



# Aviation Investigation Final Report

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<b>Location:</b>	Escalante, Utah	<b>Accident Number:</b>	WPR22LA261
<b>Date &amp; Time:</b>	July 18, 2022, 16:30 Local	<b>Registration:</b>	N342WF
<b>Aircraft:</b>	Aerospatiale SA342J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, he was transporting supplies to a remote landing site and had made multiple approaches and landings. He stated that on the final approach, cloud cover had cleared and the helicopter “felt heavy.” About 25-30 ft above the ground the helicopter began to sink and he could not recover. The helicopter hit hard and tipped forward onto its nose during landing, substantially damaging the airframe and main rotors. The pilot reported that there were no preaccident malfunctions or failures 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 control the helicopter's descent rate during landing, which resulted in collision with terrain.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Descent rate - Not attained/maintained

## Factual Information

### History of Flight

<b>Maneuvering</b>	Loss of control in flight (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 31, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	190.3 hours (Total, all aircraft), 90 hours (Total, this make and model), 114 hours (Pilot In Command, all aircraft), 112 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	32
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aerospatiale	<b>Registration:</b>	N342WF
<b>Model/Series:</b>	SA342J	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1470
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	May 2, 2022 Annual	<b>Certified Max Gross Wt.:</b>	4190 lbs
<b>Time Since Last Inspection:</b>	97 Hrs	<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	3551 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Turbomeca
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	Astazouxivh
<b>Registered Owner:</b>		<b>Rated Power:</b>	850 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KPGA,4288 ft msl	<b>Distance from Accident Site:</b>	27 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	214°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.08 inches Hg	<b>Temperature/Dew Point:</b>	37°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Cedar City, UT (KCDC)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Escalante, UT (1L7)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:30 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	37.29,-111.14(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Baker, Daniel		
<b>Additional Participating Persons:</b>	Gordan Behunin; FAA; Salt Lake City, UT		
<b>Original Publish Date:</b>	December 2, 2022	<b>Investigation Class:</b>	4
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=105532">https://data.nts.gov/Docket?ProjectID=105532</a>		

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](#).