

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN22FA073

EXAMINATION NOTES

October 26, 2022

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A. ACCIDENT

Location: LaPlace, Louisiana
Date: December 14, 2021
Time: 1236 CST
1836 UTC
Helicopter: Bell 407, N150AS

B. EXAMINATION NOTES

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Party Member	Nicholas Shepler Rolls-Royce Indianapolis, IN

C. SUMMARY

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The helicopter impacted the east bound lanes of Highway I-10 on a trestle bridge in a steep nose low attitude. Video camera footage from semi truck trailers captured the helicopter's descent, but not the collision with the wire. In the video footage, the main rotor blades and transmission had separated from the helicopter and landed into Lake Pontchartrain. The helicopter landed on the concrete highway surface and a postimpact fire ensued.

2.0 Airframe Examination

The helicopter was transported to a secure facility. On December 16, 2021, the wreckage was examined.

2.1 Fuselage

The fuselage was largely fragmented and consumed by the postimpact fire.

2.2 Empennage

The empennage was continuous throughout back towards the tail rotors. Both tailrotor blades remained attached to the tailrotor hub. All pitch links remained attached. No preimpact defects was noted to the tailrotor drive shaft.

2.3 Main Rotor Blades

Flight control continuity was traced from the cockpit area through to the main rotor blades. Multiple fractures in the flight control rods all showed signatures consistent with overload.

Color marking are standardized by Bell Helicopters. The blue and red main rotor blades had signatures consistent with contact with braided metal cable. The blue blade had burn and arcing marks on its leading edge. The orange blade was damage starting near its midspan. The green blade was broken at its midspan.

2.4 Cockpit

The helicopter was equipped with a Garmin G1000. A SD card was recovered at the accident site, but it did not contain any accident related information.

3.0 Engine Examination

An engine examination was conducted on December 16, 2021, by a technical representative from Rolls-Royce under the auspices of this NTSB investigator. No preimpact anomalies were detected with the engine.

The engine's Engine Control Unit (ECU) was shipped to the manufacturer for data download. On February 16, 2022, with NTSB supervision, the ECU data was downloaded and found not to contain any fault recordings or indication of a mechanical anomalies. There was an incomplete incident of an NG (N1) low exceedance, but did not contain a timestamp, likely due to sudden loss of electrical power during the accident.

Submitted by:

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Senior Air Safety Investigator