



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Jackson, WY	<b>Accident Number:</b>	DEN01LA060
<b>Date &amp; Time:</b>	03/02/2001, 1200 MST	<b>Registration:</b>	N9HE
<b>Aircraft:</b>	Bell 407	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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On March 2, 2001, at approximately 1200 mountain standard time, N9HE, a Bell 407, owned and operated by Helicopter Express, Inc., of Lawrenceville, Georgia, was substantially damaged when it collided with terrain while landing about 22 miles southwest of Jackson, Wyoming. The commercial certificated pilot, the sole occupant aboard, was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the positioning flight being conducted under Title 14 CFR Part 91. The flight originated approximately 1020.

According to the pilot's accident report, the pilot was looking for a group of people to be picked up at a designated point. Flying over the location, he realized that they had not yet arrived, so he decided to land at an alternate location and await their arrival. He had landed at the alternate location previously but not on the day of the accident. He said the visibility was good, but there were no shadows due to the overcast. The approach was normal, and the pilot used a small pine tree to the right front quarter of the helicopter as a reference point. As the helicopter touched down, the pilot heard a loud noise and the helicopter yawed. Believing there had been a mechanical failure, the pilot lowered the collective control and closed the throttle.

Postaccident inspection revealed that the main rotor blades struck a snow covered slope to the left front quarter of the helicopter, and the helicopter settled into deep snow. The transmission separated from its mounts, the main rotor blades were destroyed, and the tail boom was severed.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/20/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	10/11/2000
<b>Flight Time:</b>	22300 hours (Total, all aircraft), 140 hours (Total, this make and model), 22200 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N9HE
<b>Model/Series:</b>	407	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	53073
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	02/19/2001, 100 Hour	<b>Certified Max Gross Wt.:</b>	5250 lbs
<b>Time Since Last Inspection:</b>	17 Hours	<b>Engines:</b>	1 Turbo Shaft
<b>Airframe Total Time:</b>	1950 Hours at time of accident	<b>Engine Manufacturer:</b>	Rolls-Royce Allison
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C250-C47B
<b>Registered Owner:</b>	Helicopter Express, Inc.	<b>Rated Power:</b>	650 hp
<b>Operator:</b>	Helicopter Express, Inc.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	H11A

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JAC, 6447 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1035 MST	Direction from Accident Site:	38°
Lowest Cloud Condition:	Clear	Visibility	8 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.77 inches Hg	Temperature/Dew Point:	-9° C / -15° C
Precipitation and Obscuration:			
Departure Point:	Jackson, WY (NONE)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1020 MST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Arnold W Scott
Additional Participating Persons:	Michael J Maglione; FAA Flight Standards Field Office; Casper, WY
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .