



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	Burnet, TX	<b>Accident Number:</b>	CEN17LA336
<b>Date &amp; Time:</b>	09/02/2017, 1645 CDT	<b>Registration:</b>	N50MP
<b>Aircraft:</b>	HUGHES 369A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fuel exhaustion	<b>Injuries:</b>	1 Serious, 1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

The pilot and two passengers had conducted aerial hog hunt operations from a helicopter and were en route to an airport when the engine lost power. The pilot conducted an autorotation to a road; however, the helicopter landed hard, resulting in substantial damage. An examination of the helicopter revealed that the fuel tank was empty, and no residual fuel was found in the system. Since the pilot was en route to an airport where fuel was available, it is likely that he spent too much time airborne and misjudged the amount of fuel needed to reach the destination. The accident is consistent with a fuel exhaustion event.

## Probable Cause and Findings

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

The pilot's inadequate inflight decision making, which resulted in a total loss of engine power due to fuel exhaustion.

## Findings

<b>Aircraft</b>	Fuel - Fluid level (Cause)
<b>Personnel issues</b>	Action/decision - Pilot (Cause)

## Factual Information

On September 2, 2017, about 1645 central daylight time, a Hughes 369A helicopter, N50MP, conducted an autorotation near Burnet, Texas. The pilot was not injured, one passenger received minor injuries, and one passenger received serious injuries. The helicopter was substantially damaged during the landing. The helicopter was registered to and operated by Lyft, LLC, Missoula, Montana, under the provisions of 14 *Code of Federal Regulations Part 91*. Visual meteorological conditions prevailed at the time of the accident.

According to the responding Federal Aviation Administration (FAA) inspector, the pilot and two passengers were conducting aerial hog hunt operations. The helicopter was en route to the Burnet Municipal Airport-Kate Craddock Field Burnet Municipal airport (KBMQ), Burnet, Texas, when the engine lost power. The pilot conducted an autorotation to a road; however, the helicopter landed hard, resulting in substantial damage to the fuselage and tailboom.

The FAA inspector used a dip stick to check the fuel tank; the fuel tank was empty. The inspector also looked at the pump/injector and check valve; however, no residual fuel was found. The inspector checked the last place the helicopter was refuel, noting that the station's filters were not contaminated and that other people had purchased fuel and no problems had been reported.

The pilot did not return a completed an NTSB 6120 form.

## History of Flight

Maneuvering	Fuel exhaustion (Defining event)
Autorotation	Hard landing

## Pilot Information

Certificate:	Commercial	Age:	51
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Unknown
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	07/11/2016
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

## Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N50MP
Model/Series:	369A NO SERIES	Aircraft Category:	Helicopter
Year of Manufacture:	1968	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1180860
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Turbo Shaft
Airframe Total Time:		Engine Manufacturer:	Allison
ELT:		Engine Model/Series:	250
Registered Owner:	LYFT LLC	Rated Power:	
Operator:	LYFT LLC	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBMQ	Distance from Accident Site:	
Observation Time:	1653 CDT	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 7000 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	33° C / 16° C
Precipitation and Obscuration:	No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:	Burnet, TX	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 1 None	Latitude, Longitude:	30.791667, -98.232778 (est)

## Administrative Information

Investigator In Charge (IIC):	Craig Hatch	Report Date:	11/06/2018
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<b>Additional Participating Persons:</b>	Frank Fortmann; FAA FSDO; San Antonio, TX
<b>Publish Date:</b>	11/06/2018
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95941">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95941</a>

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).