



Aviation Investigation Final Report

Location:	NEAR VACAVILLE, California	Accident Number:	LAX83LA069
Date & Time:	January 7, 1983, 16:30 Local	Registration:	N4027D
Aircraft:	HILLER UH-12E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AIRCRAFT COLLIDED WITH A TELEPHONE WIRE DURING TAKEOFF. THE PILOT MADE A PRECAUTIONARY LANDING ON THE SOFT BANK OF A LEVEE TO ASSESS THE DAMAGE AND LEFT THE ROTOR AT IDLE. THE LEVEE BANK GAVE WAY AND THE HELICOPTER SLID INTO THE DITCH WHERE THE ROTOR BLADES HIT THE GROUND. THE PILOT SAID HE SHOULD NOT HAVE WORKED SO CLOSE TO THE WIRES.

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. (F) OBJECT - WIRE, TRANSMISSION
 2. (C) COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
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Occurrence #2: ROLL OVER
Phase of Operation: OTHER

Findings

3. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
6. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	February 26, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6080 hours (Total, all aircraft), 300 hours (Total, this make and model), 5700 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N4027D
Model/Series:	UH-12E UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	5072
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	March 20, 1982 100 hour	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	600 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-540-C2A
Registered Owner:	ROBERT PORTERFARM AIR FLYING I	Rated Power:	305 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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Thin Overcast / 700 ft AGL	Visibility	3 miles
Lowest Ceiling:	Unknown	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:	N/A - None - Haze		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/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:	38.410953,-122.009902(est)

Administrative Information

Investigator In Charge (IIC): Funk ii, M.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23596>

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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](#).