



# Aviation Investigation Final Report

|                                |                            |                         |             |
|--------------------------------|----------------------------|-------------------------|-------------|
| <b>Location:</b>               | KETTLEMAN CITY, California | <b>Accident Number:</b> | LAX83LA181  |
| <b>Date &amp; Time:</b>        | April 7, 1983, 08:55 Local | <b>Registration:</b>    | N68024      |
| <b>Aircraft:</b>               | HILLER UH12-E              | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                            | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 137: Agricultural     |                         |             |

## Analysis

THE PILOT REPORTED THAT HE BEGAN FLYING ABOUT 0725 WITH 23 GALLONS OF FUEL ON BOARD. HE APPLIED A HERBICIDE FOR ABOUT AN HOUR AND CAME BACK TO RELOAD. AFTER RELOADING HE BEGAN A RETURN TO THE AREA TO BE SPRAYED. ABOUT 10 MINUTES LATER ALL POWER WAS LOST. DURING THE FORCED AUTOROTATION LANDING THE ACFT HIT HARD AND ROLLED OVER. LESS THAN A GALLON OF FUEL REMAINED ON BOARD THE ACFT.

## 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: CRUISE - NORMAL

#### Findings

1. (C) FLUID,FUEL - EXHAUSTION
  2. (C) FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
  3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) AUTOROTATION - PERFORMED - PILOT IN COMMAND

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Occurrence #3: ROLL OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

|                                  |  |  |                  |
|----------------------------------|--|--|------------------|
| <b>Certificate:</b>              | Commercial   | <b>Age:</b>                              | 41, Male         |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Center           |
| <b>Other Aircraft Rating(s):</b> | Helicopter   | <b>Restraint Used:</b>                   |                  |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No               |
| <b>Instructor Rating(s):</b>     |  | <b>Toxicology Performed:</b>             | No               |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.   | <b>Last FAA Medical Exam:</b>            | January 24, 1983 |
| <b>Occupational Pilot:</b>       | Yes  | <b>Last Flight Review or Equivalent:</b> |                  |
| <b>Flight Time:</b>              | 2769 hours (Total, all aircraft), 1900 hours (Total, this make and model), 111 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |  |                  |

### Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | HILLER                   | <b>Registration:</b>                  | N68024          |
| <b>Model/Series:</b>                 | UH12-E UH12-E            | <b>Aircraft Category:</b>             | Helicopter      |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Restricted (Special)     | <b>Serial Number:</b>                 | 64-15232        |
| <b>Landing Gear Type:</b>            | Skid                     | <b>Seats:</b>                         | 3               |
| <b>Date/Type of Last Inspection:</b> | February 13, 1983 Annual | <b>Certified Max Gross Wt.:</b>       | 3100 lbs        |
| <b>Time Since Last Inspection:</b>   | 60 Hrs                   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2428 Hrs                 | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          | Not installed            | <b>Engine Model/Series:</b>           | VO-540-C2A      |
| <b>Registered Owner:</b>             | GARY M. DOGGETT          | <b>Rated Power:</b>                   | 305 Horsepower  |
| <b>Operator:</b>                     | BALDRICK CROP DUSTING    | <b>Operating Certificate(s) Held:</b> |                 |
| <b>Operator Does Business As:</b>    |                          | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |                   |
|---|----------------------------------|---|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day               |
| <b>Observation Facility, Elevation:</b> | NCL ,237 ft msl                  | <b>Distance from Accident Site:</b>         | 18 Nautical Miles |
| <b>Observation Time:</b>                | 08:55 Local                      | <b>Direction from Accident Site:</b>        | 345°              |
| <b>Lowest Cloud Condition:</b>          | Scattered / 22000 ft AGL         | <b>Visibility</b>                           | 10 miles          |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | /                                | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  | 0°                               | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 30 inches Hg                     | <b>Temperature/Dew Point:</b>               | 17°C / 4°C        |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                   |
| <b>Departure Point:</b>                 |                                  | <b>Type of Flight Plan Filed:</b>           | None              |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | None              |
| <b>Departure Time:</b>                  | 08:45 Local                      | <b>Type of Airspace:</b>                    | Class G           |

## Airport Information

|                             |   |                                  |                |
|-----------------------------|---|----------------------------------|----------------|
| <b>Airport:</b>             |   | <b>Runway Surface Type:</b>      | Dirt           |
| <b>Airport Elevation:</b>   |   | <b>Runway Surface Condition:</b> | Dry            |
| <b>Runway Used:</b>         | 0 | <b>IFR Approach:</b>             | None           |
| <b>Runway Length/Width:</b> |   | <b>VFR Approach/Landing:</b>     | Forced landing |

## Wreckage and Impact Information

|                            |        |                             |                            |
|----------------------------|--------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 1 None | <b>Latitude, Longitude:</b> | 36.049133,-119.989395(est) |

## Administrative Information

**Investigator In Charge (IIC):** Pollack, Wayne

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=23670>

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