



Aviation Investigation Final Report

Location:	REEDSPORT, Oregon	Accident Number:	SEA86LA013
Date & Time:	October 16, 1985, 16:30 Local	Registration:	N67113
Aircraft:	HILLER UH-12D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 133: Rotorcraft ext. load		

Analysis

A FORCED LANDING DOWNHILL WAS MADE DUE TO A LOSS OF POWER. UPON TOUCHDOWN THE RIGHT SKID BROKE AND THE AIRCRAFT ROLLED ONTO ITS RIGHT SIDE. DURING ENGINE EXAMINATION ONLY 1PINT OF FUEL WAS REMAINING IN THE FUEL TANK. THE ENGINE WAS TEST RUN AND NO MECHANICAL REASON FOR A POWER LOSS COULD BE FOUND.

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: MANEUVERING

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: MANEUVERING

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

Findings

- 4. (F) TERRAIN CONDITION - DOWNHILL
- 5. (F) TERRAIN CONDITION - NONE SUITABLE

Occurrence #4: GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #5: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 23, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N67113
Model/Series:	UH-12D UH-12D	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1104
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	October 1, 1985 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	71 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	13122 Hrs	Engine Manufacturer:	ALLISON
ELT:	Not installed	Engine Model/Series:	250-C20
Registered Owner:	FLYING R HELICOPTERS SERVICE	Rated Power:	305 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
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:		Distance from Accident Site:	
Observation Time:	16:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	REEDSPORT , OR (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	NONE	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:	43.789833,-123.900222(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	GEORGE LITTLEFIELD; HILLSBORO , OR
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40324

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](#).