

 National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION		NTSB ID: DEN01LA154		Aircraft Registration Number: N440TJ	
		Occurrence Date: 09/02/2001		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Kemmerer		State WY	Zip Code 83101	Local Time 1150	Time Zone MDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer McDonnell Douglas		Model/Series 369E		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators may have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***</p> <p>On September 2, 2001, approximately 1150 mountain daylight time, a McDonnell Douglas 369E helicopter, N440TJ, operated by Omni Aviation of Carencro, Louisiana, was substantially damaged when it collided with terrain while hovering near Kemmerer, Wyoming. The commercial pilot, the sole occupant aboard, was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for this work use flight being conducted under Title 14 CFR Part 133. The helicopter departed a nearby landing zone approximately 1145.</p> <p>According to the pilot, he was transporting bags of seismic equipment by long line to a remote site. He said while he hovered into the wind and waited for a flagger, "a [wind] gust caused the helicopter to start to turn right." He applied "more left pedal," but was unable to stop the rotation. He jettisoned the external load, lowered the collective control, and attempted to fly out of the condition. He was able to stop most of the rotation but not before the helicopter struck the terrain. Both skid legs, tail rotor blades, and tail rotor gearbox broke off. The left horizontal stabilizer was struck by one of the blades, and the tail boom buckled when it struck the ground. The pilot said the winds were "generally light and variable, with [an] occasional gust."</p> <p>According to FAA's Advisory Circular (AC) 90-95, loss of tail rotor effectiveness (LTE) "is 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</p>					
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<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Approach/Arrival Flown: Unknown					
VFR Approach/Landing: Unknown					
<b>Aircraft Information</b>					
Aircraft Manufacturer McDonnell Douglas		Model/Series 369E		Serial Number 0442E	
Airworthiness Certificate(s): Restricted (Special); Normal					
Landing Gear Type: Skid					
Amateur Built Acft? No	Number of Seats: 5	Certified Max Gross Wt.	3000 LBS	Number of Engines: 1	
Engine Type: Turbo Shaft	Engine Manufacturer: Allison	Model/Series: 250-C20B	Rated Power: 420 HP		
- Aircraft Inspection Information					
Type of Last Inspection AAIP	Date of Last Inspection 08/2001	Time Since Last Inspection 67 Hours	Airframe Total Time 8234 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type No	ELT Operated?	ELT Aided in Locating Accident Site?			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner Textron Financial Corp.		Street Address 9001 Airport Fwy., Suite 800			
		City Fort Worth	State TX	Zip Code 76180	
Operator of Aircraft Omni Aviation Services		Street Address 4500 N.E. Evangeline Thwy.			
		City Carenco	State LA	Zip Code 70520	
Operator Does Business As:			Operator Designator Code: A50L		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate: Aircraft External Load		
Regulation Flight Conducted Under: Part 133: Rotorcraft Ext. Load					
Type of Flight Operation Conducted: Other Work Use					

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**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 37
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Sex: M	Seat Occupied: Left	Occupational Pilot? Civilian Pilot	Certificate Number: On File
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Certificate(s): Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review? 07/2001

Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 03/2001
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	1584	66	517		29	3	40	1051		
Pilot In Command(PIC)	1491	66	478		29	3	40	1013		
Instructor										
Instruction Received										
Last 90 Days	31	8						31		
Last 30 Days	8	8						8		
Last 24 Hours	3	3						3		

Seatbelt Used? Yes	Shoulder Harness Used? No	Toxicology Performed? No	Second Pilot? No
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: None

Departure Point Kemmerer	State WY	Airport Identifier NONE	Departure Time 1147	Time Zone MDT
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: None

Type of Airspace: Class G

**Weather Information**


UAT/CA Source of Wx Information:  
No record of briefing

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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
BPI	1135	MDT	6990 Ft. MSL	65 NM	190 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.22 "Hg
Temperature: 23 °C	Dew Point: 6 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 160	Wind Speed: 6	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV): SM				
Precip and/or Obscuration:					

<b>Accident Information</b>		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground					
- GRAND TOTAL -				1	1

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Administrative Information

Investigator-In-Charge (IIC)

Arnold W. Scott

Additional Persons Participating in This Accident/Incident Investigation:

Owen R Jones  
FAA Flight Standards Field Office  
Casper, WY