



Aviation Investigation Factual Report

Location:	Waycross, Georgia	Accident Number:	ERA25LA040
Date & Time:	November 5, 2024, 13:00 Local	Registration:	N11AS
Aircraft:	Hughes 369D	Aircraft Damage:	Substantial
Defining Event:	External load event (Rotorcraft)	Injuries:	1 Minor
Flight Conducted Under:	Part 133: Rotorcraft ext. load		

Pilot Information

Certificate:	Commercial	Age:	26, Male
Airplane Rating(s):	None	Seat Occupied:	Left
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 With waivers/limitations	Last FAA Medical Exam:	July 9, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 1, 2024
Flight Time:	1900 hours (Total, all aircraft), 400 hours (Total, this make and model), 1850 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N11AS
Model/Series:	369D	Aircraft Category:	Helicopter
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	790541D
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	November 2, 2024 100 hour	Certified Max Gross Wt.:	3550 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	40678 Hrs at time of accident	Engine Manufacturer:	Rolls Royce
ELT:	C126 installed, not activated	Engine Model/Series:	250-C20B
Registered Owner:	AVIATION ADVANTAGE LLC	Rated Power:	420 Horsepower
Operator:	AVIATION ADVANTAGE LLC	Operating Certificate(s) Held:	Rotorcraft external load (133)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AYS,142 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	292°
Lowest Cloud Condition:	Scattered / 3900 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	29°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Waycross, GA (AYS)	Type of Flight Plan Filed:	None
Destination:	Waycross, GA	Type of Clearance:	None
Departure Time:	11:54 Local	Type of Airspace:	Class G

Airport Information

Airport:	WAYCROSS-WARE COUNTY AYS	Runway Surface Type:	
Airport Elevation:	141 ft msl	Runway Surface Condition:	Holes;Rough;Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	31.248389,-82.395389(est)

Administrative Information

Investigator In Charge (IIC):	Mccarter, Lawrence
Additional Participating Persons:	Rodney Hood; FAA/FSDO; Atlanta, GA
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=195452

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](#).