



Aviation Investigation Final Report

Location:	Wenatchee, Washington	Accident Number:	WPR22LA245
Date & Time:	July 6, 2022, 09:21 Local	Registration:	130HA
Aircraft:	Hiller UH-12E	Aircraft Damage:	Destroyed
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

The pilot reported that he was maneuvering the helicopter at low altitude over a cherry field in light rain conditions. As he air taxied about 30 ft above the ground and about 15 knots, the helicopter struck a power line and landed inverted on a tractor. The helicopter was destroyed by the postcrash fire. The pilot reported that there were no preaccident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

Probable Cause and Findings

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

The pilot’s failure to maintain clearance from power lines during low-level operations in light rain conditions.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Wire - Effect on operation

Factual Information

History of Flight

Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT) (Defining event)
-----------------------------------	---

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 3, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 11, 2022
Flight Time:	2411.8 hours (Total, all aircraft), 1403.2 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hiller	Registration:	130HA
Model/Series:	UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	HA3030
Landing Gear Type:	None; Skid	Seats:	3
Date/Type of Last Inspection:	July 1, 2022 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	7326.5 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO540C2A
Registered Owner:	C&C HELICOPTERS INC	Rated Power:	305 Horsepower
Operator:	C&C HELICOPTERS INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KEAT,1239 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	09:55 Local	Direction from Accident Site:	332°
Lowest Cloud Condition:	Clear / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	17°C / 14°C
Precipitation and Obscuration:	Light - Showers - Rain		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	Unknown
Total Injuries:	1 Serious	Latitude, Longitude:	47.3329,-120.1501(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Kevin Marsac; Federal Aviation Administration; Spokane, WA
Original Publish Date:	September 22, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105452

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](#).