



National Transportation Safety Board Aviation Accident Final Report

Location:	ST. PETERSBURG, FL	Accident Number:	MIA95GA033
Date & Time:	12/03/1994, 1730 EST	Registration:	N23321
Aircraft:	SIKORSKY UH-60A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Public Aircraft		

Analysis

The pilot-in-command was ground taxiing into an unmarked parking area between two hangers without a ground marshaller. The helicopter's main rotor blades collided with the hanger. There were no written procedures pertaining to marshalling of aircraft or designated parking areas.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in-command's failure to maintain separation while ground taxiing between two hangers, resulting in the main rotor blades colliding with a hanger. Contributing to the accident was the lack of written procedures pertaining to ground marshalling of aircraft, and designated parking areas.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

1. OBJECT - HANGAR/AIRPORT BUILDING
2. (C) VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
3. (F) CONDITION(S)/STEP(S) NOT LISTED - COMPANY/OPERATOR MANAGEMENT

Factual Information

On December 3, 1994, about 1730 eastern standard time, a Sikorsky UH-60A, serial number 23321, registered to U.S. Army Aviation Command, operated by the U.S. Customs Service, on a public-use positioning flight, collided with a hangar while ground taxiing into a parking area at the St. Petersburg-Clearwater International Airport, St. Petersburg, Florida. The helicopter sustained substantial damage. The airline transport-rated pilot, commercial pilot, copilot, air interdiction officer, and two occupants were not injured. Visual meteorological conditions prevailed and an agency flight plan was filed. The flight originated from Jacksonville Naval Air Station, Jacksonville, Florida, about 1 hour before the accident.

The airline transport-rated pilot-in-command (PIC), and copilot stated after landing they taxied to the U.S. Customs ramp where they were met by maintenance personnel. The PIC was asked to park in a grassy area. They informed the maintenance employee that they had night vision goggles and weapons on board the helicopter, and needed to park in a secure area between the two hangers. No request was made by the PIC, nor was he asked by maintenance personnel if he wanted marshalling support while taxiing the helicopter. He taxied into the unmarked parking area along the northwest corner of the ramp, made a right turn towards the south, and continued towards the southeast corner of the ramp. As they started the final right turn, a crewmember stated, "we are getting close," and the main rotor blades collided with the hanger.

Information pertaining to aircraft information is contained in NTSB Form 6120.1/2 and NTSB Form 6120.4.

Toxicology studies of specimens from the pilot-in-command, and copilot were negative for neutral, acidic, and basic drugs.

Review of written procedures at the Jacksonville Air Branch, Tampa Air Unit, SERV-AIR Inc., Standard Operating Procedures, and the Aviation Operations Handbook for U.S. Customs, revealed there are no written procedures concerning designated parking areas, marking of parking areas, and marshalling of aircraft.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/24/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	10000 hours (Total, all aircraft), 585 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SIKORSKY	Registration:	N23321
Model/Series:	UH-60A UH-60A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	79-23321
Landing Gear Type:	Tailwheel	Seats:	8
Date/Type of Last Inspection:	11/25/1994, AAIP	Certified Max Gross Wt.:	20500 lbs
Time Since Last Inspection:	15 Hours	Engines:	2 Turbo Shaft
Airframe Total Time:		Engine Manufacturer:	GE
ELT:	Installed, not activated	Engine Model/Series:	T-700
Registered Owner:	U.S.ARMY AVN TROOP CMD	Rated Power:	1546 hp
Operator:	U.S. CUSTOMS SERVICE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	PIE, 11 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1751 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 18000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 20° C
Precipitation and Obscuration:			
Departure Point:	JACKSONVILLE, FL (NIP)	Type of Flight Plan Filed:	Company VFR
Destination:	, FL (PIE)	Type of Clearance:	None
Departure Time:	1631 EST	Type of Airspace:	

Airport Information

Airport:	ST. PETERSBURG-CLEARWATER (PIE)	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Report Date:	04/05/1995
Additional Participating Persons:	DENNIS E LINDSAY; OKLAHOMA CITY, OK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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