



# Aviation Investigation Factual Report

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<b>Location:</b>	Los Banos, California	<b>Accident Number:</b>	WPR10LA127
<b>Date &amp; Time:</b>	February 2, 2010, 13:20 Local	<b>Registration:</b>	N36MV
<b>Aircraft:</b>	Hiller UH-12E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Powerplant sys/comp malf/fail	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Factual Information

### HISTORY OF FLIGHT

On February 2, 2010, about 1320 Pacific standard time, a Hiller UH-12E helicopter, N36MV, landed hard near Los Banos, California. S and S Helicopters was operating the helicopter under the provisions of Title 14 Code of Federal Regulations Part 137 as an aerial application flight. The certificated commercial pilot was not injured. The helicopter sustained substantial damage. The local flight departed from a field near Los Banos. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported that he had just completed an aerial application over a wheat field, and was returning to land. As he approached the landing area at an altitude of about 30 feet above ground level, he began to apply power, but the engine did not respond. He continued to twist the throttle, but it felt loose with no resistance, and the engine speed did not change. He aborted the landing approach, and turned the helicopter towards a larger open field. He circled the field about three times while attempting to diagnose the problem. He then elected to perform a run-on landing; during the landing approach, the engine speed began to decrease, and the helicopter landed hard.

During the landing sequence, the tailboom separated from the aft bulkhead, and the lower fuselage sustained crush damage.

Post accident examination revealed that the throttle control fitting, located at the aft end of the collective stick assembly, had become separated from the cam lever rod bearing.

According to the Hiller service manual applicable to this helicopter, the throttle control fitting is connected to the cam lever rod with an AN23-16A bolt, NAS43DD3-4 spacer, AN960PD10L washer, and a NAS679A3 nut. None of these fittings were located on the engine deck, and examination of the control arm mating surfaces revealed no gouges or fretting signatures.

According to maintenance logbook entries, the helicopter underwent an annual inspection on February 25, 2009, at an airframe total time of 6,815 flight hours. According to the FAA inspector who responded to the accident, the helicopter's total flight time at the time of the accident was 7,064 hours.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 5, 2009
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	November 24, 2009
<b>Flight Time:</b>	18500 hours (Total, all aircraft), 7000 hours (Total, this make and model), 18500 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Hiller	<b>Registration:</b>	N36MV
<b>Model/Series:</b>	UH-12E	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	5060
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	February 25, 2009 Annual	<b>Certified Max Gross Wt.:</b>	2700 lbs
<b>Time Since Last Inspection:</b>	249 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7064 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	VO-540 SERIES
<b>Registered Owner:</b>	JEFF STREETER MOTOR SPORTS INC	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	JEFF STREETER MOTOR SPORTS INC	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>	S and S Helicopters	<b>Operator Designator Code:</b>	JF5G

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MCE,155 ft msl	<b>Distance from Accident Site:</b>	28 Nautical Miles
<b>Observation Time:</b>	13:01 Local	<b>Direction from Accident Site:</b>	55°
<b>Lowest Cloud Condition:</b>	Few / 700 ft AGL	<b>Visibility</b>	3 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.82 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 9°C
<b>Precipitation and Obscuration:</b>	N/A - None - Mist		
<b>Departure Point:</b>	Los Banos, CA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Los Banos, CA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	37.051109,-120.923889(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Simpson, Elliott
<b>Additional Participating Persons:</b>	Gregg H Schmidt; Federal Aviation Administration FSDO; Fresno, CA
<b>Report Date:</b>	July 22, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=75334">https://data.ntsb.gov/Docket?ProjectID=75334</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).