



Aviation Investigation Final Report

Location:	BIG LAKE, Minnesota	Accident Number:	CHI87DER03
Date & Time:	April 3, 1987, 15:40 Local	Registration:	N135HA
Aircraft:	HILLER UH-12ET	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AIRCRAFT WAS BEING MANEUVERED FOR LANDING ON A GROUND SUPPORT TRAILER WHEN IT EXPERIENCED A POWER FAILURE. DUE TO HIGH TREES AUTOROTATION WAS MADE TO ADJACENT FIELD. AIRCRAFT LANDED ON ROUGH/UNEVEN TERRAIN AND ROLLED OVER. INVESTIGATION REVEALED CONTAMINATED FUEL SYSTEM. APPROXIMATELY ONE GALLON OF A WHITE MILKY SUBSTANCE WAS DRAINED FROM THE SUMP AND ALL MAJOR COMPONENTS OF THE FUEL SYSTEM WERE CONTAMINATED. THE ORIGIN OF THE CONTAMINATION COULD NOT BE DETERMINED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: MANEUVERING

Findings

1. (C) FUEL SYSTEM - CONTAMINATION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #3: ROLL OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	29, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 12, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2400 hours (Total, all aircraft), 530 hours (Total, this make and model), 2350 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N135HA
Model/Series:	UH-12ET UH-12ET	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	HA3035
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	November 4, 1986 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	ALLISON
ELT:	Not installed	Engine Model/Series:	250-C20B
Registered Owner:	HOOKSPRAY SERVICE INC.	Rated Power:	400 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

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:	45.329784,-93.740158(est)

Administrative Information

Investigator In Charge (IIC): Johnson, William

Additional Participating Persons:

Original Publish Date: October 7, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13584>

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](#).