



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | BUTLER, Pennsylvania | Accident Number: | NYC85FGM02 |
| Date & Time: | November 15, 1984, 12:30 Local | Registration: | N17129 |
| Aircraft: | HILLER UH-12B | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Serious |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

AFTER TRAINING AT MCVILLE ARPT FOR ABOUT 1HR & 15MIN THE PLT DECIDED TO PURCHASE FUEL, TAXIED TO THE FUEL PUMPS & DISCOVERED THAT THE OPERATOR WAS NOT THERE. THE CFI EST THAT THERE WAS SUFFICIENT FUEL TO FLY TO BUTLER COUNTY ARPT, APRX 18 MILES AWAY. DURING THE FLT TO BUTLER THEY ENCOUNTERED STRONG GUSTY HEAD WINDS & WITH THE STUDENT PLT FLYING HAD TROUBLE WITH ALT & HEADING. ABOUT TWO MIN AFTER SIGHTING THE ARPT THE ENG QUIT & THE PLT MADE AN AUTOROTATION INTO TREES.

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: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND(CFI)
3. (C) SELF-INDUCED PRESSURE - PILOT IN COMMAND(CFI)

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

Findings

4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
5. (C) EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

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|----------------------------------|---|--|--------------------|
| Certificate: | Airline transport; Commercial; Flight instructor | Age: | 41, 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; Helicopter | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical—no waivers/lim. | Last FAA Medical Exam: | September 22, 1984 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 17638 hours (Total, all aircraft), 5 hours (Total, this make and model), 10300 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------|---------------------------------------|-----------------|
| Aircraft Make: | HILLER | Registration: | N17129 |
| Model/Series: | UH-12B UH-12B | Aircraft Category: | Helicopter |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | MIL 5116189 |
| Landing Gear Type: | Skid | Seats: | 2 |
| Date/Type of Last Inspection: | October 6, 1984 Annual | Certified Max Gross Wt.: | 2500 lbs |
| Time Since Last Inspection: | 72 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 21984 Hrs | Engine Manufacturer: | FRANKLIN |
| ELT: | | Engine Model/Series: | 6U335A |
| Registered Owner: | BRUCE BANNING | Rated Power: | 210 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | BVI ,1100 ft msl | Distance from Accident Site: | 25 Nautical Miles |
| Observation Time: | 12:45 Local | Direction from Accident Site: | 270° |
| Lowest Cloud Condition: | Scattered / 1100 ft AGL | Visibility | 7 miles |
| Lowest Ceiling: | Broken / 8000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / 25 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 210° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 7°C / 6°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | FREEDOM , PA (G06) | Type of Flight Plan Filed: | None |
| Destination: | BUTLERN , PA (BTP) | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-------------|----------------------------------|----------------|
| 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

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|----------------------------|-----------|-----------------------------|--------------------------|
| Crew Injuries: | 2 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Serious | Latitude, Longitude: | 40.86034,-79.890151(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Stockdale, C |
| Additional Participating Persons: | WILLIAM D FRENNIER; WEST MIFFLIN , PA |
| Original Publish Date: | |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=35593 |

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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](#).