



# Aviation Investigation Preliminary Report

|                                |   |                         |                 |
|--------------------------------|---|-------------------------|-----------------|
| <b>Location:</b>               | Canandaigua, NY   | <b>Accident Number:</b> | ERA24LA387      |
| <b>Date &amp; Time:</b>        | September 19, 2024, 20:03 Local   | <b>Registration:</b>    | N281MC          |
| <b>Aircraft:</b>               | AGUSTAWESTLAND<br>PHILADELPHIA CO AW119MKII                                     | <b>Injuries:</b>        | 2 Minor, 1 None |
| <b>Flight Conducted Under:</b> | Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Medical emergency) |                         |                 |

On September 19, 2024, about 2003 eastern daylight time, an Agustawestland Philadelphia Co. AW119MKII helicopter, N281MC, was substantially damaged when it was involved in an accident at Canandaigua Airport (IUA), Canandaigua, New York. The commercial pilot was not injured, and two medical crewmembers sustained minor injuries. The helicopter was operated as a Title 14 *Code of Federal Regulations* Part 135 air medical flight.

The pilot reported that he had transported a patient to a local hospital and was returning to IUA at night using night vision goggles. The flight was uneventful until reaching the airport. On approach to the base ramp, obstacles were called out and the approach continued to a grass landing zone adjacent to the ramp. About 100 ft above the ground, the landing light was illuminated. When the helicopter was about 10 ft above the ground, it lunged rapidly forward and downward, and “rolled very slightly left.” The left skid impacted the ground, followed by the right skid, and the helicopter rapidly rotated to the left. There was a tail-down rocking movement, the tailboom separated, and the helicopter came to a stop. The engine continued to operate, and the pilot was able to shut the engine down with the assistance of the medical crewmember in the left cockpit seat. The pilot and two medical crewmembers exited the helicopter and were met by first responders.

The helicopter came to rest upright in the grass. Initial examination of the helicopter by Federal Aviation Administration inspectors revealed substantial damage to the fuselage, main rotor, tailboom, and tail rotor.

The helicopter was equipped with a Genesys Aerosystems avionics suite. Flight and systems data were recorded for the entire accident flight until the removal of battery power.

The wreckage was retained for further examination.

## Aircraft and Owner/Operator Information

|                                  |                                   |   |                          |
|----------------------------------|-----------------------------------|---|--------------------------|
| <b>Aircraft Make:</b>            | AGUSTAWESTLAND<br>PHILADELPHIA CO | <b>Registration:</b>                      | N281MC                   |
| <b>Model/Series:</b>             | AW119MKII                         | <b>Aircraft Category:</b>                 | Helicopter               |
| <b>Amateur Built:</b>            |                                   |   |                          |
| <b>Operator:</b>                 | MERCY FLIGHT CENTRAL<br>INC       | <b>Operating Certificate(s)<br/>Held:</b> | On-demand air taxi (135) |
| <b>Operator Designator Code:</b> |                                   |   |                          |

## Meteorological Information and Flight Plan

|   |                      |                                     |                 |
|---|----------------------|-------------------------------------|-----------------|
| <b>Conditions at Accident Site:</b>     | VMC                  | <b>Condition of Light:</b>          | Night           |
| <b>Observation Facility, Elevation:</b> | ROC,555 ft msl       | <b>Observation Time:</b>            | 19:54 Local     |
| <b>Distance from Accident Site:</b>     | 20 Nautical Miles    | <b>Temperature/Dew Point:</b>       | 20°C /16°C      |
| <b>Lowest Cloud Condition:</b>          | Clear                | <b>Wind Speed/Gusts, Direction:</b> |                 |
| <b>Lowest Ceiling:</b>                  | None                 | <b>Visibility:</b>                  | 10 miles        |
| <b>Altimeter Setting:</b>               | 29.95 inches Hg      | <b>Type of Flight Plan Filed:</b>   | CVFR            |
| <b>Departure Point:</b>                 | Rochester, NY (2NY5) | <b>Destination:</b>                 | Canandaigua, NY |

## Wreckage and Impact Information

|                            |                 |                             |                      |
|----------------------------|-----------------|-----------------------------|----------------------|
| <b>Crew Injuries:</b>      | 1 None          | <b>Aircraft Damage:</b>     | Substantial          |
| <b>Passenger Injuries:</b> | 2 Minor         | <b>Aircraft Fire:</b>       | None                 |
| <b>Ground Injuries:</b>    | N/A             | <b>Aircraft Explosion:</b>  | None                 |
| <b>Total Injuries:</b>     | 2 Minor, 1 None | <b>Latitude, Longitude:</b> | 42.911104,-77.320616 |

## Administrative Information

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| <b>Investigator In Charge (IIC):</b>     | Hicks, Ralph   |
| <b>Additional Participating Persons:</b> | Robert Cunningham; FAA FSDO; Rochester, NY<br>Michael A. Manton; FAA/ROC FSDO; Rochester, NY |
| <b>Investigation Class:</b>              | <a href="#">Class 3</a>  |
| <b>Note:</b>                             | The NTSB did not travel to the scene of this accident.                                       |