



Aviation Investigation Final Report

Location:	DURHAM, California	Accident Number:	LAX85LA309
Date & Time:	July 7, 1985, 16:30 Local	Registration:	N1048P
Aircraft:	HILLER UH-12B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PURPOSE OF THE LCL FLIGHT WAS FOR THE CFI TO DEMO THE NEWLY ACQUIRED HELICOPTER TO ITS OWNER. THE CFI REPORTED THAT DURING THE FLT A 'SOMEWHAT COMMON' VIBRATION WAS DETECTED, & HE ASSOCIATED THE VIBRATION WITH THE ACFT'S WOODEN MAIN ROTOR BLADES. HE FURTHER REPORTED THAT HE MAY HAVE BEEN DISTRACTED BY THE VIBRATION, & HE FAILED TO OBSERVE THE POWER LINES WHICH WERE IN THE LANDING APPROACH PATH. AT ABOUT 60 FT AGL THE ACFT'S MAST COLLIDED WITH THE WIRES. CONTROL WAS LOST, & DURING THE HARD LANDING THE BLADES FLEXED DOWN CUTTING OFF THE TAIL BOOM.

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: APPROACH

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
3. OBJECT - WIRE, TRANSMISSION

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 3, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	728 hours (Total, all aircraft), 44 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N1048P
Model/Series:	UH-12B UH-12B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	635
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	January 5, 1985 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3089 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-540
Registered Owner:	RAS KEYS	Rated Power:	305 Horsepower
Operator:	BARRY KISHNER	Operating Certificate(s) Held:	None
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	50 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:	33°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DURHAM , CA	Type of Flight Plan Filed:	None
Destination:	DURHAM , CA	Type of Clearance:	None
Departure Time:	16:25 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry;Soft
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.609481,-121.770027(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons: ROBERT HUSEN; SACRAMENTO , CA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24767>

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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](#).