



USHST

United States Helicopter Safety Team



Monthly Safety Report

August 2026

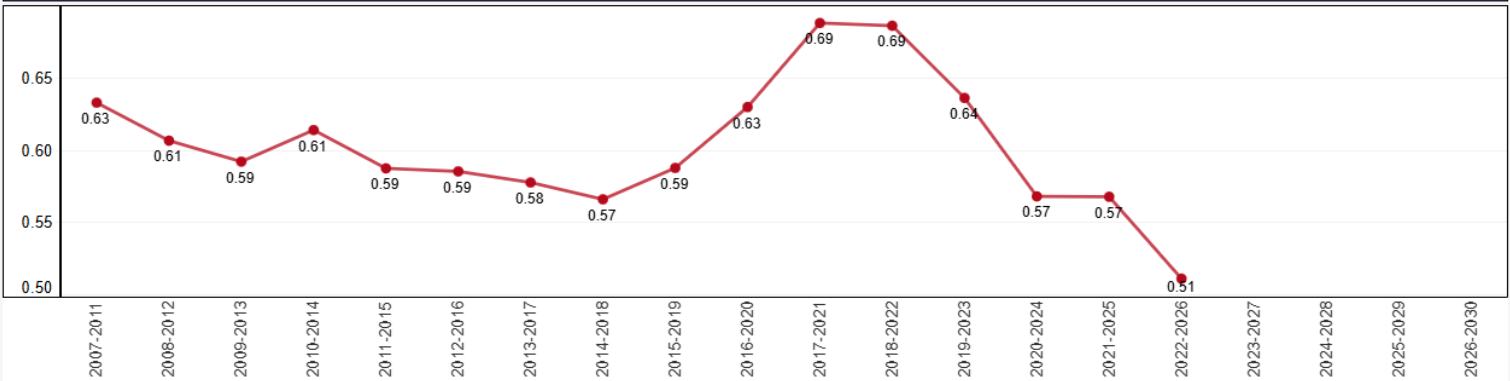
The USHST is a regional partner to the Vertical Aviation Safety Team ([VAST](#)).

USHST MISSION: To develop, deliver, and promote valuable safety resources focused on improving the US helicopter community's safety culture and performance.

USHST Vision: A civil registered helicopter community without fatal accidents

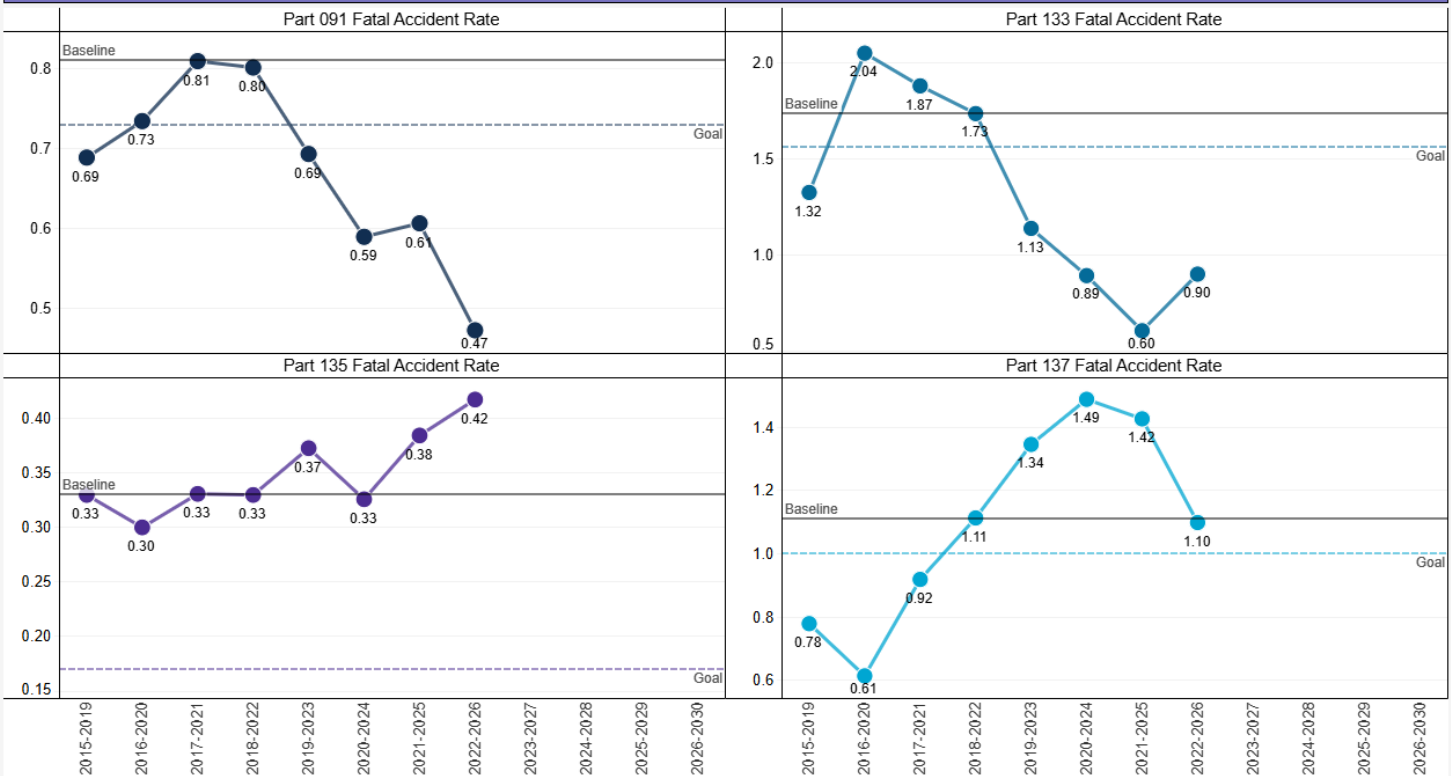
Fatal Rate: 5 Year Average

Excludes public use events. The rates are based off of Calendar Year and per 100,000 Flight Hours



Fatal Rate by Operational Part: 5 Year Average

Excludes public use events. The rates are based off of Calendar Year and per 100,000 Flight Hours





Did "YOU" Know?

In the US there are **12,000 +** helicopters, **32,000 +** helicopter pilots and over **292,000** aircraft mechanics!

The USHST has identified the following industries for **OUTREACH**:

Personal/Private, Helicopter Air Ambulance (HAA), Commercial and Aerial Application

Your participation in joining our vision of fatal accidents is important to us. To determine how your interests best align with active USHST efforts, please click the link below to complete the form and submit.

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(4654 Members, 138 New)



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Helicopter Safety OUTREACH events:

- [Salute to Excellence 2027 31 Aug 26—Deadline for submitting nominations](#)
- [Air Taxis Are Coming: FAA Visits Archer](#)
- [The 2027 VAI Photo Contest Is Now Open!](#)
- [Hydrogen fuel cells extend eVTOL range](#)
- [Fly Neighborly Best Practices – Sound Abatement](#)

Helicopter - Safety Enhancement (H-SE) Details

[H-SE 2023-04, Improve fatigue awareness and risk mitigation of scheduling factors leading to fatigue](#)

Fatigue is an often underreported but significant risk factor in helicopter operations. Since 1990, the NTSB has conducted 6,561 helicopter accident investigations. While only 33 investigations explicitly cited fatigue or lack of adequate sleep as a contributing factor, this likely understates the true impact. Based on benchmarks from other industries, **fatigue is estimated to be a factor in 1 in 5 incidents**. Current subjective self-assessment approaches to fatigue management are problematic because: People with sleep debt systematically underestimate their alertness deficits; fatigue changes risk perception, leading to greater risk acceptance; and individual thresholds for acceptable fatigue vary and may be influenced by production pressures.

OUR SOLUTION

- ♦ [White paper](#) Conduct research and publish a white paper that communicates the need for an FRMP among rotorcraft operators. This will include a review of helicopter incidents investigated by NTSB. **Completed July 2025**
- ♦ [FRMP checklist](#) Develop a checklist to support rotorcraft operators in identifying the key components of a comprehensive FRMP to cover the range of fatigue risks in helicopter operations. **Completed June 2026**
- ♦ [Case study](#) Conduct a case study with a rotorcraft operator adopting a comprehensive FRMP to serve as an industry guide.
- ♦ [Large-scale study](#) on fatigue in air medical transport operations to gather crucial data tailored specifically to helicopter ops.

USHST PRIORITY Safety Resources:

[Videos](#)

[USHST Safety App](#)

[Original H-SE Summation Report](#)

VERT:CON[®] Anaheim 2027 | March 15-18
POWERED BY VAI | Exhibits March 16-18



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