
National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR12LA065	12/13/2011 1620 MST	Regis# N8067Z	Rock Springs, WY		
Acft Mk/Mdl BELL 407		Acft SN 53573	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl ROLLS-ROYC 250-C47B			Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: GUARDIAN FLIGHT		Opr dba:		Aircraft Fire: NONE	
				AW Cert: STN	

Narrative

On December 13, 2011, about 1620 mountain standard time, a Bell 407, N8067Z, was maneuvering at a low altitude and airspeed near the residence of some of the passengers when it descended into an open field about 12 miles west-northwest of the Rock Springs-Sweetwater County Airport, Rock Springs, Wyoming. The helicopter impacted the ground hard and was substantially damaged. The helicopter's landing gear skids and lower cabin structure were deformed, and the tail boom was severed. Guardian Flight, South Jordan, Utah, owned and operated the helicopter. The pilot and four passengers sustained minor injuries. The flight was performed under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and no flight plan was filed. The flight began from Rock Springs about 1600.

The passengers reported that the pilot, who was an employee of Guardian Flight, immediately departed the scene. The pilot has not reported the accident to the National Transportation Safety Board. Guardian Flight management personnel reported that the pilot was not authorized to fly the helicopter, and he was employed as their Rock Springs helicopter mechanic. Law enforcement authorities reported they apprehended the pilot in another state. Federal Aviation Administration personnel reported that the pilot was issued a student pilot certificate in 1988, and they have no record of him holding any additional pilot certificate. He does hold a mechanic certificate with airframe and powerplant ratings and inspection authorization.

An acquaintance of the accident pilot reported that he observed the pilot flying N8067Z on several previous occasions for personal reasons. Passengers were carried during these "joy rides."

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Incident Rpt# OPS12IA167B	12/01/2011 907 CDT	Regis# N432WN	Chicago, IL		
Acft Mk/Mdl BOEING 737-7H4		Acft SN 33715	Acft Dmg: NONE	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl CFM INTL. CFM56 SERIES			Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 121
Opr Name: SOUTHWEST AIRLINES CO		Opr dba:			Aircraft Fire: NONE

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Incident Rpt# OPS12IA167A	12/01/2011 907 CDT	Regis# N570AM	Chicago, IL		
Acft Mk/Mdl LEARJET INC 45		Acft SN 238	Acft Dmg: NONE	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl HONEYWELL TFE-731-SER			Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: AIR CLAYCO INC		Opr dba:			Aircraft Fire: NONE

Narrative

GAJ17, a LJ45, was instructed to Line Up and Wait (LUAW) on runway 31R. SWA844, a B737, had landed on runway 31C and, as the B737 was rolling out, the LJ45 was cleared for take-off on runway 31R. The B737 exited Runway 31C at taxiway B and while still on runway 31C, was instructed to cross runway 31R and contact Ground Control. The B737 crossed the hold short line for runway 31R conflicting with the departing LJ45. The first officer of the B737 saw the LJ45 departing runway 31R and yelled for the captain, who was at the controls, to stop. The captain stopped the B737 short of the runway edge. Air traffic control did not cancel the take off clearance of the LJ45 nor direct the B737 to hold short of runway 31R. The pilot of the B737 alleged that the departing LJ45 overflew his aircraft. The closest of the B737 to the LJ45 was 287 feet lateral and 62 feet vertical.