

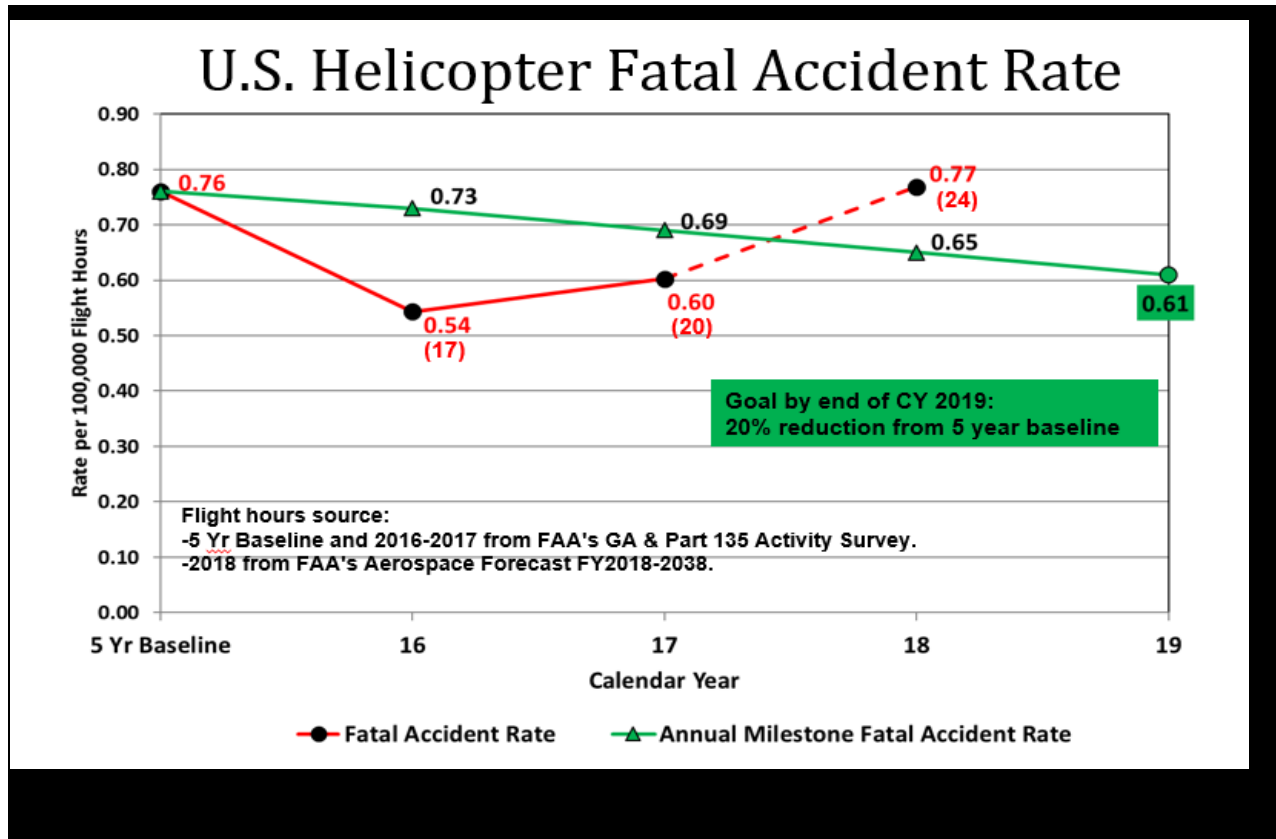


## Monthly Report

As of: 11 December 2018

The USHST is a regional partner to the International Helicopter Safety Team.

**USHST GOAL:** Reduce the fatal U.S. helicopter accident rate by 20% by 2020. (0.61 fatal accidents per 100,000 flight hours)



## OUTREACH

Since 01 January 2018, the **Personal / Private** industry experienced:

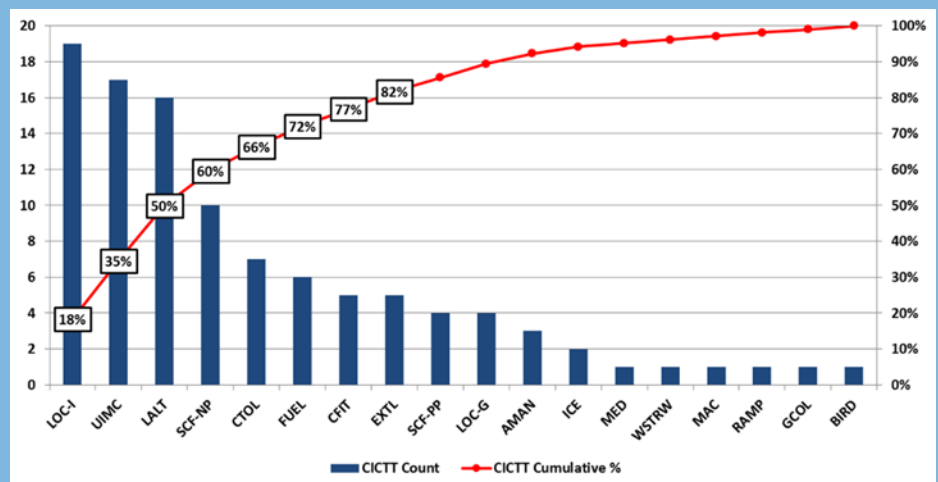
- 7 fatal accidents
- 22 fatalities

Over a ten year period (2009 – 2018) the Pers/Pvt industry:

- experienced fatal accident rate of 5.0 per 100K flight Hours
- accounted for ≈3% of the flight hours in the U.S.

### Top 3 Aviation Occurrence codes (CICCT)

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





Within the 2009 – 2013 dataset, the Personal / Private industry experienced the highest number of fatal accidents and within those 23 fatal accidents, with the following CAST/ICAO Common Taxonomy (CICCT) distribution:

CICCT	Count	Fatalities
Loss of Control – Inflight (LOC)	7	10
Unintended IMC (UIMC)	5	12
LALT	1	4

[Check out the “complete” USHST H-SE report here!](#)

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: ERA19WA054

**18** DAYS

**22** HOURS | **25** MINUTES | **00** SECONDS

November 22, 2018

National Transportation Safety Board  
Aviation Accident Final Report

Location: Elmhurst, TX  
Date & Time: 11/22/2017, 10:08:00Z  
Accident: HSI0220W-HLICOPTER K23 BETA  
Defining Event: Low altitude operation/event  
Flight Conducted Under: Part 91: General Aviation - Other than for hire

Accident Number: CEN1804203  
Registration: N4077W  
Aircraft Damage: Substantial  
Injuries: 1 FATAL

**Analysis**

The commercial pilot was flying his company's helicopter during a low-altitude cattle herding flight. A witness saw the helicopter maneuvering over power lines, it subsequently descended in a steep low attitude to ground contact and was consumed by post-impact fire. Both the power lines above the helicopter wreckage and the helicopter itself exhibited damage consistent with in-flight contact with the lines. An extensive examination of the wreckage did not reveal any preimpact anomalies that would have precluded normal operation of the helicopter.

**Probable Cause and Findings**

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

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

**Findings**

Aviation - Not an aircraft registered Cause  
Personnel Involvement - Not a Cause  
Environmental Issues - Contributed to Accident  
Weather - Effect on Operation Cause  
Other - Increased Level of Operation Cause

## Airbus HC-120 near La Romana, DR, (5 – 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.

#### H-SE 124 – “Improve Understanding of Basic Helicopter Aerodynamics”

**Safety Enhancement Action:** Training: FAA and industry to review and revise materials explaining basic helicopter aerodynamics to emphasize recognition of unsafe aerodynamic situations and apply appropriate corrective actions.

#### Events Calendar:

##### OUTREACH Initiatives: (Upcoming Events)

Houston Regional Helicopter Safety Stand-Down	14 December 2018 @ 7:30 am - 4:00 pm CST
Minneapolis Regional Helicopter Safety Stand-Down	25 January 2019 @ 7:30 am - 4:00 pm CST

