



# Aviation Investigation Factual Report

---

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

---

## Pilot Information

|                                  |   |  |                  |
|----------------------------------|---|--|------------------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                              | 40, Male         |
| <b>Airplane Rating(s):</b>       | None  | <b>Seat Occupied:</b>                    | Front            |
| <b>Other Aircraft Rating(s):</b> | Helicopter  | <b>Restraint Used:</b>                   | Unknown          |
| <b>Instrument Rating(s):</b>     | Helicopter  | <b>Second Pilot Present:</b>             | No               |
| <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>            | February 1, 2024 |
| <b>Occupational Pilot:</b>       | Yes   | <b>Last Flight Review or Equivalent:</b> | October 23, 2022 |
| <b>Flight Time:</b>              | (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

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

## Meteorological Information and Flight Plan

|   |                         |   |                  |
|---|-------------------------|---|------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)            | <b>Condition of Light:</b>                  | Day              |
| <b>Observation Facility, Elevation:</b> | KPVB                    | <b>Distance from Accident Site:</b>         | 4 Nautical Miles |
| <b>Observation Time:</b>                | 10:55 Local             | <b>Direction from Accident Site:</b>        |                  |
| <b>Lowest Cloud Condition:</b>          | Scattered / 1900 ft AGL | <b>Visibility</b>                           | 10 miles         |
| <b>Lowest Ceiling:</b>                  | None                    | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 3 knots /               | <b>Turbulence Type Forecast/Actual:</b>     | Unknown / None   |
| <b>Wind Direction:</b>                  | 350°                    | <b>Turbulence Severity Forecast/Actual:</b> | Unknown / N/A    |
| <b>Altimeter Setting:</b>               | 30.15 inches Hg         | <b>Temperature/Dew Point:</b>               | 24°C / 19°C      |
| <b>Precipitation and Obscuration:</b>   |                         |   |                  |
| <b>Departure Point:</b>                 | Darlington, WI          | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     | Cuba City, WI           | <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> | N/A     | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A     | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 1 Minor | <b>Latitude, Longitude:</b> | 42.624046,-90.397088(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Maxon, Cory   |
| <b>Additional Participating Persons:</b> | Brandon Molina; FAA; Milwaukee, WI  |
| <b>Report Date:</b>                      |   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class 4</a>   |
| <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=194734">https://data.nts.gov/Docket?ProjectID=194734</a> |

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](#).