



National Transportation Safety Board Aviation Accident Data Summary

Location:	BLOOMFIELD, NM	Accident Number:	DEN00FA082
Date & Time:	05/01/2000, 1810 MDT	Registration:	N1606K
Aircraft:	McDonnell Douglas 369E	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Other Work Use		

Analysis

The helicopter had been used for fiber optic cable installation support operations 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 static line was found nearby. The utility company estimated the height of the static line, at the point where it was severed, to be 39 feet. The power lines were estimated to be 35 feet above the ground. A toxicological screen revealed the presence of tetrahydrocannabinol (marijuana) and tetrahydrocannabinol carboxylic acid (primary inactive metabolite of marijuana) in blood, lung, and bile.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's intentional buzzing (low level flying), and his failure to maintain clearance with the static wire. A factor was his physical impairment by a contraindicated drug controlled substance.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (C) BUZZING - INTENTIONAL - PILOT IN COMMAND
 2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) IMPAIRMENT(DRUGS) - PILOT IN COMMAND
 4. OBJECT - WIRE,STATIC
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Commercial	Age:	48
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	20478 hours (Total, all aircraft), 2146 hours (Total, this make and model), 20128 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 12 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	McDonnell Douglas	Registration:	N1606K
Model/Series:	369E 369E	Engines:	1 Turbo Shaft
Operator:	WINCO, INC.	Engine Manufacturer:	Allison
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	250-C20R
Flight Conducted Under:	Part 91: General Aviation - Other Work Use		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FMN, 5503 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 240°
Temperature:	21° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	, NM (NONE)	Destination:	FARMINGTON, NM (FMN)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Adopted Date:	08/21/2001
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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