## FY 18 – U.S. Registered Rotorcraft Accidents

**Cumulative Counts – 52 Accidents, 12 Fatal Accidents, 31 Fatalities**

Same time period, previous FY: 43 Accidents, 9 Fatal Accidents, 16 Fatalities

### Accident Operations Summary (Cumulative)

**Acronyms:** HAA = Helicopter Air Ambulance, ENG = Electronic News Gathering, GA = General Aviation, GOM = Gulf of Mexico

<table>
<thead>
<tr>
<th>Accidents:</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents:</td>
<td>8</td>
<td>10</td>
<td>4</td>
<td>14</td>
<td>11</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>52</td>
</tr>
<tr>
<td>Fatal:</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>Fatalities:</td>
<td>4</td>
<td>6</td>
<td>0</td>
<td>11</td>
<td>5</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>31</td>
</tr>
</tbody>
</table>

Data Source: FAA, NTSB Databases. Includes only events classified as accidents and does not include incidents. The accident numbers for each month of the Fiscal Year may vary from the previous monthly briefing based on analysis between FAA and NTSB databases for the specified month. The NTSB database may include accidents that were not reported to this office resulting in slightly different numbers.
Estimated U.S. Rotorcraft **FATAL** Accident Rate (per 100,000 hours) – 10 Year Lookback

Rate calculation based on the following:

1) Accident totals compiled by AIR-682.
2) Historic rotorcraft flight hours extracted from General Aviation and Part 135 Activity Survey. The survey categorizes flight hours by calendar year. Assumption was that hours would be comparable if used for fiscal year calculations.
3) FY 11 rotorcraft flight hours and the projected hours for FY 17 and FY 18 were based on the FAA’s FY2018-2038 forecast (released March 2018).
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Federal Aviation Administration

Rotorcraft Standards Branch
AIR-682 Safety Management Section

U.S. Registered Rotorcraft
Cumulative Accident Count: FY16 - 18
U.S. Registered Rotorcraft
13 Month Rolling Accident Count
U.S. Registered Rotorcraft
Cumulative Fatal Accident Count: FY16 - 18
% of U.S. Rotorcraft Accidents with a Fatality (FY18, Oct-Mar)
U.S. Registered Rotorcraft Accidents FY83 - FY18

- Accidents Per Year
- Fatal Accidents Per Year
U.S. Registered Rotorcraft
Average Fatal Accidents Per Month, FY83-FY18
FY 18 – U.S. Registered Fatal Rotorcraft Accidents

3-11-18  – Airbus Helicopters, N350LH, New York, NY, Part 91, 5 Fatal, 1 Minor
    – Aerial photography flight; reported loss of engine power
    – Ditched in East River; a/c rolled inverted in water  NTSB: ERA18MA099

2-10-18  – Airbus Helicopters, N155GC, Grand Canyon, AZ, Part 136, 5 Fatal, 2 Serious
    – Air tour flight; approach to land at Quartermaster LZ
    – Impacted canyon wash; post-crash fire  NTSB: WPR18FA087
FY 18 – U.S. Registered Fatal Rotorcraft Accidents

1-30-18 – Robinson R-44, N7530R, Newport Beach, CA, Part 91, 3 Fatal, 1 Serious
– Departed John Wayne Airport w/intended destination of Catalina Island
– Crashed 1 mile from airport shortly after departure
– A/c crashed in a neighborhood, impacting a house
  NTSB: WPR18FA077

1-27-18 – MDHI 369D, N369TH, Pomeroy, WA, Public Aircraft, 1 Fatal, 2 Serious
– Mule deer capture and collar flight
– Crashed under unknown circumstances in ravine
  NTSB: WPR18FA074

1-17-18 – Modified Bell UH-1H, N658H, Raton, NM, Part 91, 5 Fatal, 1 Serious
– Restricted category a/c; Personal use night flight w/passengers over private ranch
– Crashed; post-crash fire
  NTSB: CEN18FA078

1-15-18 – MDHI 369HM, N4QX, Perrysburg, OH, Part 91, 2 Fatal
– Aerial inspection of transmission towers for Toledo Edison power grid
– Impacted terrain 120 feet west of power lines
– No evidence of power line or tower impact
  NTSB: CEN18FA074
FY 18 – U.S. Registered Fatal Rotorcraft Accidents

11-20-17 – Robinson R-22, N4179M, Electra, TX, Part 91, 1 Fatal
  – Business flight; low-level cattle herding
  – Observed over power lines; descended in nose low attitude
  – Post-crash fire; damaged powerlines above wreckage  

11-19-17 – Bell 407, N620PA, Stuttgart, AR, Part 135, 3 Fatal
  – Night VMC HAA positioning flight for patient pick up
  – Wreckage located on the bank of a reservoir
  – Post-crash fire; bird carcasses located in wreckage  

11-7-17 – MDHI 369D, N138WH, Sulphur, LA, Part 133, 2 Fatal (on long line)
  – Utilities construction; 2 linemen workers on long line installing guard ropes
  – Long line contacted shield wire between transmission towers; line severed
  – 2 linemen fatally injured after fall from ≈100 feet 

NTSB: CEN18FA035
NTSB: CEN18FA033
NTSB: CEN18LA026
FY 18 – U.S. Registered Fatal Rotorcraft Accidents

10-24-17 – Robinson R-22, N8537J, Arlington, WA, Part 91, 1 Fatal, 1 Minor
   – Personal flight; departed residence then proceeded over nearby lake
   – Witness observed a/c flying 5 feet above the lake, then skids contacted water
   – Crashed in the lake and sank in 31 feet of water  
     NTSB: WPR18FA016

10-16-17 – Robinson R-44, N820DF, Molokai, HI, Part 91, 2 Fatal
   – Instructional flight; Practice instrument procedures
   – Had completed missed approach and received clearance to PHNL from ATC
   – Impacted water; CFI and pilot missing, presumed fatal  
     NTSB: WPR18LA010

10-1-17  – Brantly B-2B, N2284U, Midland, MI, Part 91, 1 Fatal, 1 Minor
   – Personal flight; landed in a field to attend a family gathering
   – Crashed after departing field for local flight  
     NTSB: CEN18FA001
FY 18 – Total Accidents by Industry (Oct 2017 - Mar 2018)

- Personal/Private, 16, 31%
- Aerial Observation, 7, 13%
- Instructional/Training, 6, 12%
- Helicopter Air Ambulance, 6, 12%
- Aerial Application, 5, 10%
- Utilities
- Patrol/Construction, 2, 4%
- Law Enforcement, 2, 4%
- Business, 2, 4%
- Air Tour / Sightseeing, 2, 4%
- Unknown, 1, 2%
- External Load, 1, 2%
- Commercial, 1, 2%
- Offshore, 1, 2%

Due to rounding each Industry percentage, the overall total may not equal 100%.
FY 18 – Total FATAL Accidents by Industry (Oct 2017 - Mar 2018)

Due to rounding each Industry percentage, the overall total may not equal 100%.
## FY 18 - US Rotorcraft Accidents By Model

<table>
<thead>
<tr>
<th>MFR</th>
<th>Model</th>
<th>Registered U.S. Fleet Size</th>
<th>Percentage of Total U.S. Fleet</th>
<th>Number of FY18 U.S. Registered Accidents</th>
<th>Percentage of Total FY18 U.S. Registered Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airbus Helicopters</td>
<td>AS350 (H125)</td>
<td>834</td>
<td>8%</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>BK117 (H145)</td>
<td>179</td>
<td>2%</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>EC120 (H120)</td>
<td>88</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>EC130 (H130)</td>
<td>226</td>
<td>2%</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>EC135 (H135)</td>
<td>286</td>
<td>3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SA330J</td>
<td>22</td>
<td>&lt; 1%</td>
<td>1</td>
<td>2%</td>
</tr>
</tbody>
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*Only models that comprise at least 1% of U.S. registered rotorcraft are listed unless an accident has occurred.*

*Fleet size based on analysis of rotorcraft on FAA registry as of Feb 2018*
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<tr>
<td>Bell</td>
<td>206Bs</td>
<td>964</td>
<td>9%</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>206Ls</td>
<td>538</td>
<td>5%</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td>407</td>
<td>695</td>
<td>6%</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>412</td>
<td>89</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>429</td>
<td>70</td>
<td>1%</td>
<td></td>
<td></td>
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<tr>
<td>Robinson</td>
<td>R-22</td>
<td>899</td>
<td>8%</td>
<td>7</td>
<td>13%</td>
</tr>
<tr>
<td></td>
<td>R-44</td>
<td>1,559</td>
<td>14%</td>
<td>11</td>
<td>21%</td>
</tr>
<tr>
<td></td>
<td>R-66</td>
<td>237</td>
<td>2%</td>
<td></td>
<td></td>
</tr>
</tbody>
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<tbody>
<tr>
<td>Sikorsky</td>
<td>S-76</td>
<td>201</td>
<td>2%</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>S-92</td>
<td>74</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
</tbody>
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</thead>
<tbody>
<tr>
<td>Brantly</td>
<td>B-2</td>
<td>69</td>
<td>1%</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td>Enstrom</td>
<td>280</td>
<td>101</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>480</td>
<td>59</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F28</td>
<td>155</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fairchild Hiller</td>
<td>FH-1100</td>
<td>15</td>
<td>&lt;1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Helicopteres Guimbal</td>
<td>Cabri G2</td>
<td>24</td>
<td>&lt;1%</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td>Hiller</td>
<td>UH-12/H-23</td>
<td>259</td>
<td>2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kaman</td>
<td>K1200</td>
<td>16</td>
<td>&lt;1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leonardo</td>
<td>A109</td>
<td>150</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(formerly Agusta Westland)</td>
<td>A119</td>
<td>87</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AW139</td>
<td>112</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MDHI</td>
<td>369</td>
<td>554</td>
<td>5%</td>
<td>7</td>
<td>13%</td>
</tr>
<tr>
<td></td>
<td>600N</td>
<td>26</td>
<td>&lt;1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restricted Category (all TCs)</td>
<td>HH-1/TH-1/UH-1</td>
<td>206</td>
<td>2%</td>
<td>3</td>
<td>6%</td>
</tr>
<tr>
<td></td>
<td>OH-58</td>
<td>113</td>
<td>1%</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>Schweizer Rotorcraft Services Group</td>
<td>269/300/TH-55</td>
<td>539</td>
<td>5%</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td>Scott's Bell</td>
<td>47</td>
<td>577</td>
<td>5%</td>
<td>1</td>
<td>2%</td>
</tr>
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