



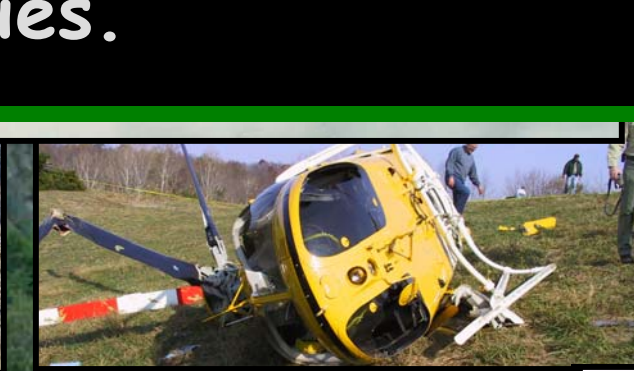
FY02

Mishaps





The Forest Service has experienced thirteen mishaps this fiscal year. There have been 6 fatalities and 3 serious injuries.





Steven Wass

Craig Labare

Michael Davis

Rick Schwartz

Milt Stollak

Gordon Knight





Great Gulf Fire, Daniel Boone NF

November 12, 2001

Bell 407

Mission

Water Bucket
Operations

Damage

Substantial

Injuries

One Serious

Procurement

CWN

NTSB ID

NYC02LA026





Great Gulf Fire, Daniel Boone NF

November 12, 2001



The helicopter was conducting bucket operations when the bucket, which was attached to the cargo hook of the aircraft with a short (approx. 11 ft) lead line, came into contact with the tail rotor of the aircraft.

The pilot received serious injuries and was airlifted to the hospital.



Stocking Fire, Francis Marion NF

December 21, 2001

Bell 206

Mission

Water Bucket
Operations

Damage

Substantial

Injuries

None

Procurement

CWN

NTSB ID

ATL02TA021





Stocking Fire, Francis Marion NF

December 21, 2001

The aircraft crashed while dipping water from a pond.

The Pilot was wearing a PFD. He exited the aircraft from underwater and escaped without injury.

The aircraft sustained substantial damage including: severed main rotors, tail boom severed at attaching bulkhead and damage to the cyclic controls as a result of sudden stoppage.





Stocking Fire, Francis Marion NF

December 21, 2001

According to the operator, the pilot was attempting a water-dip when the cable slipped over the toe of the skid. As the pilot began a climb from the pond the helicopter rolled right and collided with the water.





Maintenance Test Flight, Boise, ID

January 2, 2002

Beech 58P Baron

Mission

Maintenance
Test Flight

Damage

Substantial

Injuries

None

Procurement

Fleet

NTSB ID

SEA02LA023





Maintenance Test Flight, Boise, ID

January 2, 2002

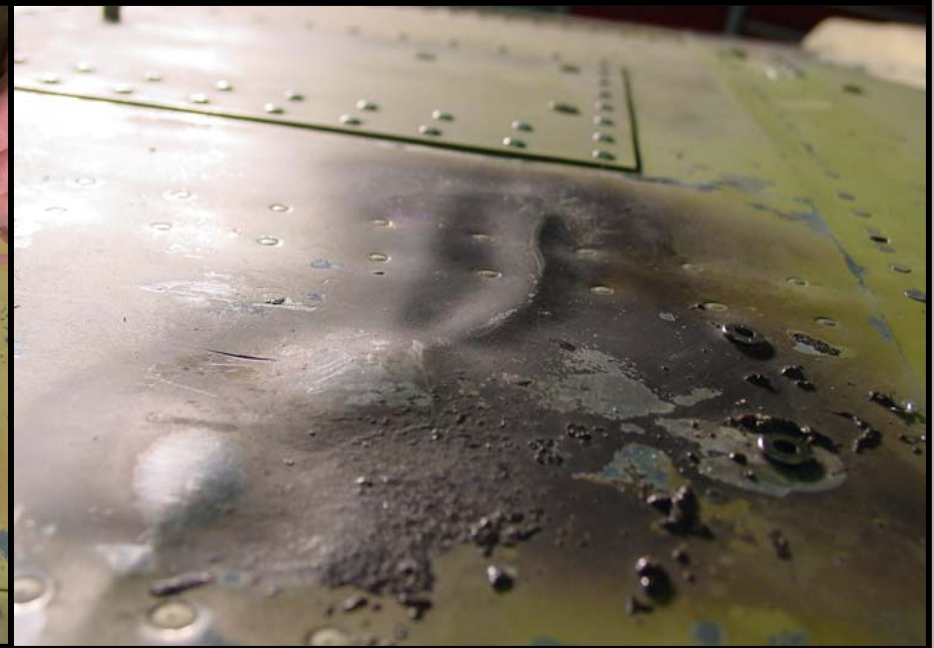
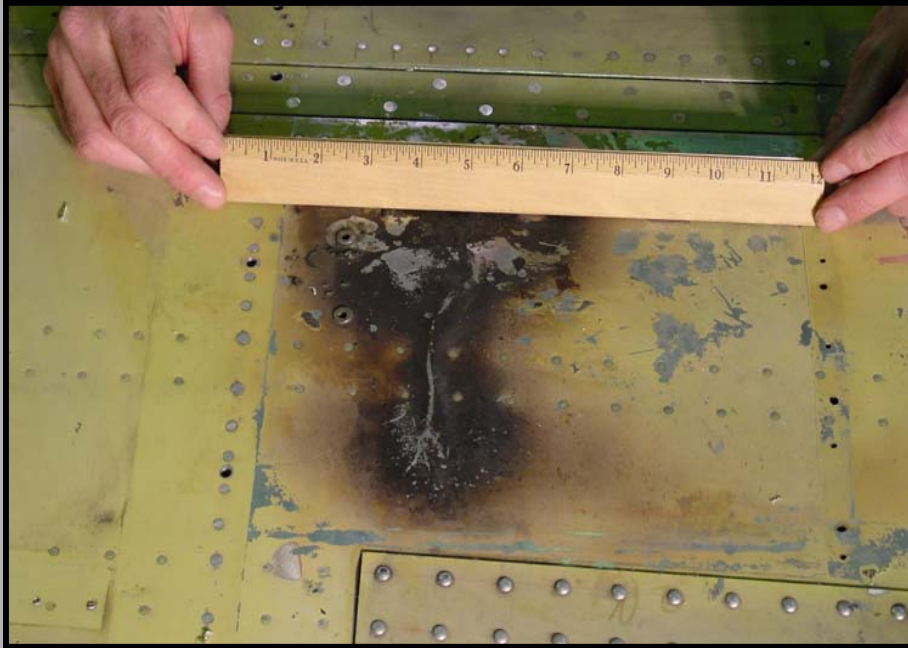
The pilot noticed flames from the engine nacelle just after liftoff, approx. 20 feet off the ground. He radioed the tower and notified them of the situation and that he was landing the aircraft on the departure runway. The aircraft sustained substantial damage to the section aft of the firewall.





Maintenance Test Flight, Boise, ID

January 2, 2002



A NTSB Fire and Explosion Specialist inspected the aircraft's fire damaged structure and components and determined that accumulated fuel vapor from the fuel cell leak was most probable source of fuel while chafing alternator wires would have be the source of ignition.



Ferry Flight, Region 8 to Region 1

April 5, 2002

DC-3

Mission

Ferry Flight

Damage

Substantial

Injuries

None

Procurement

Fleet

NTSB ID

DEN02TA037





Ferry Flight, Region 8 to Region 1

April 5, 2002

On April 5, 2002, at 0845 Mountain Standard Time, a Douglas DC-3C, N115Z, was substantially damaged when its left main landing gear collapsed while standing at Natrona County International Airport.





Ferry Flight, Region 8 to Region 1

April 5, 2002

The landing gear hydraulic pressure was high. The pilot asked the copilot to cycle the landing gear handle to the down position in an attempt to lower the pressure. The copilot removed the landing gear safety, and inadvertently raised the landing gear. The left main landing gear collapsed before the pilot could intervene. The airplane settled onto its left wing bending several intercostal ribs.





Ocala, NF

April 9, 2002

SA 319B

Mission

Search & rescue

Damage

Substantial

Injuries

Two

Procurement

Exclusive Use

NTSB ID

MIA02TA082





Ocala, NF

April 9, 2002

U.S. Forest Service personnel dispatched the helicopter with inoperative brakes for the sole purpose of searching for the possible downed aircraft; a pilot and a U.S. Forest Service employee were on board.





Ocala, NF

April 9, 2002

The aircraft landed and shutdown without incident at the search area to confer with a law enforcement officer. The pilot was assured that the chief pilot would be standing by with chocks upon returning to the Helibase.





Ocala, NF

April 9, 2002

Upon landing at the Helibase, the aircraft began to roll forward on the ramp. The pilot attempted to gain control of the aircraft by lifting to a hover when the main rotor struck the tail boom. The aircraft was destroyed





Cannon Fire, Humboldt-Toiyabe NF

June 17, 2002

C-130

Mission

Retardant Drop

Damage

Destroyed

Injuries

3 Fatal

Procurement

Exclusive

NTSB ID

LAX02GA201





Cannon Fire, Humboldt-Toiyabe NF

June 17, 2002

N130HP, broke apart in flight while executing a fire retardant delivery. Videotapes of the accident sequence indicated that the airplane had initiated its retardant delivery run.





Cannon Fire, Humboldt-Toiyabe NF

June 17, 2002

During the delivery, the wings separated from the fuselage near the wing roots. Subsequently, fire was ignited in the area of the separated wings



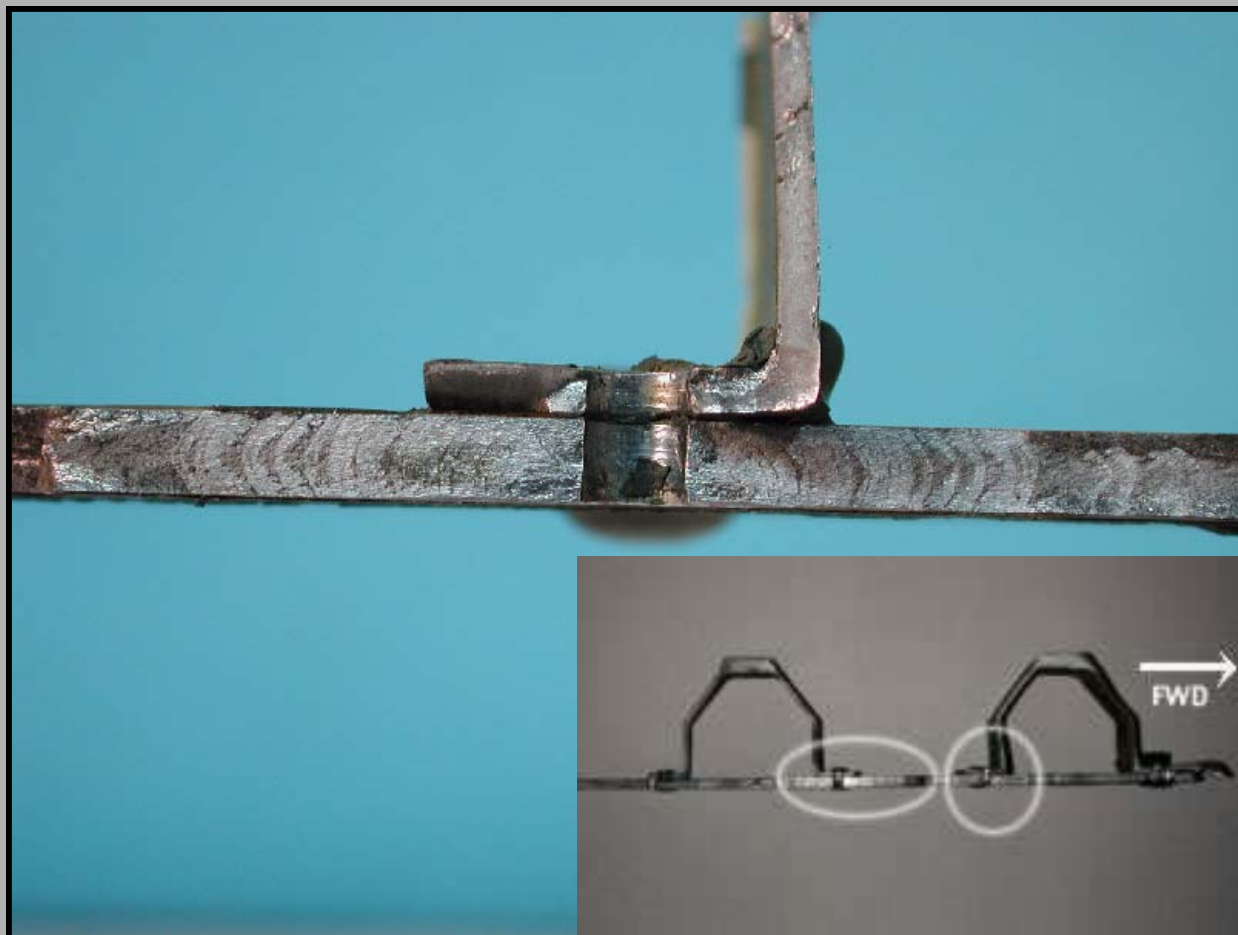


Cannon Fire, Humboldt-Toiyabe NF

June 17, 2002

Preliminary findings have found several cracks in the C-130A center wing box lower skin.

Specifically, the area of the wing that separated failed in fatigue as a result of the promulgation of the cracks.





San Bernardino NF

June 20, 2002

Cessna 337

Mission

Point to Point

Damage

Destroyed

Injuries

One Minor

Procurement

CWN

NTSB ID

LAX02TA207





San Bernardino NF

June 20, 2002

N2671S, was destroyed by fire after a hard landing to a residential road following a loss of engine power to both engines while on approach to Big Bear City Airport





San Bernardino NF

June 20, 2002

The pilot reported that while on approach, both engines lost total power. Unable to reach the runway, the pilot elected to execute a forced landing to a residential road. After landing hard on the road, the airplane impacted a tree and a fence.





San Bernardino NF

June 20, 2002

Due to a compromise of the evidence, the cause of the loss of power is of an undetermined nature at this time.





Big Elk Fire, Arapaho-Roosevelt NF

July 18, 2002

PB4Y

Mission

Retardant Drop

Damage

Destroyed

Injuries

2 Fatal

Procurement

Exclusive Use

NTSB ID

DEN02GA074





Big Elk Fire, Arapaho-Roosevelt NF

July 18, 2002

N7620C was destroyed when it impacted into mountainous terrain 6 miles southwest of Estes Park, Colorado. A post-crash fire ensued. Prior to the impact, the airplane's left wing separated and aircraft control was lost





Big Elk Fire, Arapaho-Roosevelt NF

July 18, 2002

The copilot of T-161 said Tanker 123 was in his base turn for the drop and in a "smooth 15 to 20 degree bank turn," when the left wing separated from the airplane. "The aircraft then went into a rotation and impacted the ground."





Big Elk Fire, Arapaho-Roosevelt NF

July 18, 2002

Preliminary findings of the wing indicated that the left wing, forward spar, lower spar cap assembly failed in fatigue.





Big Elk Fire, Arapaho-Roosevelt NF

July 30, 2002

SA 315B

Mission

Water Bucket
Operations

Damage

Substantial

Injuries

One Fatal

Procurement

CWN

NTSB ID

DEN02GA085





Big Elk Fire, Arapaho-Roosevelt NF

July 30, 2002

N3978Y was destroyed when it struck terrain. The helicopter was engaged in fire suppression activities. It had been refueled and had taken off to apply water along the fire boundary.





Big Elk Fire, Arapaho-Roosevelt NF

July 30, 2002

Witnesses heard the pilot give a warning over the radio: "Helicopter going down." They heard a high pitched whine and saw the main rotor blades turning slowly as the helicopter descended. There was a post impact ground fire that was quickly extinguished.

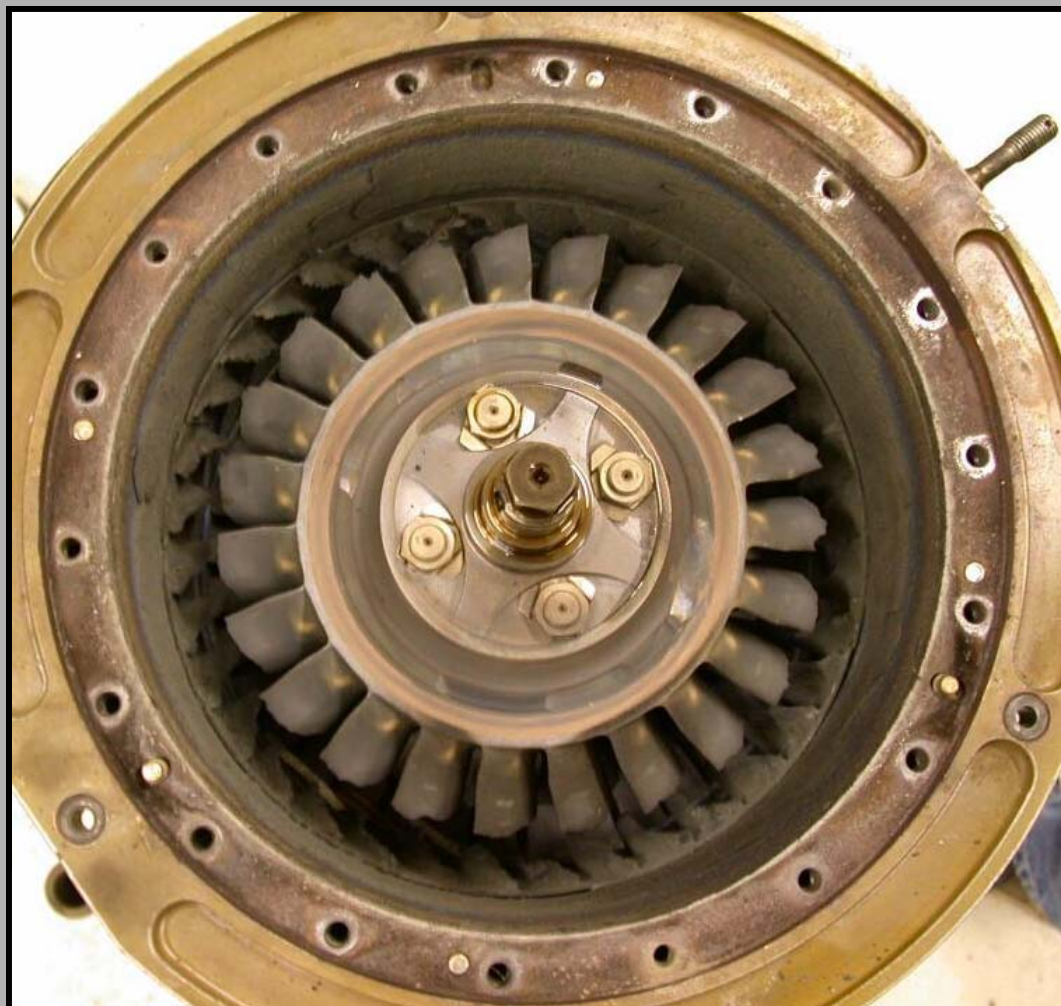




Big Elk Fire, Arapaho-Roosevelt NF

July 30, 2002

Preliminary findings indicate that an engine failure may have occurred prior to the crash. An Aviation Safety Alert was published as a result of this accident.





Beaverhead-Deerlodge NF

August 24, 2002

Bell 206L1

Mission

Water Bucket
Operations

Damage

Substantial

Injuries

None

Procurement

Exclusive Use

NTSB ID

SEA02TA164

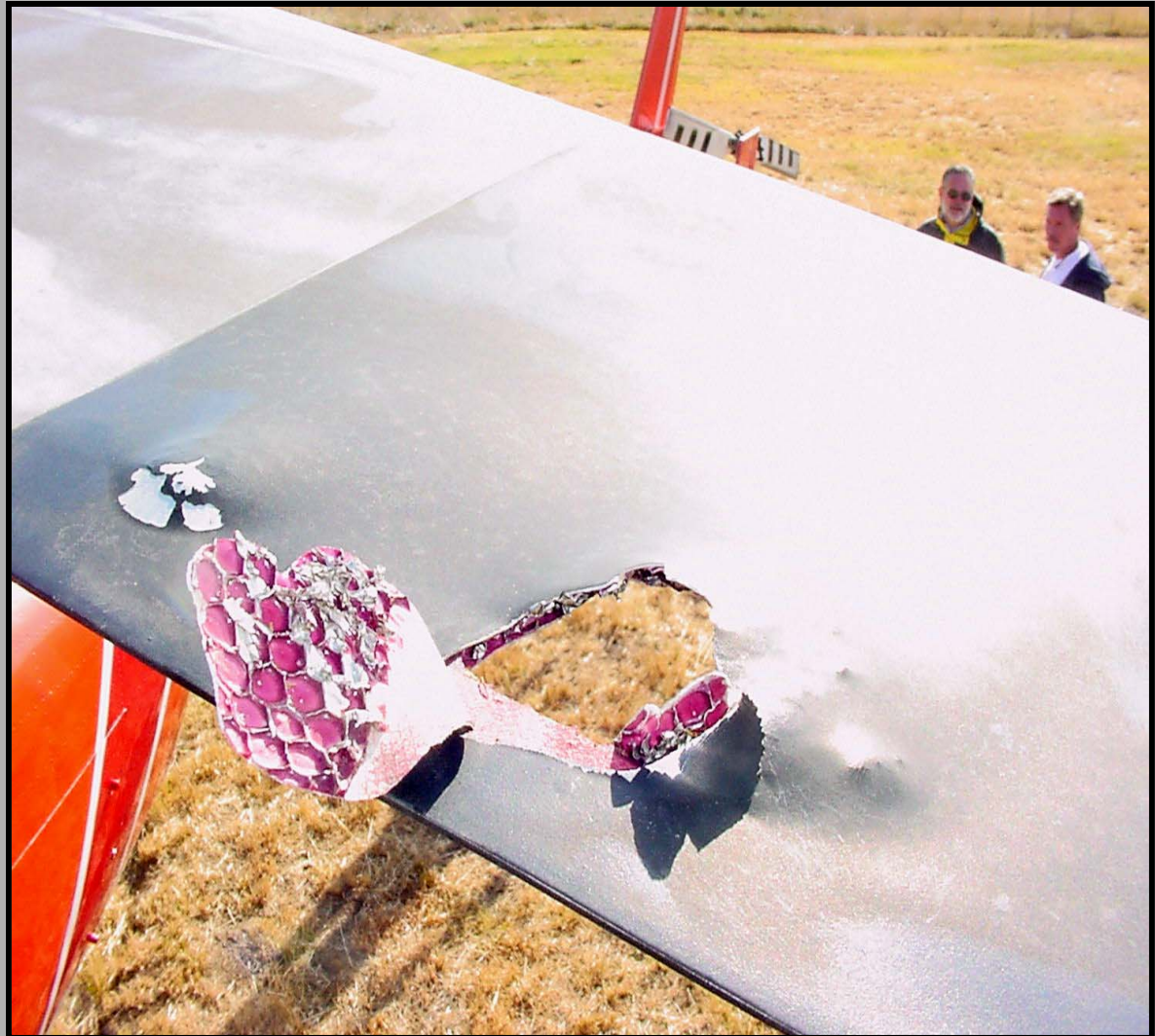




Beaverhead-Deerlodge NF

August 24, 2002

N832AH collided with trees, the helicopter was substantially damaged and the pilot, the sole occupant, was not injured. During a post-flight walk around, the pilot noticed damage to both main rotor blades.





Beaverhead-Deerlodge NF

August 24, 2002

Several missions had been flown the day of the accident and the pilot was unsure as to when the damage occurred.





Beaverhead-Deerlodge NF

August 24, 2002

The pilot later said he was "heli-mopping" when he descended into the trees with the 50 foot long line. During this maneuver, the main rotor blades came in contact with trees.





Rio Grande NF

August 26, 2002

Bell 206L3

Mission

Initial Attack

Damage

Destroyed

Injuries

1 Serious

3 Minor

Procurement

CWN

NTSB ID

DEN02TA100





Rio Grande NF

August 26, 2002

N801HM was substantially damaged when it collided with trees and impacted terrain during landing approach. The pilot was seriously injured and three passengers received minor injuries.





Rio Grande NF

August 26, 2002

Witnesses reported the helicopter was approaching to land in gusty wind conditions when it started spinning to the right. It collided with trees, struck the ground, and rolled over.





San Bernardino NF

August 30, 2002

S 55T

Mission

Water Bucket
Operations

Damage

Substantial

Injuries

None

Procurement

CWN

NTSB ID

LAX02TA267





San Bernardino NF

August 30, 2002

N747A, collided with terrain while attempting a precautionary landing in a dry creek bed. The helicopter sustained substantial damage and the pilot, the sole occupant, was not injured.





San Bernardino NF

August 30, 2002

The pilot stated that a hydraulic warning light illuminated and the flight controls became stiff. He began an approach, about 10 feet above the ground, the cyclic moved "hard over" and the pilot was unable to regain control before the rotors made contact with a rocky shelf.





San Bernardino NF

August 30, 2002

The Forest Service took a sample of hydraulic fluid from the reservoir and stated that it appeared to be severely contaminated. The fluid was sent to a laboratory for testing.

P.O. Number : PD CC# Client Code :USDAGB
Sample Date : 09/01/02 Description :1ST SAMPLE, N747A
TAKEN FROM _HYD RESERVOIR
PO#91U24186

<u>Test Performed</u>	<u>Result</u>
Water by Karl Fischer, ASTM D6304.....	18450 ppm
Microbial Growth, HL-1126	1126-2.0
Bacteria.....	NEGATIVE
Fungi.....	HEAVY

Sample was placed in graduated cylinder and allowed to separate. Two phases existed with top phase being 78% and bottom (water) phase being 22%. Karl Fischer water analysis was performed on the top phase (1.85%). Microbial Growth was detected in sample.



INYO NF

September 29, 2002

AS 350 B3

Mission

Point to Point

Damage

Substantial

Injuries

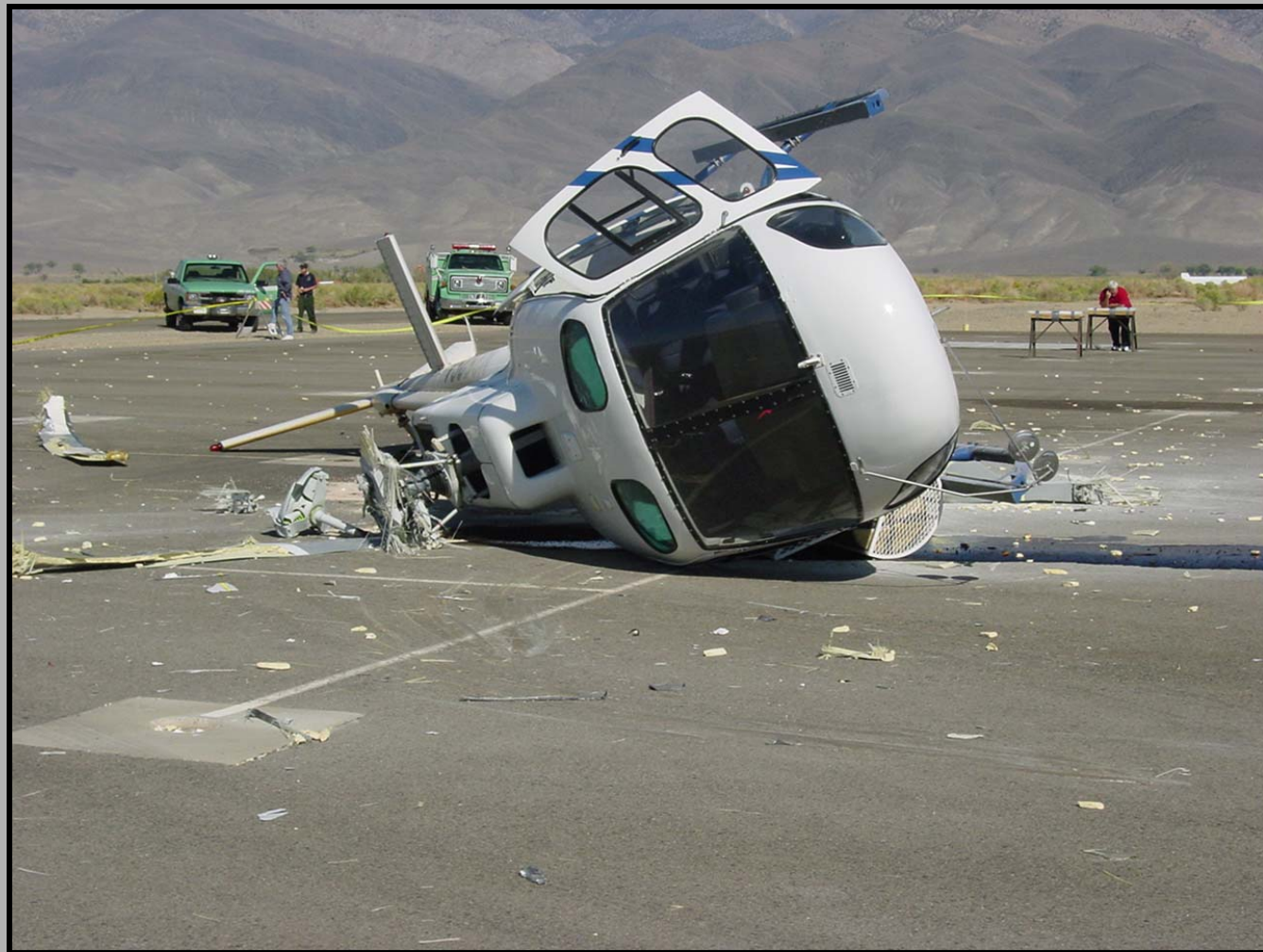
None

Procurement

Exclusive Use

NTSB ID

LAX02LA299





INYO NF

September 29, 2002

AS350-B3,
N352SA,
collided with
terrain
during a
premature
liftoff while
engaged in a
pre-
departure
hydraulic
flight control
check.





INYO NF

September 29, 2002

The collective had been placed in the down and locked position. After depressing the hydraulic test switch, the pilot moved the cyclic fore and aft to confirm there was remaining pressure.





INYO NF

September 29, 2002

The collective rose uncommanded and the helicopter moved forward in a nose down attitude.

The main rotor struck the ground and the helicopter made two revolutions before rolling over onto its side.





INYO NF

September 29, 2002

The collective's locking mechanism stud was worn and the collective came loose during movement of the cyclic.

