



Aviation Investigation Factual Report

Location:	Cuba City, Wisconsin	Accident Number:	CEN24LA275
Date & Time:	July 21, 2024, 11:00 Local	Registration:	N67110
Aircraft:	Bell 206B	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Unknown
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:	February 1, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 23, 2022
Flight Time:	(Estimated) 2333 hours (Total, all aircraft), 283 hours (Total, this make and model), 2309 hours (Pilot In Command, all aircraft), 229 hours (Last 90 days, all aircraft), 176 hours (Last 30 days, all aircraft), 15 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N67110
Model/Series:	206B	Aircraft Category:	Helicopter
Year of Manufacture:	1993	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	5109
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	July 11, 2024 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	14116.9 Hrs at time of accident	Engine Manufacturer:	Rolls Royce
ELT:	Not installed	Engine Model/Series:	250-C20J
Registered Owner:	MF HELICOPTERS LLC	Rated Power:	420 Horsepower
Operator:	MF HELICOPTERS LLC	Operating Certificate(s) Held:	Agricultural aircraft (137)
Operator Does Business As:		Operator Designator Code:	4MFG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPVB	Distance from Accident Site:	4 Nautical Miles
Observation Time:	10:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1900 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	Unknown / None
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	Unknown / N/A
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	24°C / 19°C
Precipitation and Obscuration:			
Departure Point:	Darlington, WI	Type of Flight Plan Filed:	None
Destination:	Cuba City, WI	Type of Clearance:	None
Departure Time:	06:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.624046,-90.397088(est)

Administrative Information

Investigator In Charge (IIC):	Maxon, Cory
Additional Participating Persons:	Brandon Molina; FAA; Milwaukee, WI
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=194734

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](#).