

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Hiller UH-12 B, N38763	
<b>No &amp; Type of Engines:</b>	1 Franklin 6V4-200-C33 piston engine	
<b>Year of Manufacture:</b>	1953 (Serial no: 497)	
<b>Date &amp; Time (UTC):</b>	4 August 2012 at 1330 hrs	
<b>Location:</b>	Elstree Aerodrome, Hertfordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to tail rotor, tail rotor gearbox and tail boom	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	70 years	
<b>Commander's Flying Experience:</b>	2,400 hours (of which 57 were on type) Last 90 days - 10 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot carried out hovering practice on the airfield for about 15 minutes before translating away for a visual circuit. Weather conditions were fine, with a surface wind from the south-west at 15 kt and an air temperature of 15°C. Whilst downwind, the pilot noticed a high engine oil temperature and low pressure, which had both been normal during the earlier hovering. He turned towards the grass area to the north of the runway for an immediate landing. As the helicopter lost translational lift, the pilot noticed that main rotor rpm was reducing so

he applied power to correct. However, as the rotor rpm did not recover, the pilot lowered the collective control. The helicopter descended in a slight tail-low attitude and the tail struck the ground, causing damage to the airframe and tail rotor assembly. The pilot's assessment was that the helicopter had lost power, compounded by the fact that the carburettor heat control had not been returned to the 'cold' position before the approach and landing.