



National Transportation Safety Board Aviation Accident Final Report

Location:	FRANKLIN, LA	Accident Number:	FTW96LA285
Date & Time:	07/01/1996, 0930 CDT	Registration:	N14637
Aircraft:	Hiller UH12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The pilot reported that he heard a 'bang' and the engine started 'running rough' while the helicopter was operating at about 100 feet AGL. The pilot elected to execute a precautionary landing to 'investigate the source of the engine problems.' The pilot stated that during the precautionary landing the 'rotor RPM started to bleed and sufficient RPM could not be maintained for a successful landing.' During the low rotor RPM landing touchdown to a muddy grass area, the front cross tube collapsed and the aft skid settled into the mud. Examination of the airframe revealed that the tailboom, tailrotor gearbox, and a portion of the vertical stabilizer were severed from the helicopter as result of impact with the main rotor blades. The reason for the partial loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: loss of engine power for undetermined reasons, and the pilot's failure to maintain rotor RPM. A factor was the unsuitable terrain available for the precautionary landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. (C) ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On July 1, 1996, at 0930 central daylight time, a Hiller UH12E helicopter, N14637, was substantially damaged while executing a precautionary landing following a partial loss of engine power near Franklin, Louisiana. The helicopter, owned and operated by a private owner, was being operated under Title 14 CFR Part 91. Visual meteorological conditions prevailed and a flight plan was not filed. The commercial pilot, sole occupant of the aircraft, was not injured. The local business flight originated from Patterson, Louisiana, at 0815.

During personal interviews, conducted by the FAA inspector, the pilot reported that he heard a "bang" and the helicopter engine started "running rough" while the helicopter was operating at about 100 feet AGL en route between Patterson and Franklin. The pilot further stated that he elected to execute a precautionary landing to "investigate the source of the engine problems."

The pilot further stated that during the precautionary landing the "rotor RPM started to bleed and sufficient RPM could not be maintained for a successful landing." During the low rotor RPM landing touchdown to a muddy grass area, the front cross tube collapsed and the aft skid settled into the mud.

Examination of the airframe revealed that the tailboom, tailrotor gearbox, and a portion of the vertical stabilizer were severed from the helicopter as result of impact with the main rotor blades. The reason for the partial loss of engine power could not be determined.

The pilot did not complete any of the several Pilot/Operator Reports (NTSB Form 6120.1/2) that were mailed to him.

Pilot Information

Certificate:	Commercial	Age:	, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hiller	Registration:	N14637
Model/Series:	UH12 UH12	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1577
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	VO-540
Registered Owner:	DEWAYNE C. DAVIS	Rated Power:	225 hp
Operator:	DEWAYNE C. DAVIS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	PATTERSON, LA (PTN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0915 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JOYCE M SMITH	Report Date:	02/18/1997
Additional Participating Persons:	LAMONT WILLIFORD; BATON ROUGE, LA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).