



Aviation Investigation Final Report

Location:	CHINOOK, Montana	Accident Number:	SEA93GA052
Date & Time:	January 15, 1993, 12:15 Local	Registration:	N28908
Aircraft:	HILLER UH-12E	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 Fatal, 2 None
Flight Conducted Under:	Public aircraft		

Analysis

THE PILOT REPORTED THAT HE HAD LANDED THE HELICOPTER NEAR THE FUEL PUMPS AS EARLIER AGREED UPON BY THE FBO PERSONNEL. AS THE MAIN AND TAIL ROTORS WERE WINDING DOWN, THE PILOT AND PASSENGER EXITED THE HELICOPTER AND WERE REMOVING BAGGAGE WHEN AN INDIVIDUAL FROM THE FBO EXITED A NEARBY HANGAR AND WAS FOLLOWING A PATH WAY IN THE SNOW TOWARD THE ADMINISTRATION BUILDING AND THE HELICOPTER. THE PILOT CALLED OUT TO THE INDIVIDUAL TO CAUTION HIM OF THE TAIL ROTOR, HOWEVER, THE INDIVIDUAL CONTINUED AND WAS STRUCK BY THE TAIL ROTOR.

Probable Cause and Findings

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

Findings

Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation: STANDING - IDLING ROTORS

Findings

1. OBJECT - OTHER PERSON
2. (C) INATTENTIVE - FBO PERSONNEL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 4, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	11000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 9400 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N28908
Model/Series:	UH-12E UH-12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1332
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	December 29, 1992 Continuous airworthiness	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8953 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	V0-540-C2A
Registered Owner:	HAWKINS & POWERS AVIATION	Rated Power:	305 Horsepower
Operator:	DEPT OF INTERIOR	Operating Certificate(s) Held:	None
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	20 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:	-17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHINOOK S71	Runway Surface Type:	Asphalt
Airport Elevation:	2410 ft msl	Runway Surface Condition:	Snow
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	1 Fatal	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 2 None	Latitude, Longitude:	48.469459,-109.210342(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	M DEMONTIGNY; HELENA , MT
Original Publish Date:	October 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42943

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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](#).