

# ACCIDENT REPORT SUMMARY

## Aircraft Accident 11 October, 2000 – Helicopter Bell 206 6Y-JAA

### Summary

Helicopter 6Y-JAA, a Bell 206 Jet Ranger owned and piloted by Mr. Alfred Chen-Sem (hereafter known as Mr. Chen), was on a private night flight with only the pilot on board. The flight departed Glastonbury, Trelawny at approximately 1840 hours on the evening of October 11<sup>th</sup>, 2000, destined for Dover, St. Ann, a flight that should have taken approximately ten (10) minutes.

The local constabulary informed the Area Control Centre (ACC) at about 2030 hours that a crash had occurred.

### Investigation

The helicopter departure point could be seen from the crash site and it was apparent that it had departed Glastonbury and began a climbing turn towards Dover. It traveled approximately three-quarters of a mile and climbed approximately 130 feet before impacted just below the top of a steep, treed ridge.

While at first glance it appeared that the accident was not survivable, the pilot, who had been thrown from the helicopter, survived for at least 2 hours. He was found amongst small trees and scrub brush that may have broken his fall sufficiently to allow him to survive as long as he did.

Evidence collected at the scene indicated the following:

- the helicopter was in a climb when it struck the ridge
- the helicopter struck the ridge while under power
- the helicopter began to disintegrate after striking the top of the ridge and bouncing into the air
- although an accurate speed could not be determined, the distribution of the wreckage would suggest a speed of approximately 70 knots.

### *Aircraft – General:*

The aircraft was a Bell 206 helicopter with 7580.9 hours on the airframe. The aircraft and all components were properly maintained and it appeared that all Airworthiness Directives and Inspections had been completed. There was no evidence of a defect, or defects, that might be considered a factor in this accident. With only one person plus fuel on board, the aircraft would have been within its load and balance limits, thereby eliminating an out-of-balance condition as a cause factor.

The manner in which the wreckage was strewn over the ridge indicated that the helicopter struck the ground while in a climb, with power on and at an estimated speed of about 70 knots. This fits the aircraft profile over the time and distance traveled.

**Cause of Death:**

Although the helicopter was destroyed in this accident, the pilot survived the initial impact and subsequent break-up of the helicopter. He was thrown clear of the fuselage and landed in woods, suffering from broken bones and internal injuries. An autopsy reported shows that he died from massive internal bleeding caused by the fracture of his left pelvis, femur and hip socket. The pilot lived for two hours and it is speculated that he may have survived if medical attention had been readily available.

**Cause Factors:**

Examination of aircraft maintenance records did not indicate any possible mechanical cause factor for this accident. The pilot was familiar with the area and had flown in and out of it during both day and night. While fog was reported on the ridge slopes, it had been present on other occasions and, again the pilot was familiar with such conditions. Witnesses who talked to the pilot following the accident, did not indicate that Mr. Chen gave any reasons for the crash.

**Conclusion**

Pilot Error: in that the pilot inadvertently flew his aircraft into terrain, resulting in the destruction of the aircraft and, ultimately, the pilot's death.