



Aviation Investigation Final Report

Location:	SAN JUAN, Puerto Rico	Accident Number:	MIA84FA058
Date & Time:	January 12, 1984, 12:30 Local	Registration:	N5317V
Aircraft:	HILLER UH-12C	Aircraft Damage:	None
Defining Event:		Injuries:	1 Fatal, 1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

A PERFORMER FELL FROM A TRAPEZE RIGGED BELOW THE HELICOPTER WHILE IT WAS HOVERING AT ABOUT 150 FT AGL. THE FAA HAD NOT AUTHORIZED THE MODIFICATION TO THE ACFT. THE PLT WAS NOT CERTIFIED FOR EXTERNAL LOAD OPERATIONS. THE PERFORMER REPORTEDLY HAD NOT DONE THIS ACT BEFORE AND WAS NOT IN EXCELLENT PHYSICAL CONDITION.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: HOVER

Findings

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (C) PLANNING/DECISION - IMPROPER - PASSENGER

Factual Information

Pilot Information

Certificate:	Private	Age:	50,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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 25, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1450 hours (Total, all aircraft), 609 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N5317V
Model/Series:	UH-12C UH-12C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	768
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	May 14, 1983 Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1572 Hrs	Engine Manufacturer:	FRANKLIN
ELT:	Not installed	Engine Model/Series:	VO-335
Registered Owner:	AERO-MED EXPRESS	Rated Power:	250 Horsepower
Operator:	HECTOR GRATACOS	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SJU ,30 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	12:54 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 2700 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class D

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons: RENE GONZALES; SAN JUAN , PR

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30964>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).