



Aviation Investigation Final Report

Location:	BRUNSWICK, Georgia	Accident Number:	ATL83LA298
Date & Time:	July 30, 1983, 11:11 Local	Registration:	N9078
Aircraft:	ENSTROM F-28A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE PLT REPORTED THAT THE HELICOPTER WAS 'TOPPED OFF' WITH FUEL BEFORE TAKEOFF. ABOUT 1 HR & 10 MIN AFTER TAKEOFF, THERE REPORTEDLY WAS A LOUD 'BANG' WHICH WAS FOLLOWED BY SPUTTERING FROM THE ENG & A DECAY IN THE ENG RPM. AN AUTOROTATION WAS MADE INTO A SMALL CLEARING IN A WOODED, SWAMPY AREA. DURING LANDING, THE MAIN ROTOR SEVERED THE TAIL BOOM. AN EXAM OF THE ENG WAS MADE, BUT NO DISCREPANCIES THAT WOULD RESULT IN A POWER LOSS WERE FOUND.

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
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

4. (F) TERRAIN CONDITION - SOFT

5. (F) TERRAIN CONDITION - WET

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Gyroplane; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 30, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10051 hours (Total, all aircraft), 755 hours (Total, this make and model), 9450 hours (Pilot In Command, all aircraft), 105 hours (Last 90 days, all aircraft), 13 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N9078
Model/Series:	F-28A F-28A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	193
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	July 28, 1983 Unknown	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	13 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1748 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	H10-360-C1B
Registered Owner:	CHOPPER ONE NIGHT SIGN, INC.	Rated Power:	205 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:	SSI ,20 ft msl	Distance from Accident Site:	
Observation Time:	11:08 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 400 ft AGL	Visibility	5 miles
Lowest Ceiling:	Broken / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 21°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	HILTON HEAD , SC (49J)	Type of Flight Plan Filed:	None
Destination:	JACKSONVILLE , FL (JAX)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Wet
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:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.149532,-81.479469(est)

Administrative Information

Investigator In Charge (IIC): Ware, Elinor

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=6144>

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](#).