



Aviation Investigation Final Report

Location:	ANDERSON, California	Accident Number:	LAX88LA189
Date & Time:	May 18, 1988, 18:15 Local	Registration:	N573HA
Aircraft:	HILLER UH-12E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

AFTER RECEIVING INFORMATION OF EXISTING UNFAVORABLE WIND CONDITIONS AND THAT FUEL WAS NOT AVAILABLE AT THE PLANNED REFUELING POINT THE PILOT ELECTED TO CONTINUE THE FLIGHT WITHOUT REFUELING. AS HE DESCENDED ON APPROACHING HIS DESTINATION THE ENGINE FAILED DUE TO FUEL EXHAUSTION. THE PLT MADE A HARD AUTOROTATIVE LANDING.

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: DESCENT - NORMAL

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) AUTOROTATION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	23, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 27, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1800 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N573HA
Model/Series:	UH-12E UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5013
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	March 14, 1988 Continuous airworthiness	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	3627 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C20
Registered Owner:	SILLER BROS., INC	Rated Power:	317 Horsepower
Operator:	SILLER BROTHERS	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:	RDD ,502 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	17:50 Local	Direction from Accident Site:	302°
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	YUBA CITY , CA (CA73)	Type of Flight Plan Filed:	None
Destination:	MOUNT HOOD , OR (00R9)	Type of Clearance:	None
Departure Time:	16:23 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
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:	40.439464,-122.350517(est)

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	LARRY PERKINS; SACRAMENTO , CA
Original Publish Date:	January 24, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26006

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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](#).