



Aviation Investigation Final Report

Location:	SUPPLY, North Carolina	Accident Number:	ATL84LA125
Date & Time:	March 19, 1984, 22:00 Local	Registration:	N8782F
Aircraft:	HUGHES 269	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PLT AND PASSG STATED THAT AS THE FLT APPROACHED SUPPLY, NC, THE WX CONDITIONS DETERIORATED AND THE HELICOPTER ENCOUNTERED A FOG BANK. THE PASSG RECALLED THAT THE VISIBILITY REDUCED COMPLETELY AND VISUAL CONTACT WITH THE GROUND WAS LOST. THE PLT DECIDED TO FLY EAST TOWARD THE OCEAN AND DECENDED TO A LOWER ALTITUDE HOPING FOR BETTER WX. THE ACFT STRUCK A TREE AND CRASHED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - FOG
2. (C) PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - LOW CEILING
4. (C) IN-FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
5. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. (C) VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

- 7. (F) OBJECT - TREE(S)
- 8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	30, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 21, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	469 hours (Total, all aircraft), 58 hours (Total, this make and model), 320 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N8782F
Model/Series:	269 269	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0107
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	March 3, 1984 100 hour	Certified Max Gross Wt.:	1550 lbs
Time Since Last Inspection:	55 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	783 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	HO-360-B1B
Registered Owner:	SOUTH CAROLINA	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:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	ILM	Distance from Accident Site:	
Observation Time:	22:04 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Overcast / 100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	11°C / 11°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	GEORGETOWN , SC	Type of Flight Plan Filed:	None
Destination:	WILMINGTON , NC	Type of Clearance:	None
Departure Time:	21:00 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:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Phillip, Powell

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6427>

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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](#).