



# Aviation Investigation Final Report

<b>Location:</b>	CONCRETE, Washington	<b>Accident Number:</b>	SEA92LA189
<b>Date &amp; Time:</b>	August 24, 1992, 16:30 Local	<b>Registration:</b>	N37667
<b>Aircraft:</b>	HILLER UH-12C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE ACFT ENGINE LOST POWER ON DOWNWIND IN THE TRAFFIC PATTERN FOR LANDING AND THE PILOT INITIATED A FORCED LANDING IN AN OPEN PASTURE. THE ACFT TOUCHED DOWN ON UNEVEN TERRAIN AND ROLLED OVER. A POST ACCIDENT EXAM OF THE ACFT FUEL TANKS REVEALED LESS THAN ONE QUART OF FUEL REMAINING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER DUE TO FUEL EXHAUSTION, RESULTING FROM THE IMPROPER IN-FLIGHT PLANNING BY THE PILOT IN COMMAND AND HIS FAILURE TO SELECT A PROPER TOUCHDOWN POINT FOR AN EMERGENCY FORCED LANDING. A FACTOR RELATING TO THE ACCIDENT WAS THE UNEVEN TERRAIN AT THE TOUCHDOWN POINT.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

### Findings

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

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ROLL OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

4. (C) PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 19, 1991
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	401 hours (Total, all aircraft), 224 hours (Total, this make and model), 360 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HILLER	<b>Registration:</b>	N37667
<b>Model/Series:</b>	UH-12C UH-12C	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	765
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	January 25, 1992 Annual	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>	38 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2085 Hrs	<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	6V-335-B
<b>Registered Owner:</b>	WESTCO HELICOPTERS, INC	<b>Rated Power:</b>	210 Horsepower
<b>Operator:</b>	WESTLUND, JACK M.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	WESTCO HELICOPTERS, INC.	<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>	NUW ,47 ft msl	<b>Distance from Accident Site:</b>	36 Nautical Miles
<b>Observation Time:</b>	16:55 Local	<b>Direction from Accident Site:</b>	230°
<b>Lowest Cloud Condition:</b>	Scattered / 2000 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(WA13)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:45 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 Minor	<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 Minor	<b>Latitude, Longitude:</b>	48.559108,-121.77066(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mangum, Prentiss
<b>Additional Participating Persons:</b>	BOB ARCHIBALD; RENTON , WA
<b>Original Publish Date:</b>	August 31, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=42886">https://data.nts.gov/Docket?ProjectID=42886</a>

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