



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Kemmerer, WY	<b>Accident Number:</b>	DEN01LA154
<b>Date &amp; Time:</b>	09/02/2001, 1150 MDT	<b>Registration:</b>	N440TJ
<b>Aircraft:</b>	McDonnell Douglas 369E	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 133: Rotorcraft Ext. Load		

## Analysis

The pilot was transporting bags of seismic equipment by long line to a remote site. While he hovered into the wind waiting for a flagger, the helicopter was struck by a wind gust and started turning right. The pilot applied left pedal, but was unable to stop the rotation. The helicopter struck terrain, breaking off both skid legs, tail rotor blades, and tail rotor gearbox. FAA's Advisory Circular 90-95 defines the loss of tail rotor effectiveness as "a critical, low-speed aerodynamic flight characteristic that can result in an uncommanded rapid yaw rate which does not subside of its own accord and, if not corrected, can result in the loss of aircraft control." Some of the conditions conducive to LTE include (1) a high power setting, (2) low airspeed, and (3) a tailwind or left crosswind.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: loss of tail rotor effectiveness while hovering. A contributing factor was the wind gust.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: HOVER

### Findings

1. (C) LOSS OF TAIL ROTOR EFFECTIVENESS - ENCOUNTERED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	37
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1584 hours (Total, all aircraft), 66 hours (Total, this make and model), 1491 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	McDonnell Douglas	<b>Registration:</b>	N440TJ
<b>Model/Series:</b>	369E	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	Omni Aviation Services	<b>Engine Manufacturer:</b>	Allison
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 133: Rotorcraft Ext. Load		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BPI, 6990 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 160°
<b>Temperature:</b>	23° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Kemmerer, 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>	02/20/2002
<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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