
		NTSB ID: CEN12LA667		Aircraft Registration Number: N530KD	
		Occurrence Date: 09/30/2012		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Decorah	State IA	Zip Code 52101	Local Time 0920	Time Zone CDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer MCDONNELL DOUGLAS HELI CO		Model/Series 369FF		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***</p> <p>On September 30, 2012, at 0920 central daylight time, a McDonnell Douglas 369FF helicopter, N530KD, sustained substantial damage during a forced landing to a corn field near Decorah, Iowa. The airline transport rated pilot and the passenger sustained minor injuries. The helicopter was registered to and operated by Rogers Helicopters Incorporated, Fresno, California. A company visual flight rules flight plan was filed for the flight that departed Fort Dodge Regional Airport (FOD), Fort Dodge, Iowa, about 0820, and was destined for Decorah Municipal Airport (DEH), Decorah, Iowa. Visual meteorological conditions prevailed for the repositioning flight conducted under 14 Code of Federal Regulations Part 91.</p> <p>The pilot reported that he picked up the helicopter and his passenger (an employee of the operator) on September 29, 2013, in Kearney, Nebraska, and planned to fly it to Green Bay, Wisconsin, for a power line construction job scheduled to begin on October 1, 2012. They departed Kearney, with full fuel (64 gallons/428 pounds total) and flew to Columbus, Nebraska (a 50-minute flight), where he topped off the fuel tank by adding 32 gallons of fuel. They then departed Columbus for Fort Dodge, Iowa (a 1:20 flight). In Fort Dodge, the passenger topped off the fuel tank with 48.95 gallons of fuel. That night, while the passenger stayed at a hotel, the pilot flew the helicopter to his ranch near Jefferson, Iowa, a total of 48 minutes. (The pilot said it was a 14 minute flight to his ranch and then he flew an additional 34 minutes before he landed and spent the night). The following morning, the day of the accident, the pilot flew back to Fort Dodge (a 14 minute flight) and picked up the passenger. The pilot added only 15 gallons of fuel in Fort Dodge. Since the pilot was unable to visually check the fuel quantity due to the design of the fuel system (a pilot can only verify a full tank if the tank is topped off), he referenced the fuel gauge, which indicated a total of 305-310 pounds of fuel.</p> <p>The pilot and the passenger then departed for Decorah, Iowa. The pilot said the low fuel caution light illuminated about 58 minutes into the flight, which should have indicated there was at least 35 pounds of fuel remaining. The pilot elected to continue toward the airport since it was about 3 miles away. He said that about three minutes after the fuel-low warning light came on, the engine flamed out and he made an autorotation to a mature corn field. The helicopter bounced upon touch down and rolled over coming to rest on its left side.</p> <p>Examination of the helicopter by a Federal Aviation Administration (FAA) inspector revealed the tail boom had separated and the main rotor and tail rotor blades were damaged. The fuel tank was not damaged and there was no smell of fuel. Approximately two drops of fuel were drained from the fuel sump and about a quarter-cup of fuel from the fuel tank.</p> <p>At the request of the National Transportation Safety Board (NTSB) Investigator-in-Charge (IIC), the company that repaired the helicopter performed a more detailed examination of the fuel system and found no mechanical deficiencies that would have precluded normal operation of the fuel system and engine.</p>					
FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board <b>FACTUAL REPORT</b> <b>AVIATION</b>	NTSB ID: CEN12LA667	
	Occurrence Date: 09/30/2012	
	Occurrence Type: Accident	


## Narrative (Continued)

However, the fuel gauge and fuel-low caution light were not calibrated correctly. When 19 pounds of fuel were placed in the fuel tank, the fuel gauge indicated 2 bar widths above the red dot on the gauge (red dot is the 35 pounds of fuel mark); and, when 35 pounds of fuel were placed in the tank, the gauge indicated between the red dot and 100 pounds. The fuel-low caution light, which should come on when 35 pounds of fuel are remaining in the tank, came on at 19 pounds.

According to the operator, the fuel-low caution light was inspected as part of a continuous airworthiness inspection on March 1, 2012. From the time this inspection was completed to the time of the accident, no other maintenance was performed on the fuel quantity sensor system.

Updated on Jan 13 2014 8:06AM

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: CEN12LA667			
		Occurrence Date: 09/30/2012			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name N/A	Airport ID:	Airport Elevation Ft. MSL	Runway Used N/A	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Forced Landing					
<b>Aircraft Information</b>					
Aircraft Manufacturer MCDONNELL DOUGLAS HELI CO		Model/Series 369FF		Serial Number 0044FF	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Skid					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt. 3100 LBS		Number of Engines: 1	
Engine Type: Turbo Shaft		Engine Manufacturer: Rolls Royce		Model/Series: A250-C30	
				Rated Power: 650 HP	
- Aircraft Inspection Information					
Type of Last Inspection 100 Hour		Date of Last Inspection 09/2012	Time Since Last Inspection Hours		Airframe Total Time 4641 Hours
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /		ELT Operated? Yes	ELT Aided in Locating Accident Site? No		
<b>Owner/Operator Information</b>					
Registered Aircraft Owner Robin M Rogers		Street Address			
		City Fresno		State CA	Zip Code 93272
Operator of Aircraft Rogers Helicopters		Street Address			
		City Fresno		State CA	Zip Code 93272
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): On-demand Air Taxi					
Operating Certificate:			Operator Certificate: Aircraft External Load		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Positioning					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CEN12LA667
	Occurrence Date: 09/30/2012
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 46
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Sex: M	Seat Occupied: Left	Occupational Pilot? Yes	Certificate Number: On File
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Certificate(s): Airline Transport

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane; Helicopter

Instructor Rating(s): None

Current Biennial Flight Review?

Medical Cert.: Class 2	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 08/2012
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	7429	3866	86		733	131	251	7353		
Pilot In Command(PIC)	7404	3866						7278		
Instructor										
Instruction Received										
Last 90 Days	86	0	0					86		
Last 30 Days	20	0	0					20		
Last 24 Hours	3	3	0					3		

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: Company VFR

Departure Point Fort Dodge	State IA	Airport Identifier FOD	Departure Time 0820	Time Zone CDT
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Destination Same as Accident/Incident Location	State	Airport Identifier DEH	
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Type of Clearance: None

Type of Airspace: Class G

**Weather Information**

Source of Wx Information:  
Automated Report

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>	NTSB ID: CEN12LA667
	Occurrence Date: 09/30/2012
	Occurrence Type: Accident

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
DEH	0915	CDT	Ft. MSL	3 NM	248 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.00 "Hg
Temperature: 12 °C	Dew Point: 6 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 120	Wind Speed: 5	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV): SM				
Precip and/or Obscuration:					

<b>Accident Information</b>		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				1	1
- TOTAL ABOARD -				2	2
Other Ground					
- GRAND TOTAL -				2	2

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National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: CEN12LA667

Occurrence Date: 09/30/2012

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Leah D. Yeager

Additional Persons Participating in This Accident/Incident Investigation:

Rachel Keating  
FAA/FSDO  
Des Moines, IA