



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Meadview, AZ	<b>Accident Number:</b>	SEA08CA027
<b>Date &amp; Time:</b>	11/15/2007, 1320 MST	<b>Registration:</b>	N810MH
<b>Aircraft:</b>	Eurocopter France EC 130 B4	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	7 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled - Sightseeing		

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## Analysis

The pilot reported that he had just landed and was in the process of shutting the engine down when another company helicopter landed at his 2 o'clock position about 40 to 50 feet away. The vortices created by the second helicopter's main rotor blades caused the main rotor blades of the standing helicopter to flex downward before impacting its tailboom, which resulted in substantial damage to the standing helicopter.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The downward flexing of the standing helicopter's main rotor blades and subsequent impact with its tail boom as a result of another helicopter's rotor blade's vortices.

## Findings

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Occurrence #1: VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation: STANDING - ENGINE(S) NOT OPERATING

### Findings

1. (C) ROTOR SYSTEM,MAIN ROTOR BLADE - BLADE STRIKE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2	<b>Last FAA Medical Exam:</b>	10/01/2007
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2856 hours (Total, all aircraft), 1231 hours (Total, this make and model), 217 hours (Last 90 days, all aircraft), 48 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Eurocopter France	<b>Registration:</b>	N810MH
<b>Model/Series:</b>	EC 130 B4	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3949
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo Shaft
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Turbomeca
<b>ELT:</b>		<b>Engine Model/Series:</b>	Arriel 2B1
<b>Registered Owner:</b>	Maverick Helicopters, Inc.	<b>Rated Power:</b>	
<b>Operator:</b>	Maverick Helicopters, Inc.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LAS, 2181 ft msl	Observation Time:	1000 PST
Distance from Accident Site:	47 Nautical Miles	Direction from Accident Site:	88°
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	10° C / -12° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	
Altimeter Setting:	30.25 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Las Vegas, NV (LAS)	Type of Flight Plan Filed:	Company VFR
Destination:	Meadview, AZ	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

## Airport Information

Airport:	Meadview Airstrip (NONE)	Runway Surface Type:	Gravel
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	7 None	Latitude, Longitude:	36.863056, -114.122222

## Administrative Information

Investigator In Charge (IIC):	Thomas M Little	Adopted Date:	01/31/2008
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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> .		

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