



# Aviation Investigation Factual Report

<b>Location:</b>	Hammonton, New Jersey	<b>Accident Number:</b>	ERA21LA043
<b>Date &amp; Time:</b>	November 14, 2020, 08:30 Local	<b>Registration:</b>	N712CA
<b>Aircraft:</b>	Aerospatiale AS355	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Business		

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	52,Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 21, 2020
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 19, 2020
<b>Flight Time:</b>	10000 hours (Total, all aircraft), 5000 hours (Total, this make and model), 9700 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aerospatiale	<b>Registration:</b>	N712CA
<b>Model/Series:</b>	AS355 F2	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	1987	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	5362
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	November 12, 2020 100 hour	<b>Certified Max Gross Wt.:</b>	5600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2
<b>Airframe Total Time:</b>	4353.5 Hrs as of last inspection	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	CATALYST AVIATION LLC	<b>Rated Power:</b>	
<b>Operator:</b>	CATALYST AVIATION LLC	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	VAY,49 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	08:30 Local	<b>Direction from Accident Site:</b>	350°
<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>	8 knots / None	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.17 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 0°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Hammononton, NJ	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Hammononton, NJ	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HAMMONTON MUNI N81	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	64 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	39.667286,-74.757861(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hill, Millicent
<b>Additional Participating Persons:</b>	Daryl Fortner; FAA/FSDO; Philadelphia, PA
<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=102298">https://data.nts.gov/Docket?ProjectID=102298</a>

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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](#).