



Aviation Investigation Preliminary Report

Location:	Hammonton, NJ	Accident Number:	ERA26FA077
Date & Time:	December 28, 2025, 11:24 Local	Registration:	N280MG (A1); N520H (A2)
Aircraft:	Enstrom 280 (A1); Enstrom F28 (A2)	Injuries:	1 Fatal (A1); 1 Fatal (A2)
Flight Conducted Under:	Part 91: General aviation - Personal (A1); Part 91: General aviation - Personal (A2)		

On December 28, 2025, at 1124 eastern standard time, an Enstrom F-28A helicopter, N520H, and an Enstrom 280C helicopter, N280MG, collided in midair near Hammonton, New Jersey. The private pilots onboard each of the helicopters were fatally injured. Both helicopters were being operated as Title 14 *Code of Federal Regulations* Part 91 personal flights.

According to preliminary ADS-B data provided by the Federal Aviation Administration, both helicopters had departed from Vineland-Downstown Airport (28N), Vineland, New Jersey at about 0948 and flew parallel paths to Hammonton Municipal Airport (N81), Hammonton, New Jersey, arriving about 0958. No ADS-B data captured the helicopters' subsequent departure from N81 on the accident flight.

Surveillance video captured both helicopters as they flew in close proximity to each other shortly before the accident. The helicopters were slightly staggered from one another and flying on a similar heading, similar to a formation flight. As the flight continued, the helicopters converged until they contacted each other. Subsequently, one helicopter began a tumbling descent toward terrain before exiting the frame of the video. The other helicopter pitched up sharply before leveling out. Shortly after, the helicopter began yawing in a clockwise direction and descended rapidly until it exited the video frame.

The accident site was located about 1.5 miles southwest of N81 and was comprised of a debris path that was about 1,211 ft-long. The first identified debris along the path included several paint chips consistent with the paint color of both helicopters. Further along the debris path were portions of the main rotor blades of both helicopters, as well as portions of the tail cone and tail rotor blades of N280MG.

The primary wreckage of N520H was about 890 feet from the beginning of the debris path. The helicopter sustained substantial damage to the fuselage, tail cone, tail rotor, and main rotor. The aft portion of the tail cone had partially separated from the forward portion of the tail cone and was only attached to the airframe through one tail rotor control cable; the other control cable displayed tensile overload signatures. There were no signs of fire. Portions of the main rotor skin, plexiglass, as well as a portion of the tail rotor drive shaft, were found along the debris path. The ground on the left side of main portion of the wreckage displayed signatures consistent with main rotor strikes.

The primary wreckage of N280MG was about 270 ft from the primary wreckage of N520H. The helicopter was destroyed by a postimpact fire, and most of the fuselage and main rotor system had been consumed by the fire. The tail cone remained relatively intact and displayed terrain impact damage and the aft portion of the tail cone displayed damage consistent with impact while in flight. Portions of one of the main rotor blades, the tail rotor, and the tail cone of this helicopter were also found along the debris path.

Further examination of the main rotor skins of N520H revealed an impact mark with paint transfer of a color consistent with the tail rotor blade of N280MG.

The wreckage was recovered and retained for further examination.

Aircraft and Owner/Operator Information (A1)

Aircraft Make:	Enstrom	Registration:	N280MG
Model/Series:	280 C	Aircraft Category:	Helicopter
Amateur Built:			
Operator:	M&M CHARTER LLC	Operating Certificate(s) Held:	None
Operator Designator Code:			

Aircraft and Owner/Operator Information (A2)

Aircraft Make:	Enstrom	Registration:	N520H
Model/Series:	F28 A	Aircraft Category:	Helicopter
Amateur Built:			
Operator:	On file	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:	ACY, 67 ft msl	Observation Time:	11:41 Local
Distance from Accident Site:	16 Nautical Miles	Temperature/Dew Point:	2°C / -2°C
Lowest Cloud Condition:		Wind Speed/Gusts, Direction:	4 knots / None, 250°
Lowest Ceiling:	Overcast / 1400 ft AGL	Visibility:	10 miles
Altimeter Setting:	30.18 inches Hg	Type of Flight Plan Filed:	NONE (A1); NONE (A2)
Departure Point:	Hammonton, NJ (N81) (A1); Hammonton, NJ (N81) (A2)	Destination:	Vineland, NJ (28N) (A1); Vineland, NJ (28N) (A2)

Wreckage and Impact Information (A1)

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	39.66095, -74.769759 (est)

Wreckage and Impact Information (A2)

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	39.66095, -74.769759 (est)

Administrative Information

Investigator In Charge (IIC):	Gibson, Kurt
Additional Participating Persons:	Douglas Smith; Enstrom Helicopter; Menominee, MI Russel Gait; Lycoming ; Williamsport, PA Stephan Koza; FAA/FSDO; Philadelphia, PA
Investigation Class:	Class 3
Note:	