



Aviation Investigation Preliminary Report

Location:	Chatsworth, CA	Accident Number:	WPR26FA345
Date & Time:	September 15, 2026, 18:55 Local	Registration:	N358TV
Aircraft:	Eurocopter AS 350 B2	Injuries:	3 Fatal, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

On September 15, 2026, about 1855 Pacific daylight time, an Airbus Helicopters (formerly Eurocopter) AS-350 B2 helicopter, N358TV, was destroyed when it was involved in an accident near Chatsworth, California. The pilot, passenger and one person on the ground sustained fatal injuries. The helicopter was operated as a Title 14 *Code of Federal Regulations* Part 91 electronic news gathering flight.

According to the operator, the pilot and passenger/news reporter departed Whiteman Airport (WHP) Los Angeles, California, and flew to Chatsworth, California, to gather video footage of a recent fatal traffic accident. ADS-B data showed that the helicopter departed WHP about 1724, proceeded west about 9 miles, at an average altitude of about 1,600 ft mean sea level (msl). The helicopter maneuvered in the vicinity of the traffic accident for about 1 hour and 24 minutes. During the last minute of the flight, the helicopter was about 1,700 ft msl or about 800 ft above ground level (agl) and decelerated to about 6 knots ground speed.

A four-minute, twenty-one-second-long video recording of the traffic accident was taken by the onboard news reporter. The recording also captured ambient helicopter noise that included sounds from both the main rotor and engine. During most of the recording, the ambient helicopter noise remained consistent with normal operations. During the last 29 seconds of the flight, the recording captured the helicopter noise as it changed frequency, along with intermittent and continuous horns, consistent with the helicopter's main rotor high rpm, low rotor rpm and other aural advisories.

About 1855, ADS-B data showed that the helicopter began a rapid descent while turning right. The last ADS-B data point captured the helicopter at a high rate of descent, about 38 knots groundspeed directly above the accident site.

Multiple security video cameras from nearby buildings recorded the helicopter as it descended at a high rate and impacted a metal storage container. A postaccident fire quickly ensued.

Postaccident field examination revealed the helicopter came to rest partially on its right side abeam the metal container. A debris field extended about 30 ft around the main wreckage. All major components remained attached to the fuselage or remained within the small debris area. The fuselage, in its entirety, was mostly reduced to ash and thermally damaged metal. The tailboom separated but remained next to the fuselage. Both main and tail rotor assemblies remained attached at their respective mounting assemblies.

The helicopter was relocated to a secure facility for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	Eurocopter	Registration:	N358TV
Model/Series:	AS 350 B2	Aircraft Category:	Helicopter
Amateur Built:			
Operator:	Angel City Air	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KWHP, 1003 ft msl	Observation Time:	19:00 Local
Distance from Accident Site:	8 Nautical Miles	Temperature/Dew Point:	23°C / 15°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	29.91 inches Hg	Type of Flight Plan Filed:	
Departure Point:	Pacoima, CA (WHP)	Destination:	Pacoima, CA (WHP)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	1 Fatal, 1 Minor	Aircraft Explosion:	None
Total Injuries:	3 Fatal, 1 Minor	Latitude, Longitude:	34.237124,-118.58188 (est)

Administrative Information

Investigator In Charge (IIC):	Salazar, Fabian
Additional Participating Persons:	Darryl Christensen; Intermountain Turbine Services; Lindon, UT Juan Herrera; Federal Aviation Administration; Van Nuys, CA Seth Butner; Airbus Helicopters; Grand Prairie, TX
Investigation Class:	Class 3
Note:	