



# Aviation Investigation Final Report

<b>Location:</b>	WESTFIELD, Massachusetts	<b>Accident Number:</b>	NYC91LA189
<b>Date &amp; Time:</b>	July 27, 1991, 09:45 Local	<b>Registration:</b>	N62246
<b>Aircraft:</b>	HILLER UH-12B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT CALCULATED HE HAD OVER 2 HOURS OF FUEL FOR THE FINAL LEG OF THE FLIGHT. HE FOUND HE WAS OFF COURSE TO THE WEST, SO HE LANDED THE HELICOPTER TO FIND HIS POSITION, WITHOUT SHUTTING DOWN THE ENGINE. HE TOOK OFF HEADING EAST AND HAD TO LAND AGAIN TO GET HIS POSITION, THIS TIME SHUTTING THE ENGINE OFF. HE WAS 5 MILES SOUTH OF HIS INTENDED LANDING AIRPORT. THE PILOT SAID AT THIS POINT HE HAD ABOUT 4 GALLONS OF FUEL. WHILE ON APPROACH TO THE AIRPORT THE ENGINE FAILED AND HE MADE A FORCED LANDING IN A CEMETERY. HE LANDED SHORT OF HIS INTENDED LANDING AREA AND IMPACTED WITH A HEAD STONE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO REFUEL RESULTING IN A POWER FAILURE DUE TO FUEL EXHAUSTION, AND SUBSEQUENT FORCED LANDING IN UNSUITABLE TERRAIN.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. FLUID,FUEL - EXHAUSTION
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

Findings

3. (F) OBJECT - OTHER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 8, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	196 hours (Total, all aircraft), 188 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HILLER	<b>Registration:</b>	N62246
<b>Model/Series:</b>	UH-12B UH-12B	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	343
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	6V-335
<b>Registered Owner:</b>	JAMES T. KILBRIDGE	<b>Rated Power:</b>	210 Horsepower
<b>Operator:</b>	JAMES T. KILBRIDGE	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WALKILL, NY (10N)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:55 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Yurman, Alan
<b>Additional Participating Persons:</b>	ARNIE PAYNE; WINDSOR LOCKS , CT
<b>Original Publish Date:</b>	May 27, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=36972">https://data.nts.gov/Docket?ProjectID=36972</a>

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