



Aviation Investigation Final Report

Location:	NEW PALTZ, New York	Accident Number:	NYC82DA087
Date & Time:	May 2, 1982, 16:00 Local	Registration:	N116S
Aircraft:	HILLER UH-12A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE CRUISING AT 400 FT AGL, THE PILOT NOTICED A DECAY IN THE MAIN ROTOR RPM; HOWEVER, THE ENGINE RPM WAS REPORTED TO HAVE REMAINED CONSTANT. THE PILOT SUSPECTED A MECHANICAL FAILURE AND ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN APPLE ORCHARD. DURING THE LANDING, THE HELICOPTER CONTACTED AN APPLE TREE AND LANDED HARD. DURING THE LANDING, THE SKIDS WERE BENT, THE WINDSHIELD WAS BROKEN, THE FUSELAGE STRUCTURE WAS BUCKLED, AND THE TAIL ROTOR WAS DAMAGED.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. (F) OBJECT - TREE(S)
4. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
7. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:		Age:	29, Male
Airplane Rating(s):		Seat Occupied:	Unknown
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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 6, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	88 hours (Total, all aircraft), 39 hours (Total, this make and model), 59 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N116S
Model/Series:	UH-12A UH-12A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	FRANKLIN
ELT:		Engine Model/Series:	O-335
Registered Owner:	STEVE CHARLES SLADKY	Rated Power:	178 Horsepower
Operator:	STEVE CHARLES SLADKY	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	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	65°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KINGSTON , NY	Type of Flight Plan Filed:	None
Destination:	GREENWOOD LAKE , NY	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

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:	41.739124,-74.079986(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: May 2, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71988>

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](#).