



Aviation Investigation Final Report

Location:	Texarkana, Arkansas	Accident Number:	CEN22LA147
Date & Time:	March 12, 2022, 18:45 Local	Registration:	N761AF
Aircraft:	SIKORSKY AIRCRAFT CORP S-76D	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Discretionary)		

Analysis

The pilot reported that he was on approach to a hospital rooftop helipad that he had never landed at before. About 30 ft above ground level, he felt a “thump” in the pedals; the helicopter vibrated, pitched forward, rolled left, then yawed right. The pilot landed the helicopter on the helipad. After the accident the pilot discovered that the tail rotor had contacted the building. The helicopter sustained substantial damage to the tail rotor, tail rotor drivetrain, and tail pylon. The pilot reported that there were no preaccident mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain adequate clearance during landing on a rooftop helipad.

Findings

Personnel issues	Total experience - Pilot
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Factual Information

History of Flight

Maneuvering-hover	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	5-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter; Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	November 16, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 30, 2021
Flight Time:	(Estimated) 3211 hours (Total, all aircraft), 173 hours (Total, this make and model), 1879 hours (Pilot In Command, all aircraft), 128 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SIKORSKY AIRCRAFT CORP	Registration:	N761AF
Model/Series:	S-76D	Aircraft Category:	Helicopter
Year of Manufacture:	2013	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	761039
Landing Gear Type:	Retractable - Tricycle; Skid	Seats:	6
Date/Type of Last Inspection:	February 20, 2022 Continuous airworthiness	Certified Max Gross Wt.:	11875 lbs
Time Since Last Inspection:		Engines:	2 Turbo shaft
Airframe Total Time:	4747.7 Hrs at time of accident	Engine Manufacturer:	Pratt and Whitney Canada
ELT:	C126 installed, not activated	Engine Model/Series:	PW210S
Registered Owner:	Arkansas Children's Hospital	Rated Power:	1123 Lbs thrust
Operator:	Arkansas Children's Hospital	Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTXK,389 ft msl	Distance from Accident Site:	3.2 Nautical Miles
Observation Time:	19:15 Local	Direction from Accident Site:	242°
Lowest Cloud Condition:	Clear / 0 ft AGL	Visibility	10 miles
Lowest Ceiling:	None / 0 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.34 inches Hg	Temperature/Dew Point:	9°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Little Rock, AR (AR62)	Type of Flight Plan Filed:	Company VFR
Destination:	Little Rock, AR (AR62)	Type of Clearance:	VFR;Traffic advisory;VFR flight following
Departure Time:	17:34 Local	Type of Airspace:	Class D

Airport Information

Airport:	Heliport Texarkana Wadley Regional Medical Center 64XS	Runway Surface Type:	
Airport Elevation:	347 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing;Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	33.428844,-94.047933(est)

Administrative Information

Investigator In Charge (IIC):	Teilhaber, Ryan
Additional Participating Persons:	Danny Brickey; FAA Little Rock FSDO; Little Rock , AR
Original Publish Date:	July 5, 2022
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=104810

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](#).