



Aviation Investigation Factual Report

Location:	Oxford, Colorado	Accident Number:	CEN23LA048
Date & Time:	November 23, 2022, 13:07 Local	Registration:	N668M
Aircraft:	Hughes 369HS	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Check pilot Information

Certificate:	Airline transport	Age:	58
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine; Helicopter; Instrument airplane; Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 2 Unknown	Last FAA Medical Exam:	August 1, 2021
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Student pilot Information

Certificate:	Commercial	Age:	40
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 1, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 1200 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N668M
Model/Series:	369HS	Aircraft Category:	Helicopter
Year of Manufacture:	1971	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310312S
Landing Gear Type:	None; High skid	Seats:	4
Date/Type of Last Inspection:	October 25, 2022 100 hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	9806.4 Hrs as of last inspection	Engine Manufacturer:	Rolls-Royce
ELT:	Installed	Engine Model/Series:	M250-C20
Registered Owner:	On file	Rated Power:	400 Horsepower
Operator:	Colorado Highland Helicopters	Operating Certificate(s) Held:	Rotorcraft external load (133), Commuter air carrier (135)
Operator Does Business As:	On file	Operator Designator Code:	8C0A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDRO, 6629 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	212°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	7°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oxford, CO	Type of Flight Plan Filed:	None
Destination:	Oxford, CO	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	DURANGO-LA PLATA COUNTY DRO	Runway Surface Type:	Asphalt
Airport Elevation:	6689 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	Unknown
Runway Length/Width:	9201 ft / 150 ft	VFR Approach/Landing:	Simulated forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.153552,-107.7518(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Shumway, Kerry J.; FAA-FSDO; Salt Lake City, UT
Report Date:	
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106366

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](#).