



National Transportation Safety Board Aviation Accident Data Summary

Location:	JUSTIN, TX	Accident Number:	FTW93LA047
Date & Time:	12/02/1992, 1700 CST	Registration:	N1048P
Aircraft:	HILLER UH12B	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE COMMERCIAL PILOT REPORTED THAT THE HELICOPTER DEVELOPED A SEVERE VERTICAL VIBRATION WHILE ON HIS TURN TO FINAL APPROACH WHILE ON A TEST FLIGHT FOR COMPLETION OF AN ANNUAL INSPECTION. THE PILOT ELECTED TO MAKE AN IMMEDIATE PRECAUTIONARY LANDING TO AN OPEN FIELD SHORT OF HIS INTENDED LANDING POINT. WHILE ON AN EXAGGERATED FLARE TO AVOID IMPACTING LARGE BALES OF HAY, THE TAIL ROTOR STRUCK THE GROUND AND THE MAIN ROTOR BLADES IMPACTED THE TAILBOOM. THE LEFT LANDING GEAR SKID FOLDED PRIOR TO THE HELICOPTER COMING TO A STOP. THE SOURCE OF THE VERTICAL VIBRATION WAS NOT IDENTIFIED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE MAIN ROTOR SYSTEM FOR UNDETERMINED REASONS. A FACTOR WAS THE LACK OF SUITABLE TERRAIN AT THE PILOT'S DISPOSAL.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. ROTOR SYSTEM - VIBRATION
 2. (C) REASON FOR OCCURRENCE UNDETERMINED
 3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 4. (F) TERRAIN CONDITION - NONE SUITABLE
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

5. LANDING GEAR,SKID ASSEMBLY - COLLAPSED
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Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. OBJECT - FENCE POST

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	59
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider; Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Glider; Helicopter; Instrument Airplane
Flight Time:	10822 hours (Total, all aircraft), 15 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N1048P
Model/Series:	UH12B UH12B	Engines:	1 Reciprocating
Operator:	CLARK, LANDIS E.	Engine Manufacturer:	FRANKLIN
Operating Certificate(s) Held:	None	Engine Model/Series:	VO-335-B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AFW, 722 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 40°
Temperature:	11° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	(3TX6)	Destination:	(3TX6)

Airport Information

Airport:	CLARK'S AIRPORT (3TX6)	Runway Surface Type:	Asphalt
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	1800 ft / 22 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA

Adopted Date: 06/30/1993

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.