



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Patterson, Louisiana	<b>Accident Number:</b>	CEN21LA456
<b>Date &amp; Time:</b>	September 25, 2021, 06:55 Local	<b>Registration:</b>	N662RL
<b>Aircraft:</b>	Bell 407	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

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## Analysis

While hovering from the helicopter pad to reposition for takeoff, the pilot backed up the helicopter. During a pedal turn, the tail rotor contacted another helicopter's main rotor blades, which was parked and located behind on another pad. The pilot reported she felt a strong jolt to the left, and the helicopter began to spin. The pilot lowered the collective, reduced throttle, and the helicopter came to rest upright adjacent to the helicopter pad.

The helicopter sustained substantial damage to the tail boom. The operator reported that there were no preaccident mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain adequate clearance from a parked helicopter while hovering to reposition for takeoff.

## Findings

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Personnel issues	Monitoring environment - Pilot
Environmental issues	Aircraft - Awareness of condition

## Factual Information

### History of Flight

Taxi-into takeoff position	Ground collision (Defining event)
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### Pilot Information

Certificate:	Commercial; Flight instructor	Age:	25, Female
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	October 8, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 1, 2021
Flight Time:	1479 hours (Total, all aircraft), 255 hours (Total, this make and model), 1479 hours (Pilot In Command, all aircraft), 142 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N662RL
Model/Series:	407	Aircraft Category:	Helicopter
Year of Manufacture:	1997	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	53203
Landing Gear Type:	None; Skid	Seats:	7
Date/Type of Last Inspection:	September 24, 2021 AAIP	Certified Max Gross Wt.:	5250 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	25222 Hrs as of last inspection	Engine Manufacturer:	Rolls Royce
ELT:	C126 installed, not activated	Engine Model/Series:	250-C30
Registered Owner:		Rated Power:	650 Horsepower
Operator:		Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	RLC, LLC	Operator Designator Code:	YTRA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPTN,9 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	07:01 Local	Direction from Accident Site:	18°
Lowest Cloud Condition:	Few / 200 ft AGL	Visibility	0.25 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	14° C / 14° C
Precipitation and Obscuration:	Moderate - None - Mist		
Departure Point:	Patterson, LA	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

## Airport Information

Airport:	HARRY P WILLIAMS MEML PTN	Runway Surface Type:	
Airport Elevation:	8 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	29.709043, -91.335891(est)

## Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron		
Additional Participating Persons:	Michael Wilson; FAA; Baton Rouge, LA		
Original Publish Date:	November 16, 2021	Investigation Class:	4
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=103974">https://data.nts.gov/Docket?ProjectID=103974</a>		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).