



Aviation Investigation Factual Report

Location:	Sanford, Florida	Accident Number:	ERA24LA287
Date & Time:	June 27, 2024, 15:34 Local	Registration:	N174SC
Aircraft:	Airbus Helicopters AS350	Aircraft Damage:	Substantial
Defining Event:	Settling with power/vortex ring state	Injuries:	3 None
Flight Conducted Under:	Public aircraft		

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	July 13, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 16, 2023
Flight Time:	979 hours (Total, all aircraft), 934 hours (Total, this make and model), 912 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Airbus Helicopters	Registration:	N174SC
Model/Series:	AS350 B3	Aircraft Category:	Helicopter
Year of Manufacture:	2023	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9349
Landing Gear Type:	Skid	Seats:	6
Date/Type of Last Inspection:	June 17, 2024 AAIP	Certified Max Gross Wt.:	5225 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	402.1 Hrs as of last inspection	Engine Manufacturer:	SAFRAN
ELT:	C126 installed, not activated	Engine Model/Series:	ARRIEL 2D
Registered Owner:	SEMINOLE COUNTY SHERIFFS OFFICE	Rated Power:	952 Horsepower
Operator:	SEMINOLE COUNTY SHERIFFS OFFICE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SFB,55 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	15:49 Local	Direction from Accident Site:	282°
Lowest Cloud Condition:	Few / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	32°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sanford, FL (SFB)	Type of Flight Plan Filed:	None
Destination:	Sanford, FL (SFB)	Type of Clearance:	VFR flight following
Departure Time:	15:16 Local	Type of Airspace:	Class C

Airport Information

Airport:	Orlando Sanford International Airport SFB	Runway Surface Type:	
Airport Elevation:	55 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	28.777642,-81.231234(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Joe Gramzinsky; FAA/FSDO; Orlando, FL
Report Date:	
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194587

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).