



National Transportation Safety Board Aviation Accident Final Report

Location:	Lebanon, IN	Accident Number:	GAA20CA063
Date & Time:	11/10/2019, 1316 EST	Registration:	N827MW
Aircraft:	Sikorsky S 58JT	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The pilot reported that he conducted a low-reconnaissance flight in the helicopter over the intended landing site, which was just east of a building. Shortly after, he realized that the landing site had changed to west of the building. He maneuvered the helicopter to a hover over the new landing site about 75 ft above ground level and started a vertical descent. During the descent, a company mechanic seated in the left seat told the pilot of an obstacle left of the helicopter. He acknowledged seeing the obstacle and continued to descend. Shortly after touchdown, as the pilot reduced the throttle setting to idle, the main rotor blades struck a tractor trailer, the helicopter yawed, and the tail rotor blades struck the trailer. The helicopter sustained substantial damage to the main rotor and tail rotor systems. The director of operations reported that there were no preaccident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

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 proper clearance from a tractor trailer during landing.

Findings

Personnel issues	Monitoring environment - Pilot (Cause) Monitoring environment - Maintenance personnel
Environmental issues	Ground vehicle - Effect on equipment (Cause)

Factual Information

History of Flight

Maneuvering-hover	Low altitude operation/event (Defining event)
-------------------	---

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	50, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter; Instrument Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	05/14/2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	07/23/2019
Flight Time:	(Estimated) 5500 hours (Total, all aircraft), 1450 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Sikorsky	Registration:	N827MW
Model/Series:	S 58JT ET	Aircraft Category:	Helicopter
Year of Manufacture:	1958	Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	58827
Landing Gear Type:	Tailwheel	Seats:	7
Date/Type of Last Inspection:	10/29/2019, Continuous Airworthiness	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Shaft
Airframe Total Time:	20047 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C91A installed, not activated	Engine Model/Series:	PT6T-3
Registered Owner:	Midwest Truxton International Inc	Rated Power:	900 hp
Operator:	Midwest Helicopter Airways, Inc.	Operating Certificate(s) Held:	Agricultural Aircraft (137); Rotorcraft External Load (133); On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	JTKA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KTYQ, 922 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1835 UTC	Direction from Accident Site:	92°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	12° C / 5° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Indianapolis, IN (UMP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1300 EST	Type of Airspace:	Class G

Airport Information

Airport:	Boone County (6I4)	Runway Surface Type:	N/A
Airport Elevation:	959 ft	Runway Surface Condition:	Unknown
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	40.036111, -86.482222 (est)

Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	05/21/2020
Additional Participating Persons:	Mel Crane; FAA; Indianapolis, IN		
Publish Date:	05/21/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100548		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).