



Aviation Investigation Final Report

Location:	RAY, North Dakota	Accident Number:	DEN87LA157
Date & Time:	June 20, 1987, 08:30 Local	Registration:	N68012
Aircraft:	HILLER UH-12E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT REPORTS THAT HE WAS DEPARTING FROM AN AERIAL APP OPERATING AREA. HE SAID THERE WAS A TREE LINE ALONG A ROAD WITH AN OPENING AND THE TAKEOFF WAS MADE TOWARD THE OPENING. THERE WERE WIRES ACROSS THE OPENING AND THE POLES WERE OBSCURED BY THE TREES ON EITHER SIDE OF THE OPENING. THE PLT DID NOT SEE THE WIRES AND COLLIDED WITH THEM DURING THE DEPARTURE. TAIL ROTOR CONTROL WAS LOST AS A RESULT OF THE COLLISION AND THE ACFT CRASHED TO THE GROUND.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - WIRE, TRANSMISSION
 2. OBJECT - TREE(S)
 3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. (C) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - DISABLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
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:	April 16, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3768 hours (Total, all aircraft), 41 hours (Total, this make and model), 3700 hours (Pilot In Command, all aircraft), 81 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N68012
Model/Series:	UH-12E UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1500
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	August 22, 1986 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	44 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2134 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-540
Registered Owner:	PRO APP FERTILIZER INC.	Rated Power:	305 Horsepower
Operator:	PRO APP FERTILIZER, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	NNQG

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	10 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:	17°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	48.339912,-103.159812(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Robert
Additional Participating Persons:	WES EDWARDS; FARGO , ND
Original Publish Date:	July 5, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17250

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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](#).