



National Transportation Safety Board Aviation Accident Final Report

Location:	WALTERBORO, SC	Accident Number:	ATL94LA025
Date & Time:	12/01/1993, 1525 EST	Registration:	N8503J
Aircraft:	SIKORSKY H34-G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 133: Rotorcraft Ext. Load		

Analysis

THE HELICOPTER WAS CONDUCTING LONG LINE EXTERNAL LOGGING OPERATIONS. THE PILOT STATED THAT HE WAS AT A HOVER, WITHOUT A LOAD, AND THE AIRCRAFT THROTTLE SEIZED AT ABOUT HALF THROTTLE. HE EXECUTED A FORCED LANDING INTO A GROUP OF TREES, AND THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. INSPECTION OF THE THROTTLE AND THROTTLE LINKAGE TO THE ENGINE DID NOT REVEAL ANY MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The seizure of the aircraft throttle to engine linkage for unknown reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: HOVER

Findings

1. (C) THROTTLE/POWER LEVER - SEIZED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

2. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Factual Information

On December 1, 1993, at about 1525 eastern standard time, a Sikorsky H34-G, N8503J, was substantially damaged following a collision with terrain near Walterboro, South Carolina. The commercial pilot received minor injuries in the accident. The helicopter was being operated under 14 CFR Part 133 by Helicopter Lumberjacks of Paragold, Arkansas. Visual meteorological conditions existed at the time, and no flight plan had been filed for the local, logging operation.

The pilot stated that while at a hover during logging operations, the throttle stuck at a partial power setting, and he was forced to execute an emergency landing in the trees. The aircraft was substantially damaged during the emergency landing.

Inspection of the throttle linkage to the engine following the accident did not reveal any malfunction of the linkage or throttle.

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	None	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--no waivers/lim.	Last FAA Medical Exam:	10/12/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	7800 hours (Total, all aircraft), 1000 hours (Total, this make and model), 7500 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SIKORSKY	Registration:	N8503J
Model/Series:	H34-G H34-G	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	138471
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	12/10/1992, Annual	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	319 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6203 Hours	Engine Manufacturer:	Curtis Wright
ELT:	Not installed	Engine Model/Series:	989C9HE2
Registered Owner:	WILLIAM L. MITCHELL III	Rated Power:	1525 lbs
Operator:	WILLIAM L. MITCHELL III	Operating Certificate(s) Held:	
Operator Does Business As:	HELICOPTER LUMBERJACKS	Operator Designator Code:	MHSL

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CHS, 20 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	1552 EST	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14° C / 4° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 EST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ROFF H SASSER, **Report Date:** 10/20/1994

Additional Participating Persons: NEELY WILLIAM; COLUMBIA, SC
ALBERT R MARTIN; ATLANTA, GA

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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