



Aviation Investigation Final Report

Location:	Shrewsbury, Pennsylvania	Accident Number:	ERA22LA118
Date & Time:	February 9, 2022, 16:20 Local	Registration:	N64741
Aircraft:	Hiller UH-12E4	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, during a short local flight while approaching to land, he encountered a descent rate that was unsuitable for landing. He attempted to correct for the rate of descent but was unsuccessful after pulling full collective pitch. The helicopter impacted the ground and rolled on to its right side, which resulted in substantial damage to the fuselage. He stated that he may have encountered a condition called “settling with power” during his approach to land due to the winds.

The pilot reported no mechanical anomalies that would have prevented normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain control during the descent which resulted in a hard landing.

Findings

Personnel issues	Identification/recognition - Pilot
Aircraft	Descent rate - Not attained/maintained
Personnel issues	Delayed action - Pilot
Environmental issues	Variable wind - Awareness of condition

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	None	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	November 30, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 30, 2021
Flight Time:	155 hours (Total, all aircraft), 155 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hiller	Registration:	N64741
Model/Series:	UH-12E4 NO SERIES	Aircraft Category:	Helicopter
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2189
Landing Gear Type:	None; Skid	Seats:	4
Date/Type of Last Inspection:	July 18, 2020 Continuous airworthiness	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	150 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-540
Registered Owner:	On file	Rated Power:	310 Horsepower
Operator:	On file	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	5 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 25 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	11°C / -6.7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Churchville, MD (OW3)	Type of Flight Plan Filed:	None
Destination:	Shrewsbury, PA	Type of Clearance:	None
Departure Time:	14:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	SHOESTRING AVIATION AIRFIELD 0P2	Runway Surface Type:	Grass/turf
Airport Elevation:	1000 ft msl	Runway Surface Condition:	Dry
Runway Used:	06U	IFR Approach:	None
Runway Length/Width:	1000 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.796254,-76.646393

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Robert C. Hall; FAA/FSDO; Honolulu, HI
Original Publish Date:	June 14, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104621

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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](#).