



National Transportation Safety Board Aviation Accident Final Report

Location:	CEDAR CREST, NM	Accident Number:	FTW94LA033
Date & Time:	10/01/1993, 0900 MDT	Registration:	N41699
Aircraft:	BELL 204-B	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 1 None

Flight Conducted Under: 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

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/18/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Aircraft Make:	BELL	Registration:	N41699
Model/Series:	204-B 204-B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	2040
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	8500 lbs
Time Since Last Inspection:		Engines:	1 Turbo Shaft
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	L-13
Registered Owner:	IDAHO HELICOPTERS	Rated Power:	1400 hp
Operator:	IDAHO HELICOPTERS	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	GAKL

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	ALBUQUERQUE, NM (AEG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0700 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): MATTHEW ELLIS, **Report Date:** 09/26/1994

Additional Participating Persons: FLOYD A DOCKUM; ALBUQUERQUE, NM

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).