



Aviation Investigation Final Report

Location:	GREELEYVILLE, South Carolina	Accident Number:	ATL93LA065
Date & Time:	March 25, 1993, 18:00 Local	Registration:	N4029Z
Aircraft:	HILLER UH12E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A LANDING APPROACH WAS BEING MADE TO AN EMPTY FIELD ADJACENT TO THE PILOT'S HOUSE. THE APPROACH TO THE FIELD WAS OVER A LAKE. WHEN THE HELICOPTER WAS FLARED FOR LANDING OVER THE LAKE, THE TAIL ROTOR CONTACTED THE LAKE SURFACE. DIRECTIONAL CONTROL WAS LOST & THE HELICOPTER CRASHED INTO THE LAKE. THE PILOT STATED THAT HE MISJUDGED HIS LANDING & APPROACH ALTITUDE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGMENT OF THE HELICOPTER'S ALTITUDE DURING THE LANDING FLARE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. TERRAIN CONDITION - WATER
2. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	42, 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--no waivers/lim.	Last FAA Medical Exam:	February 15, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	13200 hours (Total, all aircraft), 65 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N4029Z
Model/Series:	UH12E UH12E	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	5143
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	V0-540-C2A
Registered Owner:	H AND M AIRCRAFT LEASING	Rated Power:	340 Horsepower
Operator:	H AND M AIRCRAFT LEASING	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:	CHS ,46 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	17:51 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 8500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:	(NONE)	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:	Straight-in

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:	33.570884,-79.979751(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	TOM DAMOUR; COLUMBIA , SC
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8731

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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](#).