



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MCCULLOUGH, AL	<b>Accident Number:</b>	ATL84LA007
<b>Date &amp; Time:</b>	10/01/1983, 1800 EDT	<b>Registration:</b>	N67699
<b>Aircraft:</b>	HILLER UH-12B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE ACFT CRASHED IN A COTTON FIELD AFTER MANEUVERING AT LOW ALT TO CHECK THE CROP. THE PILOT SAID HE WAS AT AN ALT OF 4 OR 5 FT AND FORWARD FLT WAS BELOW TRANSITIONAL LIFT SPEED. THE ROTOR RPM BEGAN TO REDUCE AND ALSO THERE WAS A DROP IN ENGINE RPM. THE PILOT INCREASED ROTOR PITCH AND ROTOR RPMS CONTINUED TO DECAY. THE ACFT STRUCK THE GROUND, ROCKED FORWARD AND BACKWARD AND THE ROTOR CUT OFF THE TAIL BOOM. THE PILOT SHUT DOWN THE ENGINE WITH THE MIXTURE LEVER.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: MANEUVERING

### Findings

1. (F) FUEL SYSTEM,CARBURETOR - ICE
2. (C) POWERPLANT CONTROLS - NOT USED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

### Findings

5. (C) AUTOROTATION - IMPROPER - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/03/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7630 hours (Total, all aircraft), 25 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HILLER	<b>Registration:</b>	N67699
<b>Model/Series:</b>	UH-12B UH-12B	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	430
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	04/20/1983, Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	43 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2244 Hours	<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	6UH33550
<b>Registered Owner:</b>	JAMES WALLACE	<b>Rated Power:</b>	210 hp
<b>Operator:</b>	JAMES WALLACE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MOB, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 17° C
Precipitation and Obscuration:			
Departure Point:	MCCULLOUGH	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1750 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	
Additional Participating Persons:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).