



# National Transportation Safety Board

## Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

### Analysis

The pilot of the helicopter 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 there had not been a mechanical failure. Rather, the pilot had not seen the snow covered slope to the left front quarter of the helicopter. The main rotor blades struck the surface of the ground 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.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate lateral and vertical clearance during landing. Factors were the clouds and snow-covered high terrain.

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

1. (F) TERRAIN CONDITION - HIGH TERRAIN
2. (C) ALTITUDE/CLEARANCE - INADEQUATE - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - SNOW COVERED
4. (F) WEATHER CONDITION - CLOUDS

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	Helicopter Express, Inc.	<b>Engine Manufacturer:</b>	Rolls-Royce Allison
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	C250-C47B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	JAC, 6447 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	-9 °C	<b>Visibility</b>	8 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Jackson, WY (NONE)	<b>Destination:</b>	

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Arnold W Scott	<b>Adopted Date:</b>	07/30/2001
<b>Investigation Docket:</b>	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> .		

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