

2019 USA ACCIDENT/INCIDENT REPORT



Charley Shimanski; U.S. Delegate
October 8-12, 2019 – Zakopane, Poland



2019 USA ACCIDENT/INCIDENT REPORT

PART 1

Accidents - USA

PART 2

Accidents - other

PART 3

Trends?



KATHY RHYNSBURGER

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Accident Report

Rescue Helicopter Crashes Trying to Rescue a Helicopter Crash Casualty October 3, 2019 – Polk County, Florida





**A Coast Guard Air Station Clearwater MH-60
Jayhawk helicopter aircrew rescued
2 pilots from two helicopter crashes.
The two subjects were transported to Tampa
General Hospital.**





UPDATE

ews.

PILOTS RECOVERING AFTER DOUBLE AIRCRAFT CRASH

abc ACTION NEWS

5:02 88°

ABCActionNews.com



UPDATE

PILOTS RECOVERING AFTER DOUBLE AIRCRAFT CRASH

abc ACTION NEWS

5:03 88°

ABCActionNews.com







Gyrocopter pilot

**Rescue
Helicopter pilot**

52-year-old Polk County Deputy Lavon Hughes (OH-58)

56-year-old Jeff Wright of Lutz (AR-1 Gyrocopter)

<https://www.abccactionnews.com/news/region-polk/gyrocopter-and-sheriffs-office-helicopter-down-in-polk-county-field-after-crash-landing>



US Coast Guard



Polk County Fire Rescue

SPECTRUM
NEWS

Spectrum News

Video of the rescue



**Hughes was
treated and
released
Wright was
still there as
of last Friday
morning,
October 3.**

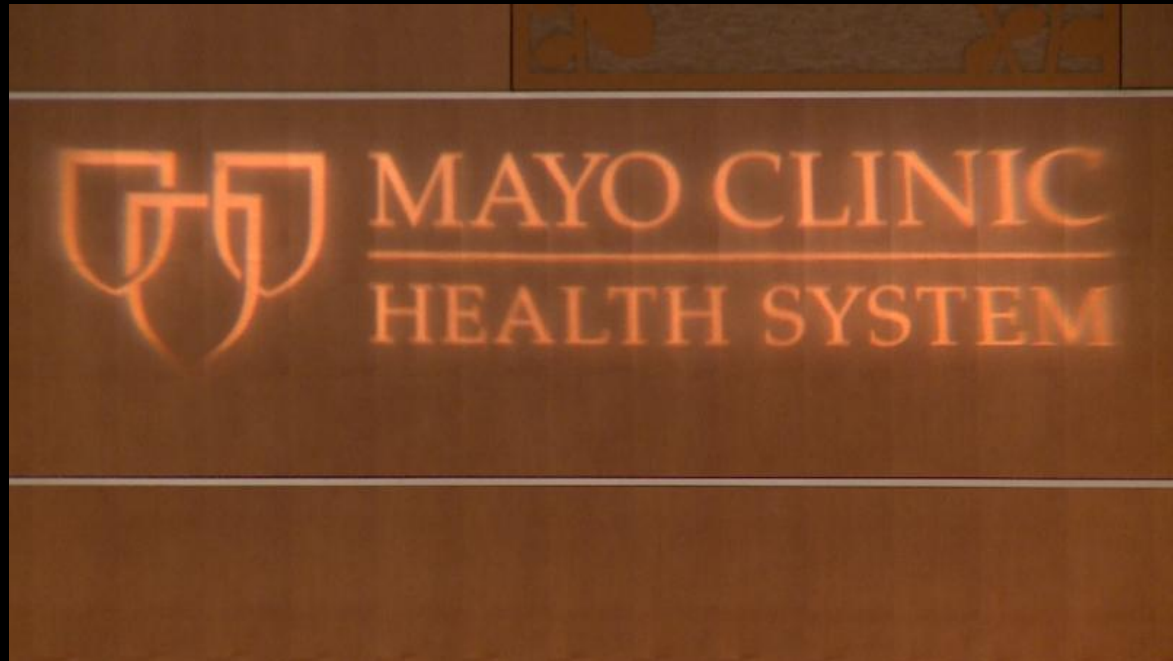


Accident Report

Helicopter hits firetruck

“Mayo One”

December 24, 2018 – Strum, Wisconsin



Eurocopter Deutschland BK117

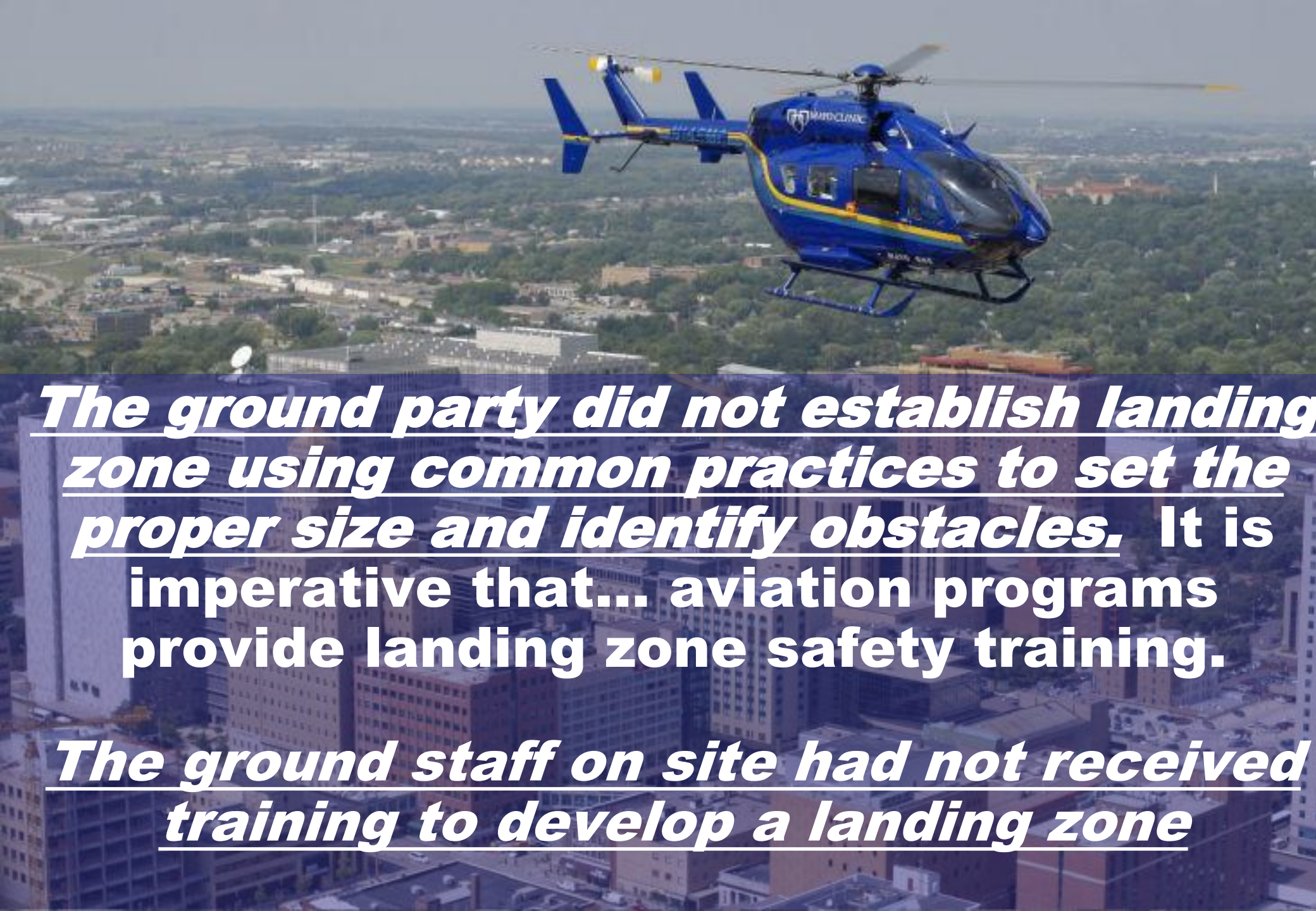


Crew was responding to a scene call. The decision was made to land at an *alternate landing zone in front of the fire station* instead of a pre-established landing area one mile away.

- **The approach was made under NVG.**
- **The pilot stopped his approach 3 feet above ground to avoid an unreported obstacle at the leading edge of the landing zone.**
- **The tail rotor made contact with the top of a fire truck parked to block the street at one end of the landing zone.**

The pilot lost tail rotor control and the aircraft nose spun to the right. The pilot immediately lowered the collective and impacted the ground.

The aircraft rotated approximately 225 degrees before coming to a complete stop. The pilot performed an emergency shut down and the crew exited the aircraft.



The ground party did not establish landing zone using common practices to set the proper size and identify obstacles. It is imperative that... aviation programs provide landing zone safety training.

The ground staff on site had not received training to develop a landing zone

Once the crew agreed to land at the smaller landing zone, they acknowledged that it seemed smaller than normal. The crew continued to consider options of going to the previously established landing zone instead of focusing on landing area they had chosen. **Because of this, they did not discuss the obstacles in the landing zone... and did not maintain situational awareness once they were committed to the landing zone.**



The pilot stopped his approach 3 feet above ground to avoid an unreported obstacle... The tail rotor made contact with the top of a fire truck parked to block the street.

The pilot performed an emergency shut down and the crew exited the aircraft once the rotor blades stopped.

Accident Report

Program Accepts a Call that 2 Other Programs Refused Due to Weather Survival Flight

January 29, 2019 – Zaleski, Ohio



Ohio State Highway Patrol



- **Inter-hospital transport (69 miles).**
- **Visual meteorological conditions existed at the departure location**
- **Poor weather conditions existed at the time.**

Weather grounded med helicopters, but 'higher risk-taker' accepted fatal flight in Ohio

Max Londberg, Cincinnati Enquirer

Published 6:54 p.m. ET Feb. 15, 2019 | Updated 7:03 p.m. ET Feb. 15, 2019

Poor weather conditions may have been a factor in the triple fatal medical helicopter crash late last month in southeast Ohio, experts say....

Advertisement

28 minutes before Survival Flight departed, the Holzer Meigs emergency department requested a patient transport from MedFlight in Columbus.

The assigned team's pilot determined that weather conditions were below their program's weather minimums.

Two air ambulances turned down a flight because of the weather. A third agreed, then crashed.

12 minutes before Survival Flight departed, the emergency department issued another request, this one to HealthNet Aeromedical Services, another Survival Flight competitor.

The HealthNet pilot declined to complete the flight due to atmospheric conditions which fell below weather minimums.



At 0650, the single-engine, turbine-powered, Bell 407 N191SF collided with forested, rising terrain about 4 miles northeast of Zaleski, Ohio.




The helicopter's last known location at an altitude of 1,528 ft msl, traveling at 132 knots on a course of 072°.



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Zaleski, OH	Accident Number:	CEN19FA072
Date & Time:	01/29/2019, 0650 EST	Registration:	N191SF
Aircraft:	Bell 407	Injuries:	3 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled - Air Medical (Medical Emergency)		

The OCS said that about 15 minutes after departure, the helicopter made a turn to the right, then "a sharp left turn," which was immediately followed by a no-tracking alarm.

An aerial photograph showing a road that makes a sharp left turn. The road is light-colored and contrasts with the surrounding dark, textured ground. The turn is clearly visible in the upper right quadrant of the image.

CHOPPER 10

NEW DETAILS

"SHARP LEFT TURN" BEFORE CRASH

NTSB RELEASES PRELIMINARY REPORT ON DEADLY SURVIVAL FLIGHT ACCIDENT

10



The wreckage extended about 600 ft downslope on a heading of about 345°. One main rotor blade had separated from the main rotor hub and was embedded in a tree.



The three victims were:

- **pilot Jennifer Topper, 34**
- **Flight nurse Bradley Haynes, 48**
- **Flight Nurse Rachel Cunningham, 33**



Quick Reference Guide:

1. No paper consent forms required-all done on our iPad.
2. Only need a copy of the patients' chart in our envelope.
3. We can be dispatched prior to having an accepting physician or facility.
4. We allow a 3rd rider to accompany the patient.
5. Our weather minimums are different, if other companies turn down the flight for weather-**CALL US**. If we can fly to you safely and take the patient safely to another facility... **WE WILL**.
6. We can transfer to ANY facility.
7. Patient girth is more important vs. weight in flight consideration. Our dispatch can help you with this.

DISPATCH 1-877-581-5558

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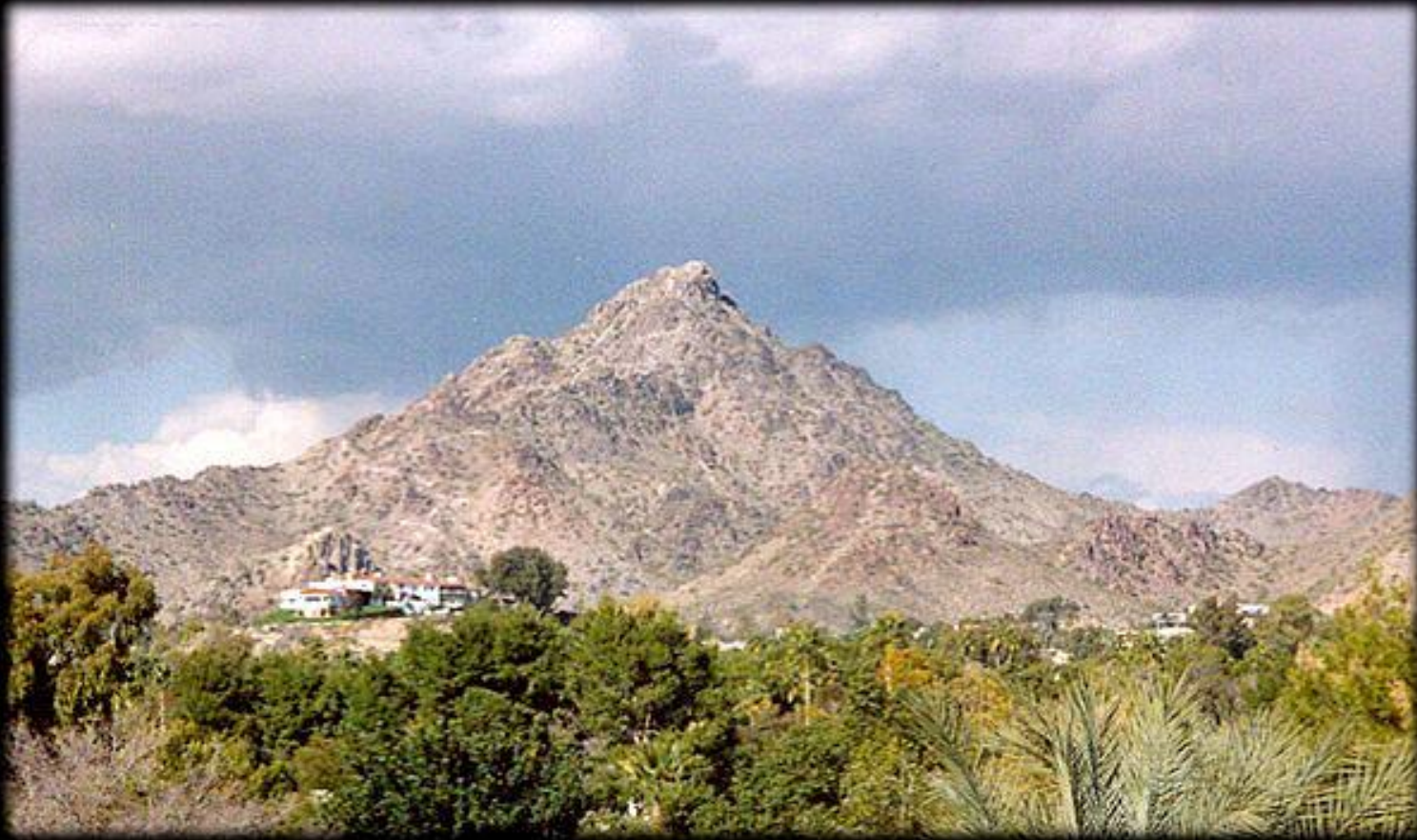
Incident Report

Litter Spins 175 times During Rescue

Rescue of 74 year-old woman

June 4, 2019 – Piestewa Peak, Arizona





www.gemland.com

**A 74 year-old woman was flown off of
Piestewa Peak after she suffered an injury
while hiking.**



**The rescued woman spun in the basket for roughly a minute before the spinning subsided and the crew safely delivered her to an ambulance.
The litter spun 175 times**

“Sometimes, when we bring the helicopter up from the ground, [the basket] will start to spin. We have a line attached to the basket that’s supposed to prevent that. Today, it didn’t.”

Paul Apolinar

Chief pilot, Phoenix Police Department’s Aviation Unit

Video of the incident...



“The potential for the basket to spin is something that’s a known phenomenon in the hoist rescue industry,”

“It’s not something that’s inherent to the basket or inherent to the bag. It’s just something that occurs every now and then and we train to deal with it.”

Fire Department Spokesperson



[Inside Edition.com](http://InsideEdition.com)

The 74-year-old hiker was treated for dizziness and nausea. Officials said she was treated at a trauma center and listed in stable condition.



Inside Edition.com

According to her husband, “Her eyes were all blackened. Her face was black and blue. Her hands and feet were blue. The nurse said ‘the blood went all to her head and broke the small vessels in her face.’”

Dynamic Hoist



Incident Report

HEMS helicopter crashes at its airport

North Memorial Air Care

June 28, 2019 – Brainerd, Minnesota



KARE-11.COM



A-109 helicopter crashed in foggy conditions about 127 miles (204 kilometers) northwest of Minneapolis, Minnesota.

Heavy fog, but within minimums for an instrument landing.

Visibility Map





HELICOPTER CRASH REPORT

Paramedic Josh Duda was injured. He said the pilot reported foggy conditions on the approach to the airport and that they needed to go around. He then noticed the helicopter spin to the right and hit the ground.



Facebook – North Memorial Air Care

According to the paramedic, the runway surface and lights were visible below a thin fog layer during the approach... He recalled the pilot remarking that the weather conditions were foggy, and they would need to go-around.



He then noticed the helicopter spin to the right and hit the ground.



The main fuselage and tail boom exhibited crushing "consistent with a high velocity vertical descent."



Deb Schott; Flight Nurse



Tim McDonald; pilot

**Facebook – Gary Schott
McDonald Family**

Accident Report

Firefighter Injured by Falling Tree Under Rotor Wash July 31, 2019 – Angelo National Forest, California



GoFundMe: Garay Family

On July 31, 2019, Firefighter Edgardo Garay and his engine crew responded to an incident to render medical aid to an injured hiker.

While the medevac helicopter was preparing to hoist the patient out, it is believed that the helicopter's rotor wash knocked over a dead tree, striking Firefighter Garay and his partner on the head.



Both engine crew members were transported to hospital via helicopter. Firefighter Garay was in the hospital's Intensive Care Unit (ICU) and was treated for a subdural hematoma.

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Accident Report

Crew hits Zipline

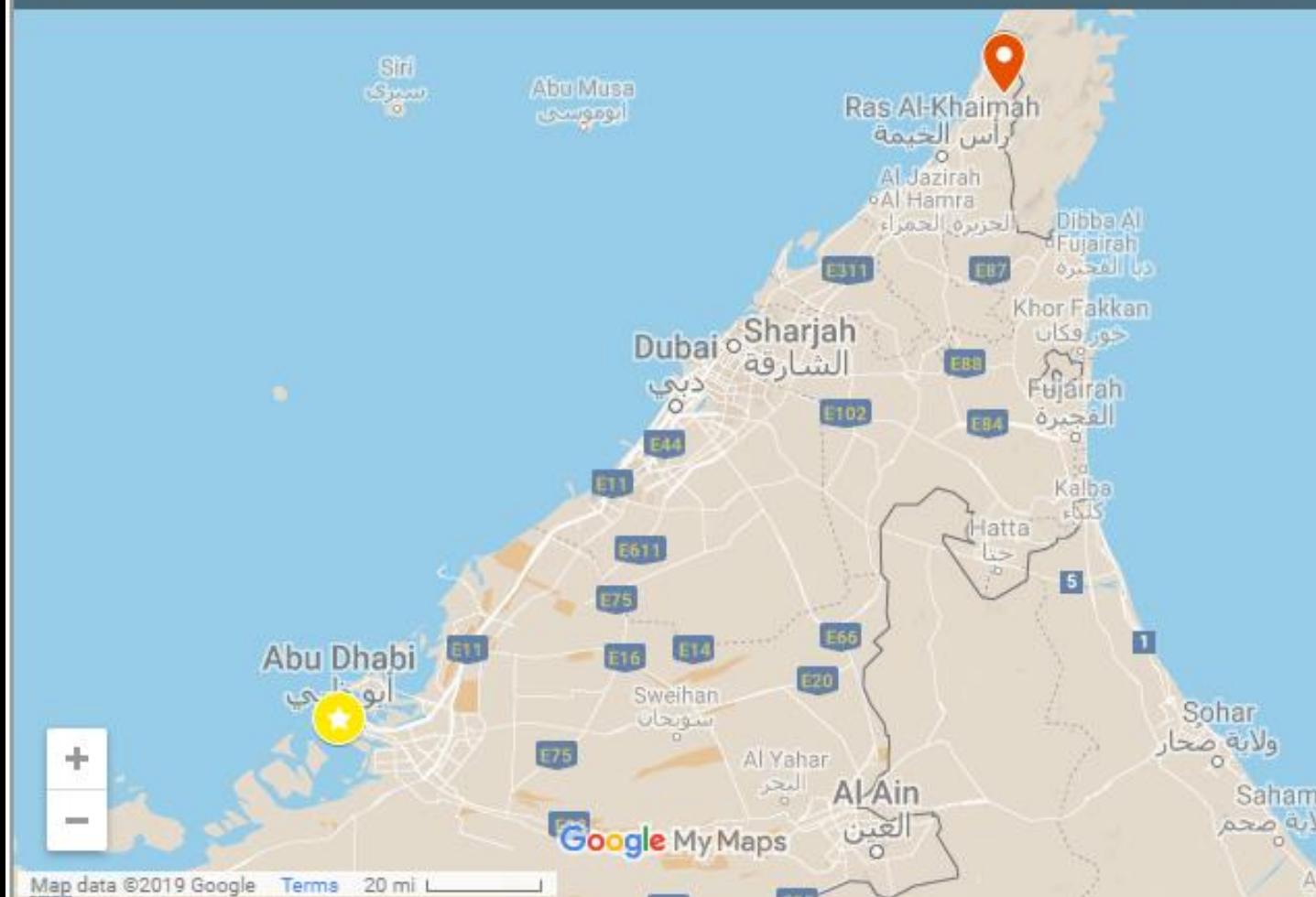
**Jebel Jais, Ras al-Khaimah emirate
December 29, 2018 – United Arab Emirates**



GoFundMe: Garay Family



Ras Al Khaimah ★





The Agusta 139 helicopter was on a rescue mission at Jebel Jais, a mountain in the Ras al-Khaimah emirate, when it came down on Saturday.

The country's National Search and Rescue Centre said four people had died.

**The world's longest zipline opened
at Jebel Jais in February, 2018.**

**The zipline is 2.83km (1.76 mile-
long).**

A VIDEO OF THE ZIPLINE...

Video of the accident







Incident Update

Tourist Helicopter into East River

All 5 passengers die, pilot survives

March 11, 2018 – New York City, NY



5 passengers on a “doors open” photography flight

Each passenger was
restrained in the
helicopter with:

1. Helicopter
manufacturer's 4-point
seatbelt, and
2. An aftermarket harness
tethered to hard points.



© New York Times



**The front passenger and
two rear outer passengers
sat sideways facing
outside**

**The 2 inboard passengers
sat tethered on the floor
with their feet on the skids.**

MAYDAY Call



Video From NY POST

What happened?

**The front left passenger
turned outside to take a photo.**

**At that point, the pilot heard a
"low rotor rpm" alert.**

The pilot:

- attempted to restart the engine (failed)
- tried the starter again (failed)
- checked the fuel control lever (normal)
- activated the floats (2 failed)
- *reached down for the emergency fuel shutoff lever, it was in the off position*



The front seat passenger's tether
was underneath
the emergency fuel shutoff lever.



FAA REPORT

- **Harness (“Restraint”) regulations**
- **Supplemental passenger restraint systems (SPRS)**
- **Doors open regulations**



FAA Regulations



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

**ORDER
8900.4**

Effective Date:
7/8/19

SUBJ: Emergency Order of Prohibition Pertaining to "Doors-Off" Flight Operations for Compensation or Hire

1. Purpose of This Order. This order informs inspectors of the issuance of "Operators and Pilots of "Doors Off" Flights for Compensation or Hire" Emergency Order of Prohibition, Docket No. FAA-2018-0243, 83 FR 12856 (March 26, 2018) ("the Emergency Order"), which prohibits the use of supplemental passenger restraint systems (SPRS) that cannot be released quickly in an emergency during flight operations for compensation or hire with the doors open or removed ("doors-off flights" or "doors-off flight operations"). The Emergency Order is applicable to operators and pilots who conduct doors-off flights for compensation or hire. Additionally, the Emergency Order prohibits passenger-carrying doors-off flight operations for compensation or hire unless the passengers are at all times properly secured using Federal Aviation Administration (FAA)-authorized restraints. Correct use of FAA-approved SPRS during flight meets this requirement. The Emergency Order became effective immediately upon issuance. This order provides updated guidance for resumption of doors-off flights for compensation or hire and supersedes the information conveyed in Notice N 8900.506, Emergency Order of Prohibition Pertaining to "Doors-Off" Flight Operations for Compensation or Hire, dated April 10, 2019, which is now canceled.

2. Audience. The primary audience for this order is principal inspectors (PI), aviation safety inspectors (ASI), and aviation safety technicians (AST) in the Flight Standards Service (FS) Safety Assurance offices. The secondary audience includes the FS Office of Safety Standards.

3. Where You Can Find This Order. You can find this order on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this order through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this order on the FAA's website at <http://fsims.faa.gov>. This order is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. Upon information derived from an initial investigation into a fatal March 11, 2018, helicopter accident on the East River near New York City, New York, the Acting Administrator has found that an emergency exists related to aviation safety and safety in air commerce and issued the Emergency Order on March 22, 2018. Based on an initial investigation and the reliable and credible evidence presently available, the Acting Administrator found that civil aircraft N350LH, an Airbus Helicopters AS350B2 helicopter, was operated "doors off" on a flight in the vicinity of New York City. All passengers on the flight wore operator-provided harness systems that allowed the passengers to move securely within the helicopter and sit in the doorsill while airborne. The SPRS worn by the passengers, while intended as a safety measure when the aircraft was in flight, may have prevented the passengers'

Distribution: Electronic Only

Initiated By: AFS-200

Accident Update

Texting contributed to fatal crash according to NTSB

Survival Flight

August 26, 2011 – Mosby, Missouri



The pilot of a medical helicopter that crashed in Missouri in 2011 had been texting, and that was a contributing factor to the disaster that killed four people, federal investigators said.

The case is the first fatal commercial aircraft accident involving texting.

The crash was caused by a tired pilot who skipped preflight safety checks that would have revealed the helicopter was low on fuel.

After discovering the fuel problem, the pilot decided to continue on the last leg of the flight anyway.

The pilot exchanged 20 personal text messages... preceding the helicopter crash, according to the NTSB.

The helicopter crashed in a field as the craft was approaching an airport where the pilot planned to refuel. The pilot, a nurse, a paramedic and a patient all died.

The pilot missed several opportunities to see that the helicopter was low on fuel before he began the first leg of the mission.

The pilot told the communications center that he was low on fuel, estimating he had enough for 45 minutes of flight instead of the 30 minutes he really had.



When the helicopter crashed, there was no fire. Less than one liter of fuel remained in the craft, which lost power due to “fuel exhaustion.”

Accident Update

Pilot Used His Cell Phone While in Flight KRQE-TV

September 16, 2017 – Lincoln County, New Mexico



NTSB/

The news helicopter pilot who was killed in the crash had placed a cell phone call to his car rental company during the accident flight.



Bob Martin was the only person on board the helicopter when it impacted terrain.

He was returning to Albuquerque from Roswell, New Mexico, following an assignment in the area.



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THANK YOU



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October 8-12, 2019 – Zakopane, Poland

Photo: Jacob Straube





Thank You!



Charley Shimanski
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Snohomish County SAR



ICAR AIR RESCUE COMMISSION



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October 8-12, 2019 – Zakopane, Poland



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ICAR AIR RESCUE COMMISSION



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October 8-12, 2019 – Zakopane, Poland



Incident Report

Condensation in the Cockpit

All

Date – Location

From Concern Network

Date: 1/11/19 1145 CDT

Program: Air Evac Lifeteam

1001 Boardwalk Springs Place, Suite 250

O'Fallon, MO 63368

Type: AS350B2

Tail #: N346AE

Operator/Vendor: Air Evac Lifeteam

Weather: Visual meteorological conditions prevailed

Team: pilot and paramedic. No injuries reported.

From Concern Network

At approximately 1145 hrs. CDT on January 11, 2019, an Air Evac Lifeteam AS350B2 helicopter was damaged after a dynamic rollover occurred while hovering to its hangar at the local municipal airport.

The flight originated from the primary base of operations located approximately 1.67 nautical miles east of the airport at a heading of 273 degrees. The pilot and paramedic were not injured during the impact. Visual meteorological conditions prevailed, and a flight risk assessment was filed for the repositioning flight conducted under 14 Code of Federal Regulations Part 91.

From Concern Network

The pilot reported that condensation had begun to form on the windscreen during the short flight to the hangar. In response, the pilot increased the demister to its full open setting; however, after hovering to the hangar he could only see the ground through the left chin bubble.

From Concern Network

The pilot states as he was moving from left to right to his intended landing area the right skid touched down and the aircraft quickly rolled over on its right side. Both the pilot and paramedic exited from the aircraft and the Air Evac Lifeteam Communications Center,

NTSB and FAA were notified.