
		NTSB ID: DEN00FA082		Aircraft Registration Number: N1606K	
		Occurrence Date: 05/01/2000		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place BLOOMFIELD	State NM	Zip Code 87413	Local Time 1810	Time Zone MDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer McDonnell Douglas		Model/Series 369E /369E		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***</p> <p>HISTORY OF FLIGHT</p> <p>On May 1, 2000, approximately 1810 mountain daylight time, a McDonnell Douglas 369E, N1606K, registered to and operated by Winco, Inc., of Molalla, Oregon, struck a static line and impacted terrain 6 miles southeast of Bloomfield, New Mexico. The commercial pilot and passenger were fatally injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the flight being conducted under Title 14 CFR Part 91. The flight originated at a nearby staging area approximately 1800.</p> <p>According to company personnel and other sources, the helicopter had been used for fiber optic cable installation support operations along the U.S. Highway 550 corridor earlier that day. The helicopter landed next to a company fuel truck at a job site approximately 20 miles south-southeast of Farmington, New Mexico, and approximately 12 miles west-southwest of the accident site. There the helicopter was refueled. The pilot told the driver he and his passenger were returning to Four Corners Regional Airport in Farmington. Shortly after it departed, an oilfield worker, investigating the source of a smoke plume, found the burning wreckage of the helicopter and notified authorities. A severed power line was found nearby.</p> <p>The accident occurred during the hours of daylight at a location of 36 degrees, 60.46 minutes north latitude, and 107 degrees 93.66 minutes west longitude, at an elevation of 5,500 feet msl (above mean sea level).</p> <p>PERSONNEL (CREW) INFORMATION</p> <p>The pilot, age 48, held a commercial pilot certificate, dated May 16, 1990, with airplane single engine land and sea, and rotorcraft-helicopter ratings. He was also type rated in the Sikorsky SK-58 (VFR only). He held a second class airman medical certificate, dated April 4, 2000, with no restrictions or limitations. His biennial flight review was dated October 2, 1998.</p> <p>According to the helicopter operator, Winco, Inc., the pilot had logged the following flight time: Total time, 20,478 hours; pilot-in-command, 20,128 hours; rotorcraft, 12,377 hours; time in make/model, 2,146 hours. He was not military trained. Company records, updated on February 15, 2000, showed the following: Total time, 20, 478 hours; pilot-in-command, 20,128 hours; MD-500, 1,596 hours; Bell UH-1, 5,477 hours; Bell 206, 647 hours; Bell 47, 402 hours; Sikorsky S-55, 2,063 hours; Sikorsky S-58, 1,642 hours</p>					
FACTUAL REPORT - AVIATION					
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Narrative (Continued)

According to the pilot's last application for medical certification, he estimated his total flight time to be 21,500 hours, 475 hours of which were accrued in the previous 6 months.

AIRCRAFT INFORMATION

N1606K (s/n 0331E), a model 369E, was manufactured by McDonnell Douglas Helicopters (formerly Hughes, now Boeing) in 1989. It was equipped with an Allison (now Rolls Royce) 250-C20R/2 turboshaft engine (s/n CAE 295241), rated at 485 shaft horsepower (shp), derated to 450 shp.

According to the maintenance records, both the airframe and engine had accrued 2,320 hours, and 45 hours since the last annual and 100-hour inspections (at 2,275 hours).

METEOROLOGICAL INFORMATION

Weather recorded at Farmington (FMN), located about 23 miles northwest of the accident site, was as follows:

2353Z (1753 MDT); WIND 240 DEGREES AT 7 KNOTS; VISIBILITY 10 MILES OR GREATER; SKY CONDITION CLEAR; TEMPERATURE 21 DEGREES C. (69.8 DEGREES F.); DEW POINT 27 DEGREES C. (-3 DEGREES C.); ALTIMETER 30.07 INCHES OF MERCURY.

WRECKAGE AND IMPACT INFORMATION

A severed static line, spanning a dry river bed in Kutz Canyon, was found 508 feet from the helicopter. According to the Farmington Electric Utility System, two poles (one on a 75-foot hill on the west side) were 1,800 feet apart and supported the static line and two other EHS (extra high strength) power lines (3/8-inch thick). Each power line, which remained intact, provided 8,000-volt service to oil and gas fields in the area. No residential consumers were affected. The utility company estimated the height of the static line, at the point where it was severed, to be 39 feet. At that point, the power lines were estimated to be 35 feet above the ground.

The main body of wreckage lay 508 feet from the severed static line. The direction was 335 degrees magnetic. There was a postimpact fire that consumed the cabin area. Between the severed static line and main body of wreckage lay the rotor hub and four of the five (red, yellow, green, blue) main rotor blades. One (white) main rotor blade separated from the mast and was located 600 feet northwest of the impact point. Drive train continuity was established between the engine and rotor mast. All main rotor blades exhibited midspan rotational damage and "chatter" marks.

MEDICAL AND PATHOLOGICAL INFORMATION


An autopsy (#2608-00) was performed by the New Mexico State Medical Examiner's Office in Albuquerque, New Mexico, on May 2, 2000.

In addition, toxicological screens were performed by the Medical Examiner's Office (#2608-500-11SJ) and FAA's Civil Aeromedical Institute (CAMI) in Oklahoma City, Oklahoma. According to CAMI's report (#200000094001), no carbon monoxide, cyanide, or ethanol was detected in the pilot's blood, but tetrahydrocannabinol (marijuana) and tetrahydrocannabinol carboxylic acid (primary inactive metabolite) were detected in the blood, lung, and bile (see docket exhibits).

ADDITIONAL DATA/INFORMATION

In addition to the Federal Aviation Administration, parties to the investigation included Boeing (formerly McDonnell Douglas and Hughes) Helicopters, Rolls-Royce (formerly Allied-Signal and Allison) Engines, and Winco, Inc.

The wreckage was released to the insurance company's representative on May 2, 2000.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DEN00FA082			
		Occurrence Date: 05/01/2000			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer McDonnell Douglas		Model/Series 369E /369E		Serial Number 0331E	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Skid					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt. 3000 LBS	Number of Engines: 1		
Engine Type: Turbo Shaft	Engine Manufacturer: Allison	Model/Series: 250-C20R	Rated Power: 485 HP		
- Aircraft Inspection Information					
Type of Last Inspection AAIP	Date of Last Inspection 04/2000	Time Since Last Inspection 45 Hours	Airframe Total Time 2320 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner WINCO, INC.		Street Address 32299 S. GOODTIME RD.			
		City MOLALLA	State OR	Zip Code 97038	
Operator of Aircraft WINCO, INC.		Street Address 32299 S. GOODTIME RD.			
		City MOLALLA	State OR	Zip Code 97038	
Operator Does Business As:			Operator Designator Code: IZWA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): On-demand Air Taxi					
Operating Certificate:			Operator Certificate: Aircraft External Load		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Other Work Use					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DEN00FA082
	Occurrence Date: 05/01/2000
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 48
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Sex: M	Seat Occupied: Left	Occupational Pilot? Civilian Pilot	Certificate Number: On File
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Certificate(s): Commercial

Airplane Rating(s): Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): None

Instructor Rating(s): None

Current Biennial Flight Review?

Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 04/2000
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	20478	2146	8101		674		10	12377		
Pilot In Command(PIC)	20128	2146								
Instructor										
Instruction Received										
Last 90 Days	150	150								
Last 30 Days	25	25								
Last 24 Hours	12	12								

Seatbelt Used? Unknown	Shoulder Harness Used? Unknown	Toxicology Performed? Yes	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point Same as Accident/Incident Location	State	Airport Identifier NONE	Departure Time 1815	Time Zone MDT
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Destination FARMINGTON	State NM	Airport Identifier FMN	
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Type of Clearance: None

Type of Airspace: Class G

Weather Information

UAT/CA Source of Wx Information:

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: DEN00FA082
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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
FMN	1753	MDT	5503 Ft. MSL	21 NM	294 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL	Visibility: 10 SM	Altimeter: 30.00 "Hg	
Temperature: 21 °C	Dew Point: -3 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 240	Wind Speed: 7	Wind Gusts:			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM				
Precip and/or Obscuration:					

Accident Information

Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion: Unknown
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- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	1				1
- TOTAL ABOARD -	2				2
Other Ground	0	0	0		0
- GRAND TOTAL -	2	0	0		2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: DEN00FA082

Occurrence Date: 05/01/2000

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

ARNOLD W. SCOTT

Additional Persons Participating in This Accident/Incident Investigation:

JOHN C SANDERS
ALBUQUERQUE, NM