

Brian Swift Email

FYI, update on mishaps over the past few days.

8/24/02 a Bell 206L3 doing bucket work and crew transport on a fire on the Beaverhead -Deerlodge NF in Montana had a blade strike. The aircraft was an OAS contract for the Northern Cheyenne Agency, BIA. There were no injuries, damage was ripped skin with wood imbedded 3 feet from the underside of both blades. Investigation ongoing. Pat Wilson is the Qualified Technical Investigator (QTI).

8/26/02 a CWN Beechcraft Baron 58P on a recon mission for the Pike San Isabel NF in Colorado made a precautionary landing. The right engine was experiencing prop fluctuations and the pilot decided to shut it down and land the aircraft. The pilot and air attack received no injuries and there was no damage to the aircraft as the aircraft made the precautionary landing. Region 2 is investigating.

8/26/02 a CWN Bell 206L3 on a helitack mission for the Rio Grande NF in Colorado crashed on approach. The pilot and helicopter manager were transported by Life Flight to a hospital in Pueblo Colorado. The two helitack crewmembers were transported by ground ambulance to a hospital in Alamosa Colorado. As of last night all personnel were in stable condition. The pilot is the most seriously injured. The aircraft sustained substantial damage. The investigation is ongoing, Ron Bell is the QTI.

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Today's discussion is from the
Aviation Category.

Six Minutes Home Page

WORKING WITH
HELICOPTER
DROPS

Consider the following questions when you have a helicopter with a bucket working in your area:

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pic06334.gif) Do you have good communications?

(Embedded image moved to file: pic26500.gif) Does the pilot have a clear understanding of the target?

(Embedded image moved to file: pic19169.gif) Are trees and snags in the drop zone?

(Embedded image moved to file: pic11478.gif) Are ground crews clear of the area?

(Embedded image moved to file: pic29358.gif) What are the winds doing?

(Embedded image moved to file: pic26962.gif) Are other aircraft in the area?

(Embedded image moved to file: pic24464.gif) Are people on the ground aware of the effects of the helicopter's rotorwash?

(Embedded image moved to file: pic05705.gif) Will terrain and obstructions allow the helicopter to attain the proper drop height?

(Embedded image moved to file:) Be aware that helicopter performance capabilities may be significantly reduced at high altitudes and/or high temperatures.

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