



Aviation Investigation Final Report

Location:	LA SALLE, Texas	Accident Number:	FTW88DRA05
Date & Time:	April 4, 1988, 10:30 Local	Registration:	N4029D
Aircraft:	HILLER UH-12E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

ACFT WAS SUBSTANTIALLY DAMAGED DURING AN EMERGENCY AUTOROTATION FOLLOWING AN ENGINE FAILURE WHILE THE ACFT WAS COMPLETING AN AERIAL APPLICATION MANEUVER. ACFT TOUCHED DOWN TAIL LOW AND THE MAIN ROTOR BLADES FLEXED DOWN AND CUT OFF THE TAIL BOOM. INVESTIGATION REVEALED WATER IN THE CARB BOWL, THE ACFT FUEL TANK AND THE REFUELING VEHICLE.

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 - AERIAL APPLICATION

Findings

1. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 2. (C) FLUID,FUEL - WATER
 3. (C) REFUELING - IMPROPER - COMPANY MAINTENANCE PERSONNEL
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Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. AUTOROTATION - PERFORMED
5. (F) ALTITUDE - INADEQUATE

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 1, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	25400 hours (Total, all aircraft), 3000 hours (Total, this make and model), 25000 hours (Pilot In Command, all aircraft), 78 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N4029D
Model/Series:	UH-12E UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	5098
Landing Gear Type:	High skid	Seats:	2
Date/Type of Last Inspection:	August 30, 1987 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	48 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1560 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-540-C-2A
Registered Owner:	GLENN BUD HERRING	Rated Power:	305 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	BUD'S HELICOPTERS	Operator Designator Code:	TMEG

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:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 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:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.760526,-96.620414(est)

Administrative Information

Investigator In Charge (IIC): Stahl, Jimmy

Additional Participating Persons: MARTIN WINDECKER;

Original Publish Date: April 25, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=22474>

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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](#).