



Aviation Investigation Final Report

Location:	TIMBER, Oregon	Accident Number:	SEA95LA077
Date & Time:	April 11, 1995, 10:00 Local	Registration:	N508HV
Aircraft:	HILLER UH-12E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE HELICOPTER WAS TOWED ON A TRAILER TO THE AREA WHERE IT WAS TO BE USED FOR AERIAL APPLICATION WORK. THE MAIN ROTOR BLADES WERE THEN SECURED TO THE ROTOR HEAD, BUT THE SHIPPING BLOCK WAS NOT REMOVED. DURING HIS PREFLIGHT, THE PILOT FAILED TO NOTICE THAT THE SHIPPING BLOCK WAS STILL IN PLACE. UPON TAKING OFF FROM THE TRAILER, THE PILOT WAS UNABLE TO MAINTAIN AIRCRAFT CONTROL BECAUSE THE SHIPPING BLOCK WAS RESTRICTING THE OPERATION OF THE FLIGHT CONTROL SYSTEM. THE HELICOPTER ENTERED AN UNCONTROLLED DESCENT, AND IMPACTED THE TERRAIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE AIRCRAFT PREFLIGHT DURING WHICH HE FAILED TO NOTICE THE MAIN ROTOR SHIPPING BLOCK HAD NOT BEEN REMOVED, AND THE RESULTANT RESTRICTED MOVEMENT OF THE FLIGHT CONTROL SYSTEM.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (C) ROTORCRAFT FLIGHT CONTROL SYSTEM - MOVEMENT RESTRICTED

2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On April 11, 1995, approximately 1000 Pacific daylight time (PDT), a Hiller UH-12E helicopter, N508HV, impacted the terrain about six miles west of Timber, Oregon. The commercial pilot, who was the sole occupant of the aircraft, received serious injuries, and the helicopter sustained substantial damage. The aircraft, which had just lifted off of a trailer on which it had been towed to the area, was being operated in visual meteorological conditions. No flight plan had been filed, and there was no report of an ELT activation.

According to the operator, the helicopter, which was going to be on an aerial application flight, had been towed to the area with a shipping block attached to the main rotor head. At the site of the accident, the pilot and ground crew secured the main rotor blades to the rotor head, but forgot to remove the shipping block. When the aircraft lifted off of the trailer with the shipping block still in place, the pilot was unable to maintain control.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	55, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 12, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10450 hours (Total, all aircraft), 9450 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N508HV
Model/Series:	UH-12E UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	5008
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	January 23, 1995 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	86 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	975 Hrs	Engine Manufacturer:	ALLISON
ELT:	Not installed	Engine Model/Series:	250-C20B
Registered Owner:	REFORESTATION SERVICES, INC.	Rated Power:	420 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	GEYG

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:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		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:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	45.74097,-123.299049(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	RON HOLLOWAY; HILLSBORO , OR
Original Publish Date:	October 13, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42133

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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](#).