



# Aviation Investigation Final Report

<b>Location:</b>	Las Vegas, Nevada	<b>Accident Number:</b>	WPR26LA062
<b>Date &amp; Time:</b>	December 15, 2025, 02:18 Local	<b>Registration:</b>	N404LL
<b>Aircraft:</b>	Bell 407	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Discretionary)		

## Analysis

The aircrew conducted an air medical flight and landed at a hospital, received a patient from the hospital, and flew the patient to a different medical facility. During the post-flight inspection of the helicopter following the second flight, a dent was found in the vertical stabilizer, and a dent was found in one of the tail rotor blades, which was substantial damage. The time and source of the damage was not determined.

## Probable Cause and Findings

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

Tail rotor blade impact from an unidentified object at an undetermined time.

## Findings

<b>Not determined</b>	(general) - Unknown/Not determined
<b>Aircraft</b>	Tail rotor blade - Damaged/degraded

## Factual Information

### History of Flight

<b>Unknown</b>	Collision with terr/obj (non-CFIT) (Defining event)
----------------	---

### Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Helicopter	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 30, 2025
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	August 6, 2025
<b>Flight Time:</b>	6043 hours (Total, all aircraft), 590 hours (Total, this make and model), 5984 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Other flight crew Information

<b>Certificate:</b>		<b>Age:</b>	Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Other flight crew Information

<b>Certificate:</b>		<b>Age:</b>	Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Passenger Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N404LL
<b>Model/Series:</b>	407	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	2000	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	53446
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	August 20, 2025 AAIP	<b>Certified Max Gross Wt.:</b>	5250 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	11246 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Rolls-Royce
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	250-C47B
<b>Registered Owner:</b>	Air Methods LLC	<b>Rated Power:</b>	700 Horsepower
<b>Operator:</b>	Air Methods LLC	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KLAS,2183 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	01:56 Local	<b>Direction from Accident Site:</b>	14°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.21 inches Hg	<b>Temperature/Dew Point:</b>	9°C / -5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fort Mojave, AZ	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Las Vegas, NV	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	01:38 Local	<b>Type of Airspace:</b>	Class B

## Wreckage and Impact Information

<b>Crew Injuries:</b>	3 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	36.134057,-115.13553(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Baker, Daniel
<b>Additional Participating Persons:</b>	Sean Shambo; FAA; Denver, CO
<b>Original Publish Date:</b>	March 13, 2026
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=202177">https://data.ntsb.gov/Docket?ProjectID=202177</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).