



# Aviation Investigation Final Report

<b>Location:</b>	FOREST GROVE, Oregon	<b>Accident Number:</b>	SEA84LA066
<b>Date &amp; Time:</b>	March 12, 1984, 11:00 Local	<b>Registration:</b>	N62377
<b>Aircraft:</b>	HILLER UH-12E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 133: Rotorcraft ext. load		

## Analysis

THE PLT REPORTED THAT WHILE HOVERING, DURING AN EXTERNAL LOAD OPERATION, THE ENG LOST POWER & BLUE SMOKE & FLAMES EXITED THE BACK OF THE HELICOPTER. THE HELICOPTER THEN STRUCK TREES BEFORE COMING TO REST. DURING AN INVESTIGATION, THE ENG STARTED NORMALLY & WAS RUN TO 56% (N1) & 88% (N2). NO CONTAMINENTS WERE FOUND IN THE FUEL SYS.

## 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  
Phase of Operation: HOVER

#### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
-----

Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING

#### Findings

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

-----

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

Findings

3. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 12, 1983
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6008 hours (Total, all aircraft), 3500 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 140 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HILLER	<b>Registration:</b>	N62377
<b>Model/Series:</b>	UH-12E UH-12E	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	1152
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 10, 1984 100 hour	<b>Certified Max Gross Wt.:</b>	2750 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	10602 Hrs	<b>Engine Manufacturer:</b>	ALLISON
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	250-C20B
<b>Registered Owner:</b>	MOUNTAIN AIR HELICOPTERS	<b>Rated Power:</b>	305 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	HIO ,205 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	18:51 Local	<b>Direction from Accident Site:</b>	80°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 3200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	16 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	8°C / 7°C
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>	FOREST GROVE , OR	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	45.550086,-123.150619(est)

## Administrative Information

**Investigator In Charge (IIC):** Carrera, Candace

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=39881>

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](#).