



Aviation Investigation Final Report

Location:	Grand Junction, Colorado	Accident Number:	CEN10CA362
Date & Time:	June 24, 2010, 18:30 Local	Registration:	N9754C
Aircraft:	Hiller UH-12E	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The helicopter had recently undergone an annual inspection and about a month thereafter the pilot planned to take it for a test flight. After completing an engine run-up, he noted that the helicopter appeared to be operating well. The pilot elected to perform a hover-taxi to a nearby helipad, which consisted of a flight path that would overfly a storage container. As he flew past the container, the helicopter’s engine experienced a total loss of power and he landed in a bark pile. During a postaccident visual examination by Federal Aviation Administration inspectors, they could not determine any problems with the helicopter’s engine. The pilot reported that following the helicopter being recovered he found a plug covering the fuel tank’s vent line. The pilot opined that the plug resulted in the loss of power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The total loss of engine power for undetermined reasons.

Findings

Not determined	(general) - Unknown/Not determined
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Factual Information

History of Flight

Maneuvering	Unknown or undetermined
Maneuvering	Loss of engine power (total) (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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 1 With waivers/limitations	Last FAA Medical Exam:	August 18, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 8, 2010
Flight Time:	484 hours (Total, all aircraft), 296 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hiller	Registration:	N9754C
Model/Series:	UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2149
Landing Gear Type:	N/A; High skid	Seats:	4
Date/Type of Last Inspection:	May 19, 2010 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6769 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	VO-540 SERIES
Registered Owner:	LANDS END TRANSPORT INC	Rated Power:	310 Horsepower
Operator:	LANDS END TRANSPORT INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	249°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Grand Junction, CO (2C09)	Type of Flight Plan Filed:	None
Destination:	Grand Junction, CO (2C09)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Lands End Heliport 2C09	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	39.080341,-108.49057(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Scott Hartley; FAA FSDO; Salt Lake City, UT
Original Publish Date:	March 16, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=76486

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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](#).