



Aviation Investigation Final Report

Location:	SIGEL, Pennsylvania	Accident Number:	NYC84FGM04
Date & Time:	June 2, 1984, 07:50 Local	Registration:	N109EH
Aircraft:	HILLER UH-12E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT WAS ON AN AERIAL APPLICATION FLT OVER A WOODED AREA. ACCORDING TO HIM, HE HAD A TAIL ROTOR PROBLEM & IT WAS NECESSARY TO EXTEND HIS GLIDE TO REACH AN OPEN AREA. SUBSEQUENTLY, THE HELICOPTER LANDED HARD & THE MAIN ROTOR BLADES STRUCK & SEVERED THE TAIL BOOM. AN INVESTIGATION REVEALED THAT THE PLT HAD DECLINED TO REFUEL PRIOR TO THE LAST TAKEOFF. WITNESSES STATED THAT FUEL HAD BEEN ADDED TO THE TANKS AFTER THE ACCIDENT, BEFORE THE INVESTIGATOR ARRIVED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. (C) FLUID,FUEL - EXHAUSTION
 4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	34, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 3, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4600 hours (Total, all aircraft), 710 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N109EH
Model/Series:	UH-12E UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	HA 3062
Landing Gear Type:	High skid	Seats:	3
Date/Type of Last Inspection:	April 23, 1984 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	9 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	1619 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C20
Registered Owner:	EVERGREEN HELICOPTER OF ALASKA	Rated Power:	385 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SIGEL , PA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

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

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:	41.279254,-79.119277(est)

Administrative Information

Investigator In Charge (IIC):	Ostronic, Jerome
Additional Participating Persons:	FRANK TURKO; WEST MIFFLIN , PA WILLIAM N FRENNIER; WEST MIFFLIN , PA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=35386

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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](#).