marc
Additional Participating Persons:	HUGH A MCLAUGHLIN; FAIRBANKS , AK
Original Publish Date:	March 10, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=4804

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](#).