



# Aviation Investigation Final Report

<b>Location:</b>	CEDAR CREST, New Mexico	<b>Accident Number:</b>	FTW94LA033
<b>Date &amp; Time:</b>	October 1, 1993, 09:00 Local	<b>Registration:</b>	N41699
<b>Aircraft:</b>	BELL 204-B	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 133: Rotorcraft ext. load		

## Analysis

DURING EXTERNAL LOAD OPERATIONS THE PILOT WAS UNABLE TO POSITION HIS LOAD, A TELEPHONE POLE, INTO A HOLE. THE HELICOPTER WAS MOVED TO A DESIGNATED LOAD RELEASE AREA SO THAT THE PILOT COULD JETTISON THE LOAD. AFTER THE LOAD WAS JETTISONED A WORKER RAN INTO THE AREA TO RETRIEVE A TOOL AND THE TELEPHONE POLE BOUNCED INTO HIM.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF GROUND PERSONNEL TO FOLLOW PUBLISHED PROCEDURES. A FACTOR WAS THE THE LOAD JETTISON.

## Findings

Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: MANEUVERING

### Findings

1. (F) LOAD JETTISON - PERFORMED - PILOT IN COMMAND
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL

## Factual Information

On October 1, 1993, at 0900 mountain daylight time, a Bell 204-B helicopter, N41699, jettisoned an external load while maneuvering near Cedar Crest, New Mexico, resulting in serious injuries to a ground worker. The helicopter was operating under visual meteorological conditions. Idaho Helicopters was the operator.

The pilot reported, in his written report, and during an interview conducted by a Federal Aviation Administration inspector, that he was setting a pole between two existing telephone poles when he determined he could not put it in place. He reported that he attempted to place the pole in the hole three times before he maneuvered to a designated release area so that he could jettison the load.

The pilot and other witnesses reported that a ground worker entered the designated release area to retrieve a tool after the load was jettisoned. Witnesses reported that when the telephone pole was jettisoned it struck the ground and bounced into the worker.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 18, 1993
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8500 hours (Total, all aircraft), 8400 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N41699
<b>Model/Series:</b>	204-B 204-B	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	2040
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	8500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	L-13
<b>Registered Owner:</b>	IDAHO HELICOPTERS	<b>Rated Power:</b>	1400 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	GAKL

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / 10 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	135°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ALBUQUERQUE , NM (AEG )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	1 Serious	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 None	<b>Latitude, Longitude:</b>	35.120029,-106.410591(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Ellis, Matthew
<b>Additional Participating Persons:</b>	FLOYD A DOCKUM; ALBUQUERQUE , NM
<b>Original Publish Date:</b>	September 26, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=18968">https://data.ntsb.gov/Docket?ProjectID=18968</a>

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