



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Bryce, UT	<b>Accident Number:</b>	DEN02LA013
<b>Date &amp; Time:</b>	12/01/2001, 1215 MST	<b>Registration:</b>	N911KH
<b>Aircraft:</b>	Bell 206B	<b>Injuries:</b>	3 Serious
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled - Sightseeing		

## Analysis

The helicopter was fueled to capacity the evening before, and the engine compartment was preheated before departure. Preflight inspection revealed no frost on the airframe or rotor blades. The particle separator was clean and dry. Engine start and takeoff were normal. After crossing a highway 1/2 mile south from the heliport, at an airspeed "in excess of 50 mph [and] at an altitude of approximately 50-70 feet," the engine "flamed out." There was a noticeable yaw and the pilot heard "the sound of the engine shutting off." He autorotated towards a highway right-of-way. The helicopter struck the ground hard and slid 20 to 30 feet. "Mast bumping" broke the rotor head off. It struck the rear of the helicopter, severing the tail section. The helicopter spun around and rolled over on its right side. Postaccident examination disclosed no fuel remaining because the rear skid leg had punctured the fuel tank. The pilot and his two passengers had been drenched with fuel when they evacuated the helicopter. All fuel lines and fuel filter were intact, free of debris, and contained fuel. The turbine and compressor turned freely by hand. The pilot said he noted dirt on the inside of the cap "consistent with the dirt at the crash site." Later, he wrote that "the dirt on the inside of the fuel cap was orange, the same color as at the heliport. The dirt at the crash site is more brown native soil." He noted vehicle tracks in the snow behind the helipad. Footprints led from the tire tracks to a small dirt pile and back to the helipad. Suspecting the helicopter may have been sabotaged, the pilot contacted the Federal Bureau of Investigation (FBI) field office in St. George, Utah. He said that in the 6 years the company has been doing business in the Bryce Canyon area, he had been slandered, vandalized, and threatened with death. According to the FBI special agent, his agency would not become involved unless there was "conclusive evidence" that a crime had been committed.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: loss of engine power for reasons undetermined. Contributing factors were the low airspeed and altitude at which to perform an autorotation.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

- 2. (F) AIRSPEED - LOW
  - 3. (F) ALTITUDE - LOW
  - 4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
 Phase of Operation: LANDING - ROLL

Findings

- 5. (F) TERRAIN CONDITION - NONE SUITABLE

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	54
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	8147 hours (Total, all aircraft), 8012 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N911KH
<b>Model/Series:</b>	206B	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	Alladin Air Service	<b>Engine Manufacturer:</b>	Allison
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled - Sightseeing		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BCE, 7586 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 1300 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 150°
<b>Temperature:</b>	-3° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Bryce, UT (UT77)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 Serious	<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>	12/06/2002
<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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