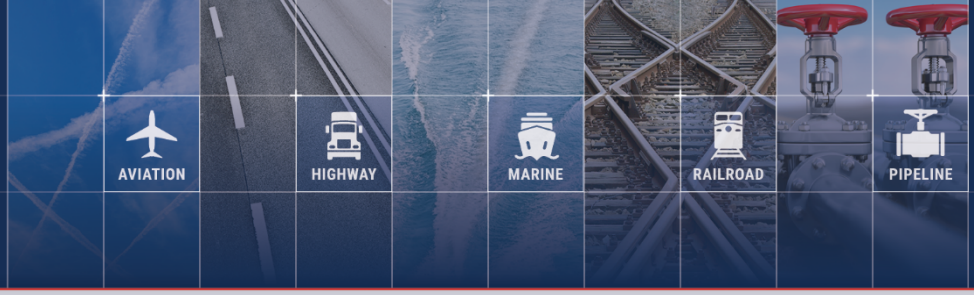

Aviation Investigation Final Report

Location:	FIVE POINTS, California	**Accident Number:**	LAX95LA132
Date & Time:	March 12, 1995, 14:30 Local	**Registration:**	N172ET
Aircraft:	HILLER UH-12E	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

WHILE SPRAYING A FIELD, THE HELICOPTER BEGAN TO LOSE ENGINE POWER. THE PILOT STARTED A PRECAUTIONARY LANDING WHEN THE POWER RETURNED. THE PILOT THEN TURNED TO LAND ON A DIRT ROAD, BUT THE ENGINE QUIT. HE STATED THAT HE HAD RUN OUT OF GAS. HE REPORTED NO MECHANICAL PROBLEMS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: fuel exhaustion due to the pilot's inattention to the fuel supply.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings
1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: EMERGENCY LANDING

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

Factual Information

On March 12, 1995, at 1430 hours Pacific standard time, a Hiller UH-12E helicopter, N172ET, crashed in an open field near Five Points, California, during an aerial application conducted under 14 CFR Part 137. Visual meteorological conditions prevailed at the time. The aircraft was substantially damaged and the pilot was not injured. The flight originated from the Five Points area about 1 hour before the accident occurred.

In the Pilot/Operator Report, the pilot indicated that while spraying the field "the engine started to lose power". As he began to flare, the power came back. At an altitude of 10-15 feet agl, the pilot initiated a turn to the south toward a dirt road to land. At 50 yards from the intended landing site, the engine stopped. He flared to zero out the airspeed, and pulled pitch to cushion the landing. The helicopter landed hard and rolled over which resulted in damage to the main rotor blades, the tail boom, the tail rotor gear box, the spray boom, and the chin bubble.

According to an inspector from the Federal Aviation Administration, the pilot stated that the aircraft ran out of fuel. There were no reported mechanical problems with the helicopter.

Pilot Information

Certificate:	Commercial; Private	**Age:**	46,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):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	October 11, 1994
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	17000 hours (Total, all aircraft), 4000 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	**Registration:**	N172ET
Model/Series:	UH-12E UH-12E	**Aircraft Category:**	Helicopter
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Restricted (Special)	**Serial Number:**	HA-3072
Landing Gear Type:	Skid	**Seats:**	1
Date/Type of Last Inspection:	January 31, 1995 Annual	**Certified Max Gross Wt.:**	2750 lbs
Time Since Last Inspection:	55 Hrs	**Engines:**	1 Turbo shaft
Airframe Total Time:	3652 Hrs	**Engine Manufacturer:**	ALLISON
ELT:	Not installed	**Engine Model/Series:**	250-C20
Registered Owner:	SAN JOAQUIN HELICOPTERS	**Rated Power:**	400 Horsepower
Operator:		**Operating Certificate(s) Held:**	
Operator Does Business As:		**Operator Designator Code:**	CUFG

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**	30 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	135°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	13:30 Local	**Type of Airspace:**	Class G

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
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:**	36.380134,-120.13063(est)

Administrative Information

Investigator In Charge (IIC):	Mucho, R.
Additional Participating Persons:	JIM MURRAY; FRESNO , CA
Original Publish Date:	September 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29052