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HAS BEEN SENT

PRIORITY

282324Z JAN 85

FM HMH FOUR SIX ONE

TO CNO WASHINGTON DC
NAVSAFECEN NORFOLK VA
CG SECOND MAW
MCAS H NEW RIVER NC

CMC WASHINGTON DC
CG FMFLANT
MAG TWO SIX

INFO COMNAVIAIRSYS COM WASHINGTON DC
AFISC NORTON AFB CA//SFF//

NAVPGSCOL MONTEREY CA

BT
UNCLAS FOUO //N03000//

SECTION 01 OF 02 //N03000//
THIS IS A LIMITED USE ACFT MISHAP INVESTIGATION REPORT
LIMITED DISTRIBUTION AND SPECIAL HANDLING
FOR IAW OPNAVINST 3750.6N
HMH-461, CLASS C, FLIGHT MISHAP, 1-85, 7 JANUARY 1985, CH-53D,
157732, REPORT SYMBOL OPNAV 3752-1

- 1. OPNAVINST 3750.6N
- 1. JAGINST 5800.7B

THIS REPORT CONCERNS ~~A ROUTINE HAZARD~~ TO NAVAL AVIATION.
HMH-461, ENDORSEMENT REQUESTED IAW REFERENCE (A).
SUMMARY: WHILE HOVERING WITH PILOTS USING NIGHT VISION GOGGLES,
AIRCRAFT TAIL ROTOP STRUCK A TREE.

DATA

A. AIRCRAFT

- (1) CH-53D
- (2) 157732
- (3) CJ 07
- (4) HMH-461
- (5) MCOLF CAMP DAVIS NC, RUNWAY 01
- (6) 20 FEET MSL
- (7) 25000 SCT VIS 7 44/42 2506 ALT 29.87
ILLUMINATION 100%

ACT INFO INIT

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| S-4 | | | |
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| FAC PLANS | | | |
| FAC OPS | | | |
| AVORD | | | |
| COMMISSARY | | | |
| SAFETY | | | |
| SJA CHIEF | | | |
| MOON RISE | | | |
| ACTION DATE | | | |

REMARKS:

- DLVR:HMH FOUR SIX ONE(3)...ORIG
- DLVR:MAG TWO SIX(3)...ACT
- DLVR:MCAS H NEW RIVER NC(8)...ACT

RTD:000-000/COPIES:0014

491466/7945/029
SN:RNPS0122

1 OF 4 M1 0121 029/03:29Z

282324Z JAN 85
HMH FOUR SIX ONE

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ACTION

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3. CIRCUMSTANCES

- A. ORIGIN. MCAS(H) NEW RIVER, NC
- B. MISSION. NIGHT VISION GOGGLE TRAINING
- C. FLIGHT PURPOSE CODE. 1A1
- D. TYPE OF FLIGHT PLAN. VFR
- E. DESTINATION. MCAS (H) NEW RIVER, NC
- F. AIRCRAFT EVOLUTION. HOVER

4. MISHAP CATEGORY. FLIGHT MISHAP - AIRCRAFT WAS IN-FLIGHT AND DAMAGE EXCEEDED 10,000 DOLLARS.

5. DAMAGE AND COSTS.

- A. AIRCRAFT.
 - FOUR TAIL ROTOR BLADES \$46,720
 - ONE HYDRAULIC LINE \$ 15
 - MAN- HOURS TO REPAIR \$ 56
 - TOTAL \$46,791
- B. NON-ZOD PROPERTY DAMAGE. NONE

6. PERSONNEL INFORMATION, INJURIES AND COSTS.

- A. SOULS ON BOARD. FOUR
- B. CREW.
 - (1) PIC/PAC. CAPT REDMAN, JAMES M., 039361164, 7564, USMC HMH-461, ON DUTY, GOLF, TOTAL FLIGHT HOURS: 1098, IN-TYPE: 878, LAST 30 DAYS: 30, TOTAL NVG TIME: 42.9, NVG TIME LAST 30 DAYS: 3.6.
 - (2) COPTLOT. CAPTAIN SEIPEL, DAVID W., 508729607, 7564, USMCR, HMH-461, ON DUTY, GOLF, TOTAL FLIGHT HOURS: 667, IN-TYPE: 449, LAST 30 DAYS: 4, TOTAL NVG TIME: 0.
 - (3) CREW CHIEF. LCPL RYDBERG, TIMOTHY A., 262137620, 6113, UCMC, HMH-461, ON DUTY, GOLF.
 - (4) FIRST MECHANIC. LCPL TURNER, STEPHEN L., 440763914, 6113, USMC, HMH-461, ON DUTY, GOLF.

7. MISHAP INVESTIGATION. AIRCRAFT HAS BEEN REPAIRED AND RETURNED TO SERVICE.

8. JAG MANUAL INVESTIGATION. THIS MISHAP DOES NOT MEET THE REQUIREMENTS OF REFERENCE (B) FOR A JAG MANUAL INVESTIGATION.

9. POINTS OF CONTACT.

- A. AIRCRAFT MISHAP BOARD.
 - (1) AVIATION SAFETY/SENIOR MEMBER: MAJ. V.L. MCMINN, HMH-461 (919)451-6640/(AV)484-6640
 - (2) AIRCRAFT OPERATIONS: MAJ. M.J. DOLEZAL
 - (3) AIRCRAFT MAINTENANCE: MAJ. G.F. MILLER
 - (4) FLIGHT SURGEON: LT. J.R. DEVOLL

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CSN:RNRS0122

2 OF 4 M1 0121 029/03:29Z

282324Z JAN 85
HMH FOUR SIX ONE

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A. FACILITIES. THAT THE AIRCRAFT WAS BEING OPERATED OVER A RUNWAY CENTERLINE IS SIGNIFICANT. THE PROXIMITY OF TREES TO THE ENDS OF THE RUNWAY POSES A HAZARD TO AIRCRAFT USING THAT RUNWAY. THOUGH OBSTACLE CLEARANCE IS ULTIMATELY THE RESPONSIBILITY OF THE AIRCRAFT COMMANDER, HAD THE APPROACH END OF THIS RUNWAY BEEN CLEAR OF TREES, THE PILOT COULD HAVE SEEN THAT HE WAS NO LONGER OVER THE RUNWAY AND WOULD HAVE HAD OPPORTUNITY TO STOP THE TAXI. A PERIODIC CLEARING OF TREES WOULD PRECLUDE THIS MISHAP FROM RECURRING.

B. PERSONNEL FACTORS.

(1) BOTH PILOTS. ALTHOUGH BOTH PILOTS ARE FAMILIAR WITH OPERATIONS AT CAMP DAVIS, NEITHER APPARENTLY CONSIDERED THE PROXIMITY OF TREES TO THE END OF THE RUNWAY NOR THE FACT THAT THE END OF THE RUNWAY IS MARKED ONLY BY A CIRCLE. THIS LACK OF SPATIAL ORIENTATION WAS ABETTED BY A FEELING OF COMPLACENCY CAUSED BY THE AIRCRAFT'S LOCATION OVER A RUNWAY CENTERLINE.

(2) BOTH CREWMEN. AT THE BEGINNING OF THE BACK TAXI, THE CREWMEN WERE IN PROPER POSITIONS. WHEN THE CREW CHIEF SHIFTED HIS POSITION TO LOOK OUT THE PERSONNEL DOOR, HE PUT THE TAIL OF THE AIRCRAFT IN A BLIND SPOT. FROM THEIR POSITION AT THE WINDOWS, IT WOULD HAVE BEEN DIFFICULT TO SEE UNDER THE SPONSONS AND EXTERNAL FUEL TANKS AND OBSERVE THE END OF THE RUNWAY APPROACHING. THAT THE GUNNER'S WINDOW HAD NOT BEEN CLEANED OR REMOVED AS DIRECTED BY THE AIRCRAFT COMMANDER IS CONSIDERED SIGNIFICANT BUT NOT TO THE OUTCOME OF THIS MISHAP. THE FIRST MECHANIC, LOOKING THROUGH THIS WINDOW, SHOUTED A WARNING TO THE PILOT AT THE SAME TIME AS THE CREW CHIEF DID, WHO WAS LOOKING THROUGH THE OPEN PERSONNEL DOOR.

12. CONCLUSIONS. MISHAP CAUSE FACTORS.

A. FACILITIES. THE ENDS OF THE RUNWAYS AT MCOLF CAMP DAVIS ARE NOT KEPT FREE OF OBSTACLES. IC

B. PILOTS. FAILED TO RECOGNIZE A DANGEROUS SITUATION AND TAXIED OFF THE RUNWAY.

C. AIRCREWMEN. FAILED TO MAINTAIN ADEQUATE LOOKOUT. IC

13. RECOMMENDATIONS.

A. THAT MCAS(H) NEW RIVER COORDINATE THE REMOVAL OF ALL TREES WITHIN 90 FEET OF THE RUNWAYS AT MCOLF CAMP DAVIS.

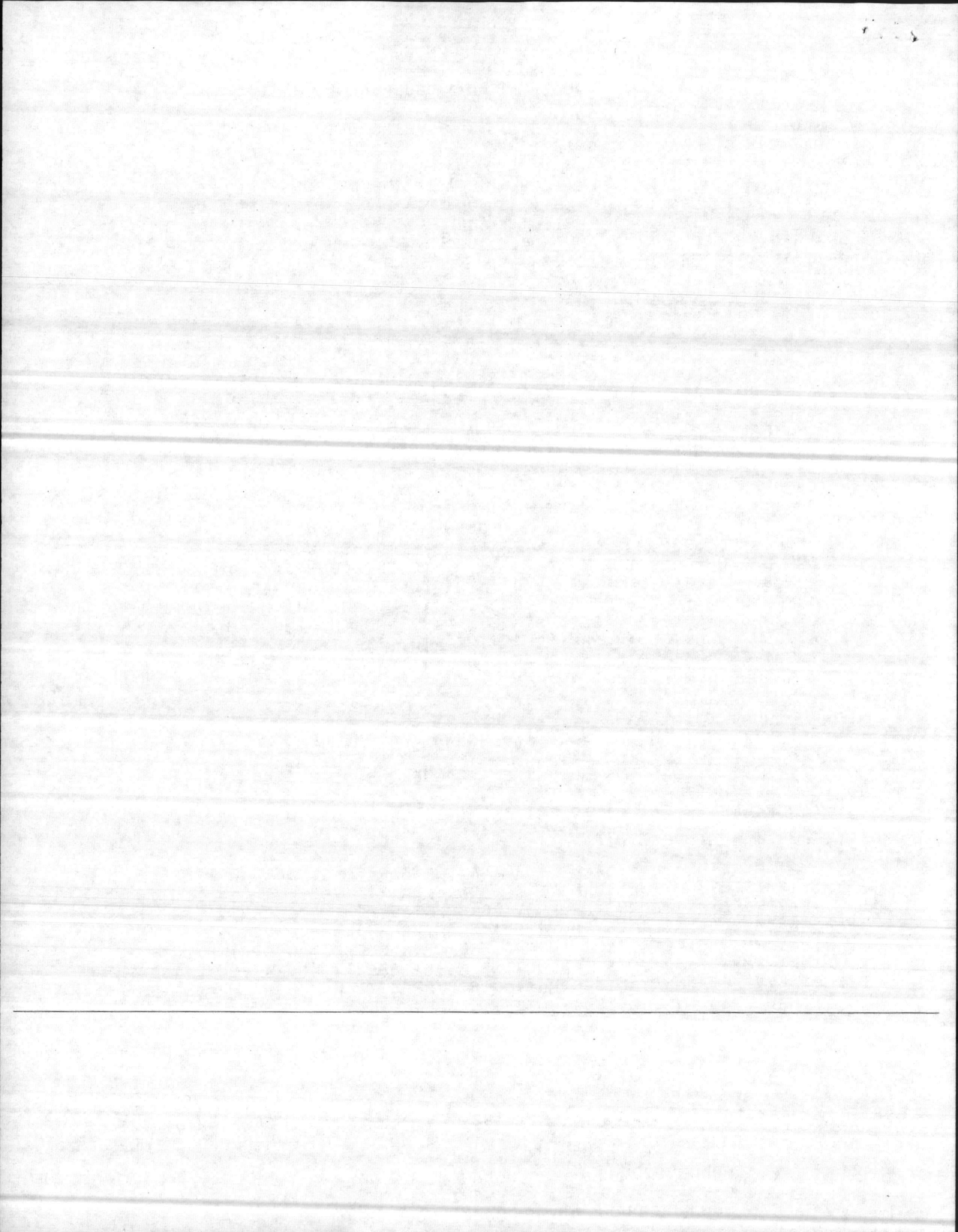
B. THAT MCAS(H) NEW RIVER PROVIDE FOR THE PERIODIC REMOVAL OF TREES WYTHIN 90 FEET OF THE RUNWAYS AT MCOLF CAMP DAVIS.

C. THAT HMM-461 CONTINUE TO BRIEF PROPER LOOKOUT DOCTRINE.

D. THAT HMM-461 PILOTS CONDUCTING NIGHT OPERATIONS AT OUTLYING FIELDS REVIEW RUNWAY DIAGRAMS AND PICTURES TO REFRESH THEMSELVES ON VISUAL CUES AVAILABLE AT NIGHT.

BT

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PRIORITY

P 292322Z JAN 85 **HAS BEEN SENT**

RECEIVED
30 JAN 1985

FM HMH FOUR SIX ONE

TO CNO WASHINGTON DC
NAVSAFECEN NORFOLK VA
CG SECOND MAW
MCAS H NEW RIVER NC

CMC WASHINGTON DC
CG FMFLANT
MAG TWO SIX

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INFO COMNAVAIRSYSCOM WASHINGTON DC NAVPGSCOL MONTEREY CA
AFISC NORTON AFB CA//SEP//

BT
UNCLAS FOUO //N03752//

THIS IS A LIMITED USE NAVAL ACFT MISHAP INVESTIGATION REPORT LIMITED DISTRIBUTION AND SPECIAL HANDLING REQD IAW OPNAVINST 3750.6N HMH 461 ENDORSEMENT OF HMH 461 CLASS C FLIGHT MISHAP 1-85 7 JANUARY 1985 CH 53D 157732 REPORT SYMBOL OPNAV 3752-1

ACTION INFO

A. OPNAVINST 3750.6N

1. THIS ENDORSEMENT CONCERNS A ROUTINE HAZARD TO NAVAL AVIATION. FURTHER ENDORSEMENT NOT REQUIRED. SUMMARY: WHILE HOVERING WITH PILOTS USING NIGHT VISION GOGGLES, AIRCRAFT TAIL ROTOR STRUCK A TREE.

2. CONCUR WITH CONCLUSIONS AND RECOMMENDATIONS OF THE AIRCRAFT MISHAP BOARD WITH THE FOLLOWING COMMENTS.

A. THE REQUIREMENTS TO CLEAR THE TREES FROM THE 90 FOOT BUFFER ZONE AROUND THE RUNWAY HAVE BEEN SUBMITTED TO MCAS(H) NEW RIVER VIA SEPARATE CORRESPONDENCE.

B. THE REQUIREMENT TO PERIODICALLY CLEAR THE BUFFER ZONE HAS BEEN SUBMITTED TO MCAS(H) NEW RIVER AS AN AGENDX ITEM DISCUSSED AT THE PILOT FACTORS MEETING ON 24 JANUARY 1985.

C. WE WILL CONTINUE TO STRESS BRIEFS THAT INCLUDE EASY PLANS DOCTRINE, COURSE RULES, CREW COORDINATION AND ALL OTHER ASPECTS OF A THOROUGH NATOPS PROGRAM.

BT

ACT INFO INIT

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| S-4W BE | | | ② |
| EAY PLANS | | | |
| EAC LOOKOUT | | | |
| EAC OPS | | | |
| AVNORD | | | 7 |
| COMMISSARY | | | |
| SAFETY | | | |
| S-4 CHIEF | | | |
| ACTION DATE | | | |

REMARKS:

DLVR:HMH FOUR SIX ONE(3)...ORIG
DLVR:MAG TWO SIX(3)...ACT
DLVR:MCAS H NEW RIVER NC(8)...ACT

RTD:000-000/COPIES:0014

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HMH FOUR SIX ONE

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