



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

## Findings

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
- 

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

### Findings

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	46
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Instructor Rating(s):</b>	Airplane Single-engine
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JAMES WALLACE	<b>Engine Manufacturer:</b>	FRANKLIN
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	6UH33550
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MOB, 0 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 90°
<b>Temperature:</b>	24° C	<b>Visibility</b>	6 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MCCULLOUGH	<b>Destination:</b>	

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	PHILLIP POWELL	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	NTSB accident and incident docket 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:pubinq@ntsb.gov">pubinq@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.