



Aviation Investigation Final Report

Location:	GONZALES, California	Accident Number:	LAX85LA305
Date & Time:	July 5, 1985, 07:15 Local	Registration:	N161HA
Aircraft:	HILLER UH-12E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

WHILE CRUISING DURING AN AG FLIGHT THE ACFT'S ENG BEGAN LOSING PWR. AT THE TIME THE ACFT WAS ABOUT 50 FT AGL & WAS TRAVELLING AT 50 MPH. THE PLT MADE A FORCED LDG ONTO A NEARBY PLOWED FLD. UPON TOUCHDOWN THE RT SKID DUG INTO A FURROW & THE ACFT ROLLED OVER. EXAM OF THE ACFT REVEALED THAT AN AIR LEAK HAD DEVELOPED AT THE FUEL FEED LINE INLET TO THE ELECTRIC BOOST PUMP. THE CONNECTOR INLET BUSHING BEING USED WAS NOT FOUND TO BE OF 'ACFT QUALITY,' & ITS CONDITION WAS OBSERVED TO BE RUSTED, PUTTED & ROUGH. THE INDIVIDUAL(S) RESPONSIBLE FOR ORIGINALLY PLACING THE UNAUTHORIZED PART IN SERVICE 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(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) FUEL SYSTEM,LINE FITTING - UNAPPROVED PART
2. (C) MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PERSONNEL

- 3. (C) FUEL SYSTEM,LINE FITTING - CORRODED
- 4. (C) FUEL SYSTEM,LINE FITTING - DETERIORATED
- 5. (F) FUEL SYSTEM,LINE FITTING - FAILURE,TOTAL

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 6. (F) TERRAIN CONDITION - NONE SUITABLE
- 7. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - OPEN FIELD
- 8. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
- 9. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT

Occurrence #4: ROLL OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 25, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N161HA
Model/Series:	UH-12E UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	HA-3061
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	Unknown	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-C20
Registered Owner:	COALINGA COMMUTER & CARGO	Rated Power:	305 Horsepower
Operator:	VERTICARE	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	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GONZALES , CA	Type of Flight Plan Filed:	None
Destination:	SALINAS , CA	Type of Clearance:	None
Departure Time:	07:10 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry;Rough;Vegetation
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:	36.540424,-121.390441(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	FRANK MCCUTCHEON; SAN JOSE , CA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=24763

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](#).