



Aviation Investigation Final Report

Location:	Hastings, Nebraska	Accident Number:	CHI01LA238
Date & Time:	July 25, 2001, 11:30 Local	Registration:	N67067
Aircraft:	Hiller UH-12E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

During takeoff the pilot was unable to maintain altitude resulting in an in-flight collision with the terrain. The helicopter subsequently rolled over when the right skid contacted a row of corn. The pilot reported that he was using the bed of a service truck for takeoff and landing operations. The pilot stated that on his last takeoff, "... the wind dropped off, causing helicopter to settle. Control was maintained and proceed to translational lift. Helicopter crossed barren ground rizing from 2-3 feet to about 8 feet. Crossed over into cornfield. Helicopter began to settle again maintained control to ground. Helicopter slid about 10 feet. Right front skid caught on corn row causing helicopter to flip onto right side, and come to a stop."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Aircraft control not being maintained by the pilot which resulted in the encountered settling with power flight condition during the initial climb. Factors to the accident were the reported variable winds during the takeoff and the corn crop.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - VARIABLE WIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) SETTling WITH POWER - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #4: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

4. (F) TERRAIN CONDITION - CROP

Occurrence #5: ROLL OVER

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Factual Information

On July 25, 2001, at 1130 central daylight time, a Hiller UH-12E, N67067, piloted by a commercial pilot, sustained substantial damage during an in-flight collision with the terrain following dragging a skid and subsequent rollover during a takeoff near Hastings, Nebraska. Visual meteorological conditions prevailed at the time of the accident. The aerial application flight was operating under the provisions of 14 CFR Part 137 without a flight plan. The pilot, the sole occupant, reported no injuries. The local flight was departing at the time of the accident.

According to the pilot's written statement, he had performed 15 takeoffs during the last 2 hours with no significant change in the weather. The pilot reported that he was using the bed of a service truck for takeoff and landing operations. The pilot stated that on his last takeoff, "... the wind dropped off, causing helicopter to settle. Control was maintained and proceed to translational lift. Helicopter crossed barren ground rizing from 2-3 feet to about 8 feet. Crossed over into cornfield. Helicopter began to settle again maintained control to ground. Helicopter slid about 10 feet. Right front skid caught on corn row causing helicopter to flip onto right side, and come to a stop."

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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-w/ waivers/lim	Last FAA Medical Exam:	May 1, 2001
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6801 hours (Total, all aircraft), 1000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hiller	Registration:	N67067
Model/Series:	UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1781
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	April 6, 2001 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	VO-540-C2A
Registered Owner:	Central States Helicopters, Inc.	Rated Power:	325 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	C30G

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HSI,1961 ft msl	Distance from Accident Site:	
Observation Time:	11:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 1100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	21°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hastings, NE	Type of Flight Plan Filed:	None
Destination:	Hastings, NE	Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class G

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:	40.579677,-98.389495(est)

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	Larry Barry; Federal Aviation Administration - Lincoln FSDO; Lincoln, NE
Original Publish Date:	January 16, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52917

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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](#).