



Aviation Investigation Final Report

Location:	CLEWISTON, Florida	Accident Number:	MIA88LA225
Date & Time:	July 18, 1988, 07:30 Local	Registration:	N108HA
Aircraft:	HILLER UH-12E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT STATED THE FUEL GAGES INDICATED 20 GALS WHEN HE TOOK OFF ON SPRAYING FLT. HE HAD JUST COMPLETED THE SPRAY RUN & STARTED TO PULL UP FROM ABOUT 10 FT & 25 MPH. AT THAT TIME THE ENG QUIT '& SOUNDED JUST LIKE IT WOULD IF IT RAN OUT OF GAS'. THERE WAS NOT ENOUGH ALT OR AIRSPEED FOR AUTOROTATION & CHOPPER HIT GROUND IN HIGH SINK RATE & PARTIALLY FELL INTO A CANAL. THE PLT STATED IN TEL CONVERSATION WITH NTSB THAT AFTERNOON THAT HE THOUGHT HE HAD RUN OUT OF GAS. AT THE SCENE, FAA VISUALLY CHECKED FUEL QUANTITY THROUGH THE FILLER OPENING & THOUGHT TANK TO BE EMPTY. THE NEXT DAY, THE PILOT CALLED FAA & SAID HE DRAINED 2.5 GALS OF FUEL FROM ACFT & THAT HE HAD FOUND A FUEL VENT CLOGGED.

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: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL SYSTEM,VENT - BLOCKED(TOTAL)

3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

4. AUTOROTATION - NOT POSSIBLE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 3, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft), 1250 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N108HA
Model/Series:	UH-12E UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	HA 3008
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	March 14, 1988 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	99 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2089 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-540-C2A
Registered Owner:	TAYLOR HELICOPTER, INC.	Rated Power:	305 Horsepower
Operator:		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:	PBI ,9 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	07:51 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	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:	26.749877,-80.929328(est)

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons:

Original Publish Date: June 9, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=32213>

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](#).