



Aviation Investigation Final Report

Location:	MOULTRIE, Georgia	Accident Number:	ATL83LA387
Date & Time:	September 27, 1983, 18:00 Local	Registration:	N8751F
Aircraft:	HUGHES 269A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE ACFT LANDED HARD DURING AN AUTOROTATIONAL FORCED LANDING AFTER ENGINE STOPPAGE. THIS WAS AN AERIAL APPLICATION FLT IN VMC WEATHER. REPORTEDLY THE ENGINE QUIT AT 100 FT AGL OVER TREES WHILE THE PLT WAS TRYING TO LAND TO RELOAD. AFTER THE POWER LOSS A HARD LANDING WAS MADE. THE PILOT SAID HE HAD ADDED 10 GALLONS OF FUEL TO THE ACFT JUST 30 MINUTES PRIORTO THE ENGINE STOPPAGE. THE ACFT LOADER SAID THERE WAS NO FUEL ON THE ACFT AFTER THE ACCIDENT. THE PLT WHEN QUESTIONED LATER SAID HE THOUGHT THE ENGINE FAILED FROM FUEL EXHAUSTION.

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Findings

4. (C) AUTOROTATION - IMPROPER - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	28, 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--no waivers/lim.	Last FAA Medical Exam:	January 21, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1160 hours (Total, all aircraft), 190 hours (Total, this make and model), 1160 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N8751F
Model/Series:	269A 269A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	52-0073
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	March 1, 1983 Annual	Certified Max Gross Wt.:	1550 lbs
Time Since Last Inspection:	90 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	30 Hrs	Engine Manufacturer:	AVCO LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360
Registered Owner:	TIM BROCK	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	
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	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 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:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	31.160123,-83.770599(est)

Administrative Information

Investigator In Charge (IIC): Shipman, Richard

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6219>

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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](#).