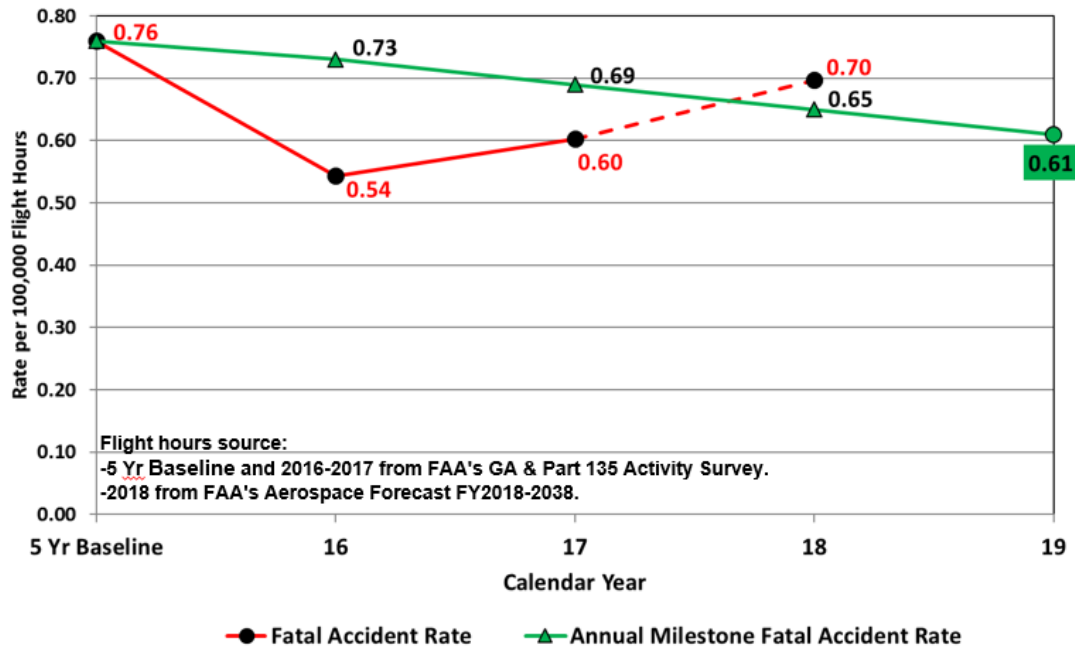


Monthly Report

As of: 13 November 2018

The USHST, a regional partner to the International Helicopter Safety Team, established a goal of reducing the fatal U.S. helicopter accident rate by 20% by 2020. (0.61 fatal accidents per 100,000 flight hours)

U.S. Helicopter Safety Team (USHST) Fatal Accident Rate (Jan-Oct)

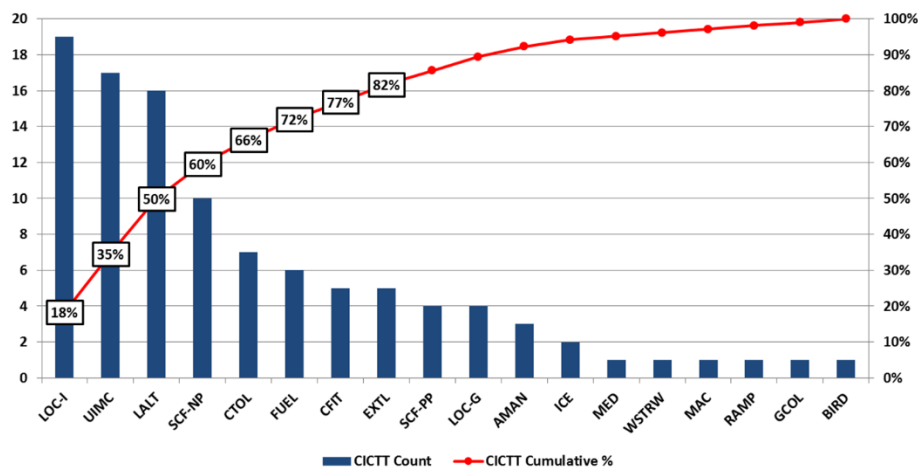


OUTREACH

Since 01 January 2018, the **Utility Patrol and Construction (UPAC)** industry has experienced 6 fatal accidents and 9 fatalities. Over a ten year period (2009 – 2018) the UPAC industry experienced a fatal accident rate of 3.39 per 100K flight Hours and accounted for 2% of the flight hours in the U.S.

Top 4 Aviation Occurrence codes (CICTT) for UPAC

The Safety Analysis Team (SAT) completed extensive accident analysis on 104 fatal helicopter accidents.



Within the 2009 – 2013 dataset, the UPAC industry experienced the 5th highest number of fatal accidents and within those 8 fatal accidents, with the following distribution:

| CICCT | Count | % | Fatalities |
|------------------------------------|-------|------|------------|
| Low Altitude (LALT) | 4 | 50 | 5 |
| External Load | 2 | 25 | |
| FUEL | 1 | 12.5 | |
| Loss of Control – Inflight (LOC-I) | 1 | 12.5 | |

Each year the U.S. helicopter industry safely flies more than 3.2 million flight hours and every second of every flight must be handled with professionalism. The USHST strongly encourages aviation safety professionals to review NTSB accident reports to review the Accident Analysis, Probable Cause and Findings:

Days since Last U.S. Fatal Helicopter Accident: CEN19FA024

10 DAYS

07 | **41** | **42**
HOURS | MINUTES | SECONDS

November 4, 2018

National Transportation Safety Board
Aviation Accident Final Report

| | | | |
|----------------------------|---|------------------|-------------|
| Location: | El Paso, TX | Accident Number: | CEN19FA024 |
| Date & Time: | 11/03/2017, 1805:02Z | Registration: | N4798L |
| Aircraft: | ROBINSON HELICOPTER R22 BETA | Aircraft Damage: | Substantial |
| Defining Event: | Low altitude operation - terrain | Injuries: | 1 Fatal |
| Flight Certificate Number: | FAI 103 (Category: Utility) - Other: 100% UOP | | |

Analysis

The recreational pilot was flying his company's helicopter during a low-altitude utility landing flight. A witness saw the helicopter maneuvering over power lines. It subsequently descended to a lower low altitude to ground contact and was encased by postcrash fire. Both the power lines above the helicopter wreckage and the helicopter itself exhibited damage consistent with low altitude contact with the lines. An extensive examination of the wreckage did not reveal any precrash anomalies that would have precluded normal operations of the helicopter.

Probable Cause and Findings

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

The pilot's failure to maintain clearance from powerlines while maneuvering at low altitude.

Findings

| | |
|---------------------|--|
| Pilot | None - Not address (increased clearance) |
| Preventive action | Identify and mitigate - Pilot Check |
| Environmental issue | None - Contributed to accident |
| Human factors issue | None - Contributed to accident |
| Weather issue | None - Contributed to accident |
| Other issue | None - Contributed to accident |

Bell 206B crashed near Uvalde, TX (3 – Fatal)

Helicopter - Safety Enhancements (H-SE)

Detailed in the [USHST report](#) are the 22 recommended “Safety Enhancements” that address four general issues — Outreach, Training, Policy, Technology & Equipment, the development and successful implementation is intended to reduce the number of fatalities.

| Helicopter Safety Enhancement (H-SE) 13A: Utilities Patrol and Construction (UPAC) Recommended Practice Guide | |
|---|--|
| Safety Enhancement Action: | Review UPAC Safety Guide for Helicopter Operators for basic content and revise as necessary. Promote use via HAI UPAC Committee. |

[UPAC Safety Guide located on HAI Website](#)

Events Calendar:

| OUTREACH Initiatives: (Upcoming Events) | |
|---|---|
| Houston Regional Helicopter Safety Stand-Down | November 09 @ 7:30 am - 4:00 pm CST |
| Minneapolis Regional Helicopter Safety Stand-Down | 25 January 2019 @ 7:30 am - 4:00 pm CST |

