
		NTSB ID: WPR14LA008		Aircraft Registration Number: N530KF	
		Occurrence Date: 10/06/2013		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Paducah		State TX	Zip Code 79248	Local Time 1217	Time Zone CDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer MCDONNELL DOUGLAS HELI CO		Model/Series 369/FF		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 may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***</p> <p>On October 6, 2013, at 1217 central daylight time, a McDonnell Douglas 369FF, N530KF, collided with a power transmission line tower while maneuvering to pick up a rope for the external load operation. The commercial pilot, the sole occupant, was fatally injured. The helicopter was registered to and operated by Rogers Aviation under the provisions of 14 Code of Federal Regulations (CFR) Part 133. The helicopter was substantially damaged. Visual meteorological conditions prevailed at the time and no flight plan was filed. The flight originated from a local area staging site.</p> <p>The pilot was maneuvering the helicopter near a 150 foot tall power transmission line tower in preparation to attach a line to a rope to pull it through a traveller for power line construction. Ground crew, whose boom truck was positioned near the base of the tower, reported that the boom truck basket was positioned at the bottom traveler about 100 feet above ground level. The rope had been threaded through the top traveler. As the helicopter was maneuvering into position to pick up the rope, the wind had picked up and become gusty. As the pilot was maneuvering the helicopter, the main rotor blades struck the tower and the top traveler located about 140 feet above ground level. The helicopter spun around and the tail rotor struck the tower. The tail rotor and tail rotor gearbox separated from the helicopter as it descended rapidly to the ground near the base of the tower. A postcrash fire consumed the wreckage.</p> <p>PERSONNEL INFORMATION</p> <p>The 34 year old pilot held flight certificates for commercial rotorcraft with an instrument rating, and a certified flight instructor for rotorcraft/instrument rotorcraft. The pilot held a class II Federal Aviation Administration medical certificate issued on July 10, 2013, with no waivers/limitations.</p> <p>The pilot began employment with Rogers Aviation on July 8, 2013. At this time, the pilot reported a total flight time of 4,550 hours. A 14 CFR Part 133 check ride was passed and the pilot had been flying external load and power line operations.</p> <p>AIRCRAFT INFORMATION</p> <p>The helicopter, model 369FF, was manufactured by McDonnell Douglas Helicopter Company in 1994, and was equipped with a Rolls-Royce C30 turbo shaft engine. As of the last 100 hour inspection, which was completed on October 1, 2013, the helicopter had accumulated 7,157 total flight hours.</p> <p>The helicopter was equipped with a side-pull kit with a 30 foot line attached to the left side of the machine. The helicopter had just been refueled with 60 gallons of fuel in the main tank and 20 gallons in the auxiliary tank.</p>					
FACTUAL REPORT - AVIATION					
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 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: WPR14LA008
	Occurrence Date: 10/06/2013
	Occurrence Type: Accident

Narrative (Continued)

METEOROLOGICAL INFORMATION

The nearest weather reporting facility was located 31 nautical miles north of the accident site at Childress Municipal airport, Childress, Texas.

The surface weather at 1153 reported wind from 350 degrees at 13 knots, gusting to 17 knots. The sky was clear and visibility was 10 statute miles.

At 1253, the wind was from 330 degrees at 10 knots, gusting to 18 knots.

WRECKAGE AND IMPACT INFORMATION

The helicopter came to rest on its left side at the base of the 150 foot power pole tower. A postcrash fire consumed the cabin area forward of the aft passenger bulkhead. The tail rotor gear box was located between the tower and the boom truck. The tail rotor was found several yards south of the gear box.


There was no report of a preimpact mechanical malfunction or failure with the helicopter that would have precluded normal operation.


MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy was performed on the pilot by South Plains Forensic Pathology; P.A. The cause of death was attributed to blunt force injuries of the torso with smoke and soot inhalation.

Samples for toxicology were sent to the Federal Aviation Administration Civil Aeromedical Institute, Oklahoma City, Oklahoma, for analysis. The report stated 24% carbon monoxide was detected in the blood. Additional tests for cyanide, ethanol, and tested for drugs were negative.

Updated on Aug 14 2014 12:54PM

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: WPR14LA008			
		Occurrence Date: 10/06/2013			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name N/A	Airport ID:	Airport Elevation Ft. MSL	Runway Used N/A	Runway Length	Runway Width
Runway Surface Type: Not Applicable					
Runway Surface Condition: Unknown					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer MCDONNELL DOUGLAS HELI CO		Model/Series 369/FF		Serial Number 0097FF	
Airworthiness Certificate(s): Normal					
Landing Gear Type: High Skid					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt. 3100 LBS	Number of Engines: 1		
Engine Type: Turbo Shaft	Engine Manufacturer: Rolls Royce	Model/Series: C30	Rated Power: 640 HP		
- Aircraft Inspection Information					
Type of Last Inspection 100 Hour	Date of Last Inspection 10/2013	Time Since Last Inspection 32 Hours	Airframe Total Time 7157 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner ROGERS ROBIN M		Street Address			
		City FRESNO	State CA	Zip Code 937271201	
Operator of Aircraft Rogers Aviation		Street Address			
		City FRESNO	State CA	Zip Code 937271201	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Agricultural Aircraft (137); Rotorcraft External Load (133); On-demand Air Taxi					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 133: Rotorcraft Ext. Load					
Type of Flight Operation Conducted: External Load					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: WPR14LA008
	Occurrence Date: 10/06/2013
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 34
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Sex:	Seat Occupied: Left	Occupational Pilot? Yes	Certificate Number: On File
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Certificate(s): Flight Instructor; Commercial

Airplane Rating(s): None

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Helicopter

Instructor Rating(s): Helicopter; Instrument Helicopter

Current Biennial Flight Review?

Medical Cert.: Class 2	Medical Cert. Status: Without Waivers/Limitations	Date of Last Medical Exam: 07/2013
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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	4550									
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

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

Type of Flight Plan Filed:

Departure Point Same as Accident/Incident Location	State	Airport Identifier	Departure Time	Time Zone CDT
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Destination Same as Accident/Incident Location	State	Airport Identifier	
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Type of Clearance: None

Type of Airspace: Class E

Weather Information

U.S. Source of Wx Information:
Unknown

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: WPR14LA008
	Occurrence Date: 10/06/2013
	Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
KCDS	1153	CDT	1952 Ft. MSL	31 NM	340 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.22 "Hg
Temperature: 21 °C	Dew Point: 4 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 350	Wind Speed: 13	Wind Gusts: 17			
Visibility (RVR): Ft.	Visibility (RVV): SM				
Precip and/or Obscuration: No Obscuration; No Precipitation					

Accident Information

Aircraft Damage: Substantial	Aircraft Fire: Ground	Aircraft Explosion: None
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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					
- TOTAL ABOARD -	1				1
Other Ground					
- GRAND TOTAL -	1				1

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: WPR14LA008

Occurrence Date: 10/06/2013

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Debra J. Eckrote

Additional Persons Participating in This Accident/Incident Investigation:

Daniel Vengen
FAA-FSDO
Lubbock, TX