

CARGO DROP

CASE AMC DMS

850130041 D CH47C

SUMMARY

SLING LOAD SLINGS WERE BEING PICKED UP & TIGHTENED PRIOR TO THE LOAD LIFTING OFF THE GROUND. THERE WERE THREE PATHFINDER PERSONNEL ASSISTING IN PREVENTING THE SLING FROM BEING TANGLED AROUND THE LOAD. THE SLING BECAME TIGHT QUICKER THAN THE GROUND CREW EXPECTED. THE INJURED SERVICE MEMBER DID NOT LET GO OF THE CLEVIS FAST ENOUGH TO PREVENT HIS HAND FROM BEING CAUGHT. THE LOAD CONTINUED UP WITH THE SERVICE MEMBERS HAND CAUGHT BETWEEN THE LOAD & THE CLEVIS ASSEMBLY. THE LOAD WAS BEING LIFTED TO ABOUT 20 FT ABOVE THE GROUND WITH THE SERVICE MEMBER STILL HANGING ONTO IT. PATHFINDERS ALERTED THE CREW CHIEF WHO WAS WATCHING THE LOAD. THE PILOT LOWERED THE LOAD BACK TO THE GROUND. THE SERVICE MEMBER WAS RECOVERED & TAKEN FOR MEDICAL ATTENTION. PATHFINDER FAILED TO PAY ADEQUATE ATTENTION TO HIS TASK & ALLOWED THE LOAD LIFTING OFF TO SURPRISE HIM.

850203031 C CH47C

SUMMARY

A/C DEPARTED A FIELD SITE CARRYING A LOS TOWED HOWITZER AS A SLING-LOAD. SHORTLY AFTER TAKEOFF, A/C ENCOUNTERED INADVERTENT METEOROLOGICAL CONDITIONS. WITH A/C CONTROL MARGINAL DUE TO OSCILLATING LOAD, PILOT RELEASED LOAD.

850302131 D CH47A

SUMMARY

SLING LOAD WAS ACCIDENTALLY RELEASED BY CE APPROX 500' ASL, NO UNUSUAL INPUT BUT SLIGHT BUMP. CE WAS ATTEMPTING TO TRANSMIT ON INTERCOM WHEN HE INADVERTANTLY PUSHED THE LOAD RELEASE BUTTON. BROKEN TIMBER & HOLE IN GROUND. LOST SLING LOAD 6000# & SLING. SUPPL TO FOLLOW.

850320041 D CH47B

SUMMARY

WHILE RECEIVING INSTRUCTION IN EXTERNAL LOAD OPERATIONS THE STUDENT PILOT (SP) IN THE LEFT SEAT WAS ATTEMPTING TO RAISE THE LOAD WHEN THE SLING STRAPS BECAME ENTANGLED WITH THE LOAD. THE FLIGHT ENGINEER (FE) WAS ATTEMPTING TO DISENTANGLE THE STRAPS FROM HIS POSITION INSIDE THE HELICOPTER. THE SP ALLOWED THE A/C TO SETTLE ONTO THE HOOKUP RING OF THE LOAD, CAUSING DAMAGE TO THE RESCUE HATCH LOWER DOOR, THE STRUCTURAL BEAM AFT OF THE RESCUE HATCH & SHEET METAL IN THE VICINITY OF STATION 360. SUSPECT THAT THE IP ALLOWED THE RATED STUDENT PILOT TO PLACE HIM IN AN UNRECOVERABLE POSITION BY IMPROPER USE OF THE THRUST LEVER MAGNETIC BRAKE WHILE DECREASING THRUST; I.E., DOWNWARD PRESSURE APPLIED TO THE THRUST LEVER PRIOR TO RELEASING THE MAGNETIC BRAKE WILL CAUSE A MOMENTARY RAPID DOWNWARD MOVEMENT OF THE HELICOPTER WHEN THE BRAKE IS RELEASED. THIS FACT, COUPLED WITH THE FACT THAT THE UNDERSIDE OF THE HELICOPTER WAS BETWEEN 24 TO 36 INCHES ABOVE THE LOAD, CREATED A SITUATION FROM WHICH THE IP HAD NO TIME TO SAFELY RECOVER. DESCRIPTION OF DAMAGE: DENTED STRUCTURAL BEAM AT STATION 360, SHEET METAL BUCKLING & TEARS TO THE LOWER CARGO HOOK DOOR & SURROUNDING AREAS.

850321091 D CH47D

SUMMARY

CARGO DRDP
CASE

AMC DMS

EXTERNAL CARGO TRAINING OF 2 AVIATORS AND 7 CE WAS BEING CONDUCTED ABOARD ACFT. THE EXTERNAL CARGO CONSISTED OF A 9000 LBS CONCRETE BLOCK RIGGED WITH STANDARD 4-LEG, 25,000 LBS SLING ASSEMBLY. PERMISSION BRIEFING CONDUCTED BY THE IP INCLUDED DETAILED INSTRUCTIONS FOR THE CE WHO WOULD DIRECT CARGO HOOKUP AND RELEASE. SPECIFIC DIRECTIONS OF ACFT MOVEMENT WERE TO BE ISSUED BY THE CE CALLING THE LOAD, AND WOULD BE LIMITED TO COMMANDS FOR MOVEMENT IN INCREMENTS OF FEET IN ONE DIRECTION OF HORIZONTAL AND VERTICAL PLANES, I.E. "4 FT FORWARD AND 2 FT LEFT." THE IP BRIEFED THE P AND CP ON THE SPECIFIC PROCEDURES OF ARMING AND DISARMING THE CARGO HOOK RELEASE SYSTEM, AND ISSUED A SPECIFIC CAUTION THAT HAND/FINGER PLACEMENT ON CYCLIC CONTROL MUST BE SUCH THE INADV CARGO RELEASE WOULD NOT OCCUR. CARGO RELEASE UNDER ROUTINE CONDITIONS WOULD BE ACCOMP ONLY BY DIRECTION FROM THE CE, I.E., "DOWN 2 FT FOR SLACK. HOLD YOUR DOWN. YOU ARE CLEARED TO RELEASE THE LOAD." THE FLIGHT HAD BEEN ROUTINE THROUGH TAKEOFF FROM AAF ENROUTE TO TRAINING AREA NO. 8. UPON ARRIVAL AT TNG AREA 8, APPROX 10 PRACTICE LOADS WERE PICKED UP AND IMMED SET BACK DOWN FOR CE TNG. UPON COMPLETION OF HOOKUP TNG, 3 TRAFFIC PATTERN CIRCUITS WERE COMPLETED AROUND TNG AREA 8 WITH THE TNG LOAD. THE 4TH CIRCUIT WAS UNEVENTFUL UNTIL SUCH TIME THAT THE LOAD WAS APPROX 7-10 FT OFF THE GND. MARSHALER WHO WAS DIRECTING THE LOAD UNDER THE SUPERVISION OF CREW STANDARDIZATION OFF DIRECTED THE P TO AN ALTITUDE OF WITH 7-10 FT AGL. AT THIS TIME, THE PILOT'S LITTLE FINGER INADVER PRESSED THE CYCLIC CARGO HOOK RELEASE BUTTON CAUSING PREMATURE RELEASE OF THE LOAD. AS THE HOOK OPENED, CREW STAN OFF PHYSICALLY REACHED OVER AND PULLED THE MARSHALER AWAY FROM THE CARGO HOOK ACCESS TO ENSURE WOULD NOT GET HIT BY THE HOOK. THERE WAS NO DAMAGE TO THE ACFT AND NO APPARENT INJURY TO PERSONNEL. TWO ADDITIONAL TRAFFIC PATTERN CIRCUITS WERE FLOWN. UPON COMPLETION OF SLING LOAD TRAINING, A BRIEF CROSS-COUNTRY NAVIGATION FLT WAS CONDUCTED AND THEN THE FLT RETURNED TO AAF FOR TERMINATION. LATER THAT EVENING CREW STAN OFFICER EXPERIENCED PAIN IN HIS SHOULDER. THE FOLLOWING MORNING CREW STAN OFFICER REPORTED TO THE FLT SURGEON WHO DIAGNOSED THE AILMENT AS ACUTE SHOULDER SEPARATION. INDIVIDUAL WAS PUT ON RESTRICTED WORK STATUS AND TOLD TO COME BACK TO THE FLT SURGEON IN 2 DAYS. PLT FAILED TO WAIT FOR VERBAL CLEARANCE TO RELEASE THE EXTERNAL LOAD. THIS ACTION RESULTED IN THE UPWARD MOVEMENT OF THE CARGO HOOK AND MOTIVATED CREW STAN OFF TO INITIATE A SPONTANEOUS AND STRENUOUS PHYSICAL TASK THAT CAUSED SEPARATION TO HIS LEFT SHOULDER.

853404071 0 CH47C
SUMMARY

UPON LIFTING OFF GROUND, ABOUT EIGHT FEET, THE CREW CHIEF NOTICED ONE LEG OF THE SLING SLIPPED AROUND THE SIDE OF THE WATER TRAILER TANK. THE LOAD TILTED & THE CREW CHIEF ALERTED THE PILOT. THE LOAD WAS LANDED & ROLLED ON ITS SIDE. ONE LEG OF SLING WAS COT BY THE CHASSIS. THE LOAD WAS RELEASED. INSPECTION REVEALED ONE LEG OF THE SLING WAS WRAPPED AROUND THE TAIL LIGHT MOUNT BRACKET. THE CREW CHIEF COULD NOT OBSERVE THE IMPROPER POSITION OF THE SLING.

CARGO DRDP
CASE

AMC DMS

THE PATHFINDER WAS IN FRONT OF THE LOAD & A/C, CONSEQUENTLY, COULD NOT SEE THE MISPOSITIONED SLING LEG. PATHFINDER & INFANTRY UNIT INCORRECTLY POSITIONED SLING LEG. WATER TRAILER DAMAGED ON LEFT REAR CORNER OF TANK, FIBERGLASS STRESS CRACKS, TANK LID LATCH BROKEN, ONE LEG OF 10,000 POUND SLING OUT.

850405091 D CH47C
SUMMARY

PERFORATION TO BOTTOM OF ACFT AT FIELD STATION 390. NO STRUCTURAL DAMAGE. BOTTOM OF ACFT DESCENDED ONTO EXHAUST STACK OF 2 AND 1/2 TON TRUCK. P ALLOWED ACFT TO DESCEND. MISJUDGED CLEARANCE.

850424201 D CH47C
SUMMARY

APPROACH TO LANDING WITH EXTERNAL LOAD (CP AT THE CONTROLS) WAS TERMINATED AT A HOVER WHERE P EXPERIENCED A BROWN OUT CONDITION DUE TO BLOWING DUST AND SAND. GO AROUND WAS INITIATED AND AT APPROX 40 FT AGL CARGO HOOK OPENED AND EXTERNAL LOAD INADVERTENTLY JETTISMED. ACFT WAS LANDED AND SHUT DOWN WITHOUT FURTHER INCIDENT. BLOWING SAND AND DUST CAUSED BROWN OUT CONDITION THAT CAUSED A GO AROUND TO BE INITIATED. SUSPECT CP INADVERTENTLY PRESSED THE CARGO HOOK RELEASE SWITCH RELEASING THE EXTERNAL LOAD. INSPECTION OF ACFT REVEALED NO ACFT DAMAGE OR ANY MALFUNCTION OF THE CARGO HOOK. 121 CONTAINERS OF 155MM PROPELLENT WERE DESTROYED.

850510031 D CH47C
SUMMARY

EXTERNAL LOAD WAS HOOKED & CLEARED FOR FLT. ON CLIMBOUT AT APPROX 30 FT HOOK OPEN & FELL INTO LOADING AREA A/C DECLARED PRECAUTIONARY LANDING. INSP REVEALED NO DAMAGE TO A/C. FUNCTIONAL CHECK OF SYST PERFORMED ON CARGO HOOK ASSEMBLY BY TI. NO FAULT WAS FOUND ESTIMATE COST OF DAMAGE. POSSIBLE P HIT RELEASE BUTTON ON CYCLIC STICK. TWO RUPTURED 500 GAL FUEL BLIVETS & FOUR ROPE LEG SLING ASSEMBLE WERE FUEL SOAKED & 900 GAL JET A FUEL SPILLED.

850527091 B CH47C
SUMMARY

WHILE IN DGE HOVER, CONDUCTING RESCUE HOIST OPERATIONS, A/C DRIFTED TO THE REAR. LOUD NOISE HEARD, DROP IN ROTOR RPM & NI INCREASED ALONG WITH TORQUE. PILOT WAS TOLD OF APPARENT AFT ROTOR BLADE STRIKE. PILOT MADE LEFT TURN & PROCEED TO FIND & LAND IN AN ADEQUATE LANDING AREA. FLIGHT WAS CONTINUED FOR APPROX 4-5 MIN & ABOUT 3NM. NO FURTHER DAMAGE RESULTED UPON LANDING. CREWMEMBERS WERE APPARENTLY DISTRACTED FROM THEIR CLEARING POSITION BY A MALFUNCTION WITH THE RESCUE HOIST. AS A RESULT OF CONFUSION WITH THE RESCUE HOIST & FAILURE TO PROPERLY CLEAR ALL SIDES OF THE A/C, A TREE STRIKE WITH THE AFT ROTOR BLADES OCCURED. NO INJURIES RESULTED & NO FURTHER DAMAGE TO THE A/C WAS DISCOVERED. THE CREW MADE A NORMAL EXIT OF THE A/C & CONTACTED THE APPROPRIATE AUTHORITIES WITH A PRC 90 SURVIVAL RADIO & A PERSONAL VHF RADIO. THE PILOT ALSO MADE A COMMERCIAL PHONE CALL TO CO. OPERATIONS FROM A NEARBY RESIDENTS HOUSE. THE ENTIRE CREW WAS PICKED UP & RETURNED TO HOME STATION LATER THAT SAME DAY.

850529061 D CH47C

CARGO DROP
CASE AMC DMS

SUMMARY

A/C WAS OPERATING AT UPPER POWER LIMITS SLINGING M198 HOWITZER. AT TERMINATION, CE RELEASED THE HOWITZER AS IT TOUCHED THE GROUND. HOWITZER THE BOUNCED BACK INTO AIR & ROLLED ONTO LEFT SIDE. CE RELEASED HOWITZER BEFORE IT WAS ON GROUND IN STABLE POSITION, THUS HOWITZER ROLLED ONTO LEFT SIDE. HOWITZER SIGHT BROKEN OTHER MISC DAMAGE.

850618031 D CH47B

SUMMARY

RESCUE HOIST WAS BEING USED TO LOWER A STOKES LITTER WAS SPINING AND IMPARTING TWIST INTO THE CABLE. THIS CAUSED A SMALL LOOP IN THE CABLE WHICH JAMMED INTO THE 1ST PULLEY AND THE CABLE WAS CRIMPED. HOIST MSN WAS TERMINATED. WIND AND ROTOR WASH COMBINED TO CAUSE THE STOKES LITTER TO SPIN WHEN BEING RAISED AND LOWERED. THE STRONGER THE SURFACE WIND THE FASTER THE LITTER SPINS. THIS CAUSED TWISTING IN THE WINCH CABLE. WINCH CABLE WAS PINCHED IN PULLEY DURING USE OF RESCUE HOIST.

850814151 D CH47C

SUMMARY

WHILE USING WINCH TO LOAD A 1800 POUND PIECE OF CARGO, THE PULLEY UNDERNEATH COMPANION WAY FLOOR CAME LOOSE CAUSING DAMAGE TO THE PULLEY ITSELF AND THE SHEET METAL SURROUNDING IT. THIS MADE THE WINCH UNUSABLE. WINCH BROKE PULLEY UNDER COMPANION WAY FLOOR. PULLEY DID SOME SHEET METAL DAMAGE.

850815161 D CH47B

SUMMARY

A SLINGLOAD CERTIFICATION PROFILE TEST WAS BEING CONDUCTED ON AN EMPTY FLAT RACK PALLET. ACFT WAS IN LEVEL FLIGHT, 200' AGL, 70 KIAS, IN A SLIGHT DECELERATION. SLING LOAD BECAME UNSTABLE AND STRUCK ACFT IN THE RAMP AREA. P JETTISONED THE SLING LOAD. ACFT LANDED WITHOUT DAMAGE, NORMAL SHUTDOWN COMPLETED. EXPERIMENTAL PALLET WAS DESTROYED. COSMETIC DAMAGE TO EXTERIOR SKIN ON RAMP.

850904251 D CH47D

SUMMARY

DURING INITIAL GROUND LOADING OPNS FOR A MULTI-ACFT MOVEMENT OF INFANTRY. LEAD ACFT WAS DAMAGED BY M151 JEEP. FLIGHT ENGR AND CE WERE IN THE PROCESS OF SECURING TROOP SEATS FOR INTERNAL LOADING OF M22. FLIGHT ENGR TURNED TO SEE JEEP ALREADY BACKING ON TO ACFT. AT THAT TIME, CREWMEMBER HAD TO MOVE TO PREVENT JEEP FROM STRIKING HIM. TROOP SEATS 30 THRU 33 WERE TORN AS WELL AS TUBES SEVERED. ACFT WAS IMMEDIATELY SHUT DOWN FOR INVESTIGATION. FURTHER INVESTIGATION REVEALED A SCRATCH IN THE AFT TRANSMISSION DRIP PAN ACCESS COVER. THE UNIT TI AND ACTING BATTALION SAFETY OFFICER INSPECTED THE ACFT AND THE COMMANDER RELEASED BOTH CREW AND ACFT FOR MSN COMPLETION. DRIVER OF M220 FAILED TO WAIT FOR DIRECTIONS FROM CREWMEMBER PRIOR TO APPROACHING AND BOARDING ACFT AS BRIEFED AT THE AIR MSN BRIEFING. THIS FAILURE RESULTED IN THE JEEP STRIKING AND DAMAGING ACFT. SEATS 30 THRU 33 TORN AND TUBES SCRATCHED.

850915081 D CH47C

SUMMARY

P ALLOWED ACFT TO DESCEND AND IMPACT WATER TRAILER DURING HOOKUP.

CARGO DROP
CASE - AMC DMS

PZ WAS DUSTY WITH 20 KTS WIND. HOOKUP MAN FAILED TO FOLLOW PROCEDURES. CE FAILED TO PROVIDE P WITH HOVER INSTRUCTIONS. P ALLOWED AIRCRAFT TO DESCEND AND IMPACT WATER TRAILER. HOOKUP MAN AND CE FAILED TO PROVIDE P WITH INSTRUCTIONS. PERSONNEL BRIEFED ON CORRECT HOOKUP PROCEDURES. LEFT MAIN FUEL SUPPORT CASING RECEIVED 60 SQ IN GASH FROM WATER TRAILER.

850917131 D CH47D
SUMMARY

AIRCREW & GUN CREW WERE LOADING A 105 MM HOWITZER ABOARD THE A/C. THE AIRCREW WAS OPERATING THE A/C WINCH, & THE GUN CREW WAS PROVIDING STABILITY TO THE HOWITZER AS IT WAS BEING DRAWN UP THE CARGO LOADING RAMP. THE GUN CREW LOST CONTROL OF THE HOWITZER TRAILING ARMS, & THE AFT PART OF THE HOWITZER STRUCK THE CARGO RAMP SURFACE. A/C WAS INSPECTED & RELEASED FOR ONE TIME FLIGHT BACK TO ARMY AIRFIELD. A/C SHEET METAL REPAIR ACTION IS IN PROGRESS. GUN CREW FAILED TO CONTROL HOWITZER TRAILING ARMS. HOWITZER TRAILING ARMS CONTACTED A/C RAMP SURFACE & PUNCTURED THE SHEET METAL SKIN & HONEYCOMB COMPONENTS OF THE RAMP. PUNCTURE DAMAGE TO SKIN OF AFT RAMP LOAD BEARING SURFACE.

850918181 D CH47D
SUMMARY

WHILE SUPPORTING INFANTRY BN MOVE, AFTER 5TH SORTIE, JEEP WAS BACKING ON TO ACFT. VEH DRIVER DID NOT RESPOND TO FLIGHT ENGR'S DIRECTIONS AND STRUCK AFT 4 SEAT POSITIONS ON RIGHT SIDE OF ACFT. ACFT WAS IMMEDIATELY SHUT DOWN, INSPECTED AND RELEASED FOR FLIGHT. FAILURE OF VEH DRIVER TO PROPERLY RESPOND TO DIRECTIONS FROM FLIGHT ENGR RESULTED IN DAMAGE TO 4 SEAT POSITIONS. ONE (1) ONE-MAN SEAT AND ONE (1) THREE-MAN TROOP SEAT DESTROYED BY VEH.

850919061 C CH47D
SUMMARY

ON CLIMB OUT, WITH A M102 HOWITZER LOADED INTERNALLY & A GAMMA GOAT LOADED EXTERNALLY, AT 50 TO 70K & ABOUT APPROX 150' AGL. THE CREW EXPERIENCED A JOLT TO THE A/C & THE SIMULTANEOUS ILLUMINATION OF ALL THREE CARGO HOOK OPEN LIGHTS ON THE CAUTION PANEL. THE FLIGHT ENGINEER THEN NOTIFIED THE PILOTS THAT THE GAMMA GOAT WAS JETTISONED. CREW CIRCLED AROUND TO MAKE SURE VEHICLE DID NOT DROP ON ANYONE. THEY THEN RETURNED TO FIRING POINT 30A & SHUT DOWN.

850923101 D CH47D
SUMMARY

AIRCREW WAS OPERATING ACFT WINCH WHILE UP-LOADING A HOWITZER. A PROJECTION ON THE HOWITZER CONTACTED AN AIRCRAFT CARGO RAMP EXTENSION AND PUNCTURED SKIN AND HONEYCOMB COMPONENTS. GUN CREW HAD BEEN ADVISED TO CONTROL THE DIRECTIONAL PROGRESS OF THE HOWITZER. ACFT WAS INSPECTED AND RELEASED FOR ONE TIME FLIGHT TO MAINT/REPAIR FACILITY. RAMP EXTENSION REMOVED FOR REPAIR. GROUND CREW FAILED TO CONTROL PORTION OF HOWITZER THAT PRODUCED PUNCTURE DAMAGE TO ACFT CARGO RAMP. HOLE POKED IN EXTENSION, CARGO RAMP.

851009031 B CH47C
SUMMARY

DURING HOVER WITH EXTERNAL LOAD ATTACHED, THE CREW PAUSED TO

CARGO DROP
CASE . AMC DMS

COMPLETE BEFORE TAKEOFF CHECKS. DURING THIS TIME, AT A LOAD HEIGHT OF 10 - 15 FEET, THE CARGO HAD AN UNCOMMANDED RELEASE CAUSING THE LOAD TO FALL VERTICALLY TO THE GROUND. THE LOAD HAD MAJOR DAMAGE. THERE WAS NO DAMAGE TO THE A/C, NO INJURIES. THE A/C LANDED NEAR THE LOAD.

851011091 D CH47B
SUMMARY

ACFT WAS ON THE GROUND, ENGINES WERE IN GROUND IDLE WITH APU ON LINE. THE FLIGHT ENGR WAS INSIDE THE ACFT WENCHING A PU-250 GENERATOR TRL OUT. THE CE WAS OUTSIDE WATCHING FOR SIDE CLEARANCE OF THE TRAILER. TWO MEMBERS OF THE SUPPORTED UNIT WERE HOLDING THE TONGUE OF THE TRAILER AS IT WAS WENCHED OUT. AS THE TRL APPROACHED THE RAMP AREA THE FLIGHT ENGINEER WAS CHECKING THE SIDE CLEARANCE OF THE TRAILER AND DID NOT NOTICE THAT THE TWO MEN HOLDING THE TONGUE HAD LET IT DRAG ON THE FLOOR, (THE TRL LANDING LEG WAS BROKEN) AND STOPPED THE WENCH. THE CREWMEMBER OPERATING THE WENCH DID NOT HAVE COMMUNICATIONS WITH THE SUPPORTED UNIT PERSONNEL ON THE INSIDE WHO DROPPED THE TRAILER TONGUE. WHEN THE TONGUE WAS DROPPED, THE CREWMEMBER DID NOT KNOW HE SHOULD STOP THE WENCHING OPERATION AND THIS CAUSED THE TONGUE TO TEAR THE FLOOR. THE CORRECTIVE ACTION THAT WOULD PRECLUDE THIS EVENT FROM OCCURRING AGAIN WOULD BE TO HAVE ALL PERSONNEL INVOLVED IN A WENCHING OPN HOOKED INTO THE INTERCOM SYSTEM. ONE INCH RIP IN ACFT FLOOR, BUTTLINE, AT APPROX STATION 385-455.

851031131 D CH47D
SUMMARY

ACFT WAS ON FINAL APPROACH TO LANDING SITE AT AFLD WITH EXTERNAL LOAD. SLINGS WERE APPROX 50 - 75 FT LONG. LOAD WAS A SCRAPPED 5/4 TRUCK OF NO MONETARY VALUE USED FOR TNG ONLY. ON SHORT FINAL, FLIGHT ENGR CALLED LOAD DOWN TO 20 FT AGL. WITH ACFT STILL IN FWD FLIGHT, LOAD STRUCK 10 FT HIGH PERIMETER FENCE APPROX 100 METERS SHORT OF LANDING AREA. LOAD WAS IMMEDIATELY JETTISONED BY P, CP AND FLIGHT ENGR STATIONS. MINIMUM DAMAGE TO TRUCK. NO DAMAGE TO ACFT. ACFT RELEASED FOR FLIGHT. OVERCAST RESULTED IN NO SHADOWS FOR PERCEIVED HEIGHT ESTIMATION BY FLIGHT ENGR CALLING LOAD. SLOPING TERRAIN ALSO CONTRIBUTED TO INABILITY TO DETECT DEPTH PERCEPTION. CREW FAILED TO PROPERLY DETECT HEIGHT ABOVE GROUND. 100 FT LENGTH OF FENCING WAS DESTROYED AS EXTERNAL LOAD MADE CONTACT WITH IT.

851122031 D CH47C
SUMMARY

WHILE SLING LOADING A CONEX FULL OF EQUIP ENT, THE CONEX DOOR OPENED & SOME OF THE EQUIPMENT WAS DROPPED & LOST. A CARGO TRAP SECURED AROUND THE CONEX STRETCHED ALLOWING THE DOOR TO COKE. CONEX DOOR WAS IMPROPERLY SECURED. 1-TELEPHONE, TA-312/PT; 1-RADIO ST AN/GRA-39A; 3-CA TEL WD-1/TI DR-8; 2 REELING MACH CA RL-39, ITEMS MISSING.

851122051 D CH47C
SUMMARY

WHILE AT A HOVER, WITH THE CO-PILOT AT THE CONTROLS, THE SLING LOAD, A CONEX WAS STABILIZED APPROX 10 FT ABOVE A CONCRETE PAD. THE CARGO HOOK OPENED & THE CARGO HOOK MASTER CAUTION LIGHT

CARGO DRDP
CASE

AMC DMS

ILLUMINATED. THE EXTERNAL LOAD WAS JETTISONED. THE CARGO HOOK WAS
INADVERTENTLY OPENED. WELDS ON CONEX BROKEN.

360221121 D CH47D
SUMMARY

A/C WAS OPERATING WITH BOTH ENGINES AT FLIGHT. CARGO UNLOADING OF
A TRUCK & TRAILER WAS BEING CONDUCTED FOR INTERNAL TRANSPORT. FE
WAS OPERATING THE A/C WINCH TO ASSIST MOVEMENT OF TRUCK INTO A/C.
CE WAS BEHIND TRUCK & TRAILER MONITORING SIDE TO SIDE CLEARANCES
BETWEEN ACFT & CARGO. GROUND CREW FAILED TO RAISE & SECURE
TRAILER TONGUE SUPPORT LEG, AS INDICATED BY CAUTION NOTICE IN
TRUCK OPERATORS MANUAL. TRAILER TONGUE SUPPORT LEG STRUCK ACFT
CARGO RAMP EXTENSION & CAUSED EXTENSIVE SHEET METAL & HONEYCOMB
DAMAGE. ACFT CARGO RAMP EXTENSION WAS REMOVED & IS PENDING MAINT
EVAL FOR REPAIR OR REPLACEMENT. ACFT IS FLYABLE. GROUND CREW IS
ASSIGNED TO AN INF UNIT. MSN BRIEF-BACK, & AFTER ACTION REPORTS,
RECOMMENDED ADDITIONAL CARGO-HANDLING TNG BE CONDUCTED BETWEEN
SUPPORTED GROUND UNIT & SUPPORTING AVN UNIT. GROUND CREW OF
SUPPORTED UNIT FAILED TO RAISE & SECURE TRAILER TONGUE SUPPORT
LEG PRIOR TO TOWING VEH ABOARD ACFT CARGO RAMP. TRAILER TONGUE
SUPPORT LEG CONTACTED CARGO RAMP EXTENSION & CAUSED PERFORATION
DAMAGE. CARGO RAMP EXTENSION/APU MAINT PLATFORM WAS DAMAGED BY A
1/4 TON TRAILER TONGUE SUPPORT LEG DURING OPN TO LOAD TRAILER
ABOARD ACFT. TRAILER TONGUE SUPPORT LEG PRODUCED A TEAR IN
SURFACE METAL MEASURING APPROX 3 INCHES WIDE BY 14 INCHES LONG, &
COLLAPSED HONEYCOMB.

360221131 D CH47D
SUMMARY

AIRCREW HAD BEEN PARTICIPATING IN MULTIPLE SORTIES OF CARGO
TRANSPORT INTERNAL AND EXTERNAL. THE MISHAP CARGO WAS AN M151
1/4 TON TRUCK AND MISCELLANEOUS EQUIP CONFIGURED FOR SINGLE-HOOK
EXTERNAL TRANSPORT. INITIAL HOOK-UP OF THE MISHAP CARGO WAS
ABORTED TWO TIMES DUE TO MARGINAL RIGGING CONDITIONS. AFTER
FINAL HOOK-UP, ACFT DEPARTED PZ WITH MISHAP CARGO AND ACHIEVED
CRUISE AT 100 AGL AND APPROX 60 KIAS. ACFT PERFORMANCE, AND
CARGO STABILITY WERE ROUTINE FOR APPROX 5 MIN OF CRUISE. CE
ATTEMPTED TO TRANSMIT STATUS OF CARGO OVER INTERCOM; HOWEVER,
INADVERTENTLY PRESSED THE CARGO HOOK RELEASE SWITCH, WHICH IS
LOCATED APPROX 3/4 IN AND 30 DEGREES TO THE UPPER LEFT OF AN
INTERCOM SWITCH ON THE WINCH/HOIST CONTROL GRIP THAT HE WAS
HOLDING. M151 EXTERNAL LOAD FELL FROM HOOK AND IMPACTED NEARLY
LEVEL IN A SWAMP AREA THAT IS COVERED BY APPROX 4 FT OF WATER.
THERE WERE NO INJURIES TO PERSONNEL ABOARD ACFT, AND THE CARGO
IMPACT AREA WAS UNINHABITED. ACFT WAS LANDED WITHOUT FURTHER
INCIDENT, INSPECTED BY QUALITY ASSURANCE PERSONNEL ASSIGNED TO
SUPPORT MAINT ACTIVITY AND RELEASED BACK TO DOWNING UNIT. AIRCREW
SUBMITTED TOXICOLOGICAL SPECIMENS AND WERE RELEASED BACK TO THEIR
UNIT. ADDITIONAL DATA TO BE FURNISHED AFTER RECOVERY OF CARGO
AND ECOD. CE INADVERTENTLY PRESSED CARGO HOOK RELEASE BUTTGN, AND
CARGO FELL FROM CARGO HOOK. DESIGN DEFICIENCY IN ARRANGEMENT OF
SWITCHES ON CE'S WINCH/HOIST CONTROL GRIP WAS A SIGNIFICANT
CONTRIBUTING FACTOR IN THIS MISHAP. AIRCREW STATION CONTROLS AND
DISPLAYS FOR ROTARY WING ACFT, SPECIFIES THAT A FEATURE SHALL BE

CARGO DROP
CASE

AMC DMS

INCORPORATED TO GUARD AGAINST INADVERTENT RELEASE OF THE CARGO HOOK. THE SUBJECT RELEASE BUTTON, ON MISHAP ACFT'S WINCH/HOIST CONTROL GRIP, PROTRUDES APPROX .125 INCH ABOVE GUARD RING THAT SURROUNDS THE BUT TON. ACTIVATION OF CARGO HOOK OPENING SEQUENCE WILL BE INVESTIGATED BY VARYING THE AMOUNT WHICH THE RELEASE BUTTON IS DEPRESSED, AND WILL BE REPORTED IN SUPPL TO FOLLOW. THE GUARD RING AROUND CARGO RELEASE BUTTON, ON MISHAP WINCH/HOIST CONTROL GRIP, DOES NOT PROTRUDE ADEQUATELY ENOUGH TO ALERT THE OPERATOR OF IMPENDING CONTACT WITH THE RELEASE BUTTON. QUALITY DEFICIENCY REPORT IS IN PREPARATION. QDR SUPPL TO FOLLOW. CARGO COMPOSED OF M151 1/4 TON TRUCK AND MISCELLANEOUS EQUIP WAS INADVERTENTLY JETTISONED FROM ACFT OVER A SWAMPY AREA. ECOD WILL BE TRANSMITTED IN SUPPL PRAM AFTER RECOVERY. SUPPL: GRIP ASSEMBLY HOIST OPERATOR'S WINCH CONTROL.

860223091 D CH47D
SUMMARY

AIRCREW WAS PARTICIPATING IN A MOVEMENT OF ARTILLERY WEAPONS & SUPPORT EQUIPMENT CONFIGURED FOR INTERNAL & EXTERNAL TRANSPORT. HE WAS OPERATING WINCH TO ASSIST GROUND CREW IN UPLOADING A TRAILER ABOARD THE A/C. LOOSE ROPE FROM THE TRAILER ENTANGLED WITH SUPPORT TUBING OF ACFT PAX SEAT & BROKE A TUBE BEFORE WINCH COULD BE STOPPED. GROUND CREW ALLOWED THE TRAILER TONGUE TO ROTATE INTO CARGO RAMP EXTENSION/APU MAINT PLATFORM, & EFFECTED PUNCTURE & CRUSH DAMAGE TO CARGO RAMP EXTENSION. AIRCREW SECURED DAMAGED A/C COMPONENTS & COMPLETED SVC MSN. A/C PAX SEAT WAS REPAIRED BY REPLACING BROKEN SUPPORT TUBE. CARGO RAMP EXTENSION IS BEING EVALUATED FOR REPAIR/REPLACEMENT. SUPPORTED ELEMENT & GROUND SUPPORT CREW ARE FROM ANOTHER UNIT. AIRCREW DID NOT ACQUIRE PERSONNEL IDENTIFICATION OF GROUND SUPPORT CREW. SUPPORTED ELEMENT MAINTENANCE REQUIRED PAX MANIFEST DATA FOR EACH CARGO SORTIE, HOWEVER, ACFT/SORTIE MATCHUP CAME OUT OF PLANNED SEQUENCE BEFORE THE LOADING DAMAGE OCCURRED. MISHAP CHARGEABLE TO THE OTHER UNIT. GROUND SUPPORT CREW INADEQUATELY PREPARED TRAILER TO BE UPLOADED INTO ACFT. ROPES WERE NOT SECURE. SUSPECT THAT NO OF GROUND SUPPORT CREW (3) WAS INADEQUATE TO SAFELY UPLOAD THE TRAILER INTO THE ACFT. A SUPPORT TUBE FOR A ONE-MAN PAX SEAT WAS BROKEN. SHEET METAL SKIN & HONEYCOMB AREA. APPROX 9 INCHES BY 4 INCHES WAS TORN & CRUSHED ON CARGO RAMP EXTENSION/APU MAINT PLATFORM.

860321031 D CH47C
SUMMARY

DURING LANDING WITH LOW DENSITY EXTERNAL LOAD, LOAD BEGAN TO SPIN. SLINGS TWISTED TIGHT & CAUSED CARGO HOOK SUPPORT BRACKETS TO BEND.

860324081 D CH47D
SUMMARY

ACFT MSN REQUIRED EXTERNAL TRANSPORT OF COMMERCIALY ACQUIRED FIBERGLASS BOAT, WHICH WOULD BE UTILIZED IN COMBAT SVC SPT OF HYDROGRAPHIC SURVEY OPNS. THE BOAT, BEING 18 FT IN LENGTH WITHOUT 40 HP OUTBOARD MOTOR ATTACHED, WAS CONFIGURED FOR TANDEM HOOK RIGGING. MILITARY GEAR/EQUIPMENT WAS STOWED WITHIN THE BOAT

CARGO DROP
CASE

AMC DMS

FOR PURPOSES OF INCREASING LOAD DENSITY AND NEUTRALIZING AERODYNAMIC QUALITIES OF THE VESSEL HULL. THE TOTAL WEIGHT OF THE EXTERNAL CARGO WAS ESTIMATED AS 5000 LBS. THE BOAT AND EQUIP WAS ASSIGNED TO TERRAIN DFT. THE SUPPORTING AVN UNIT ADVISED THAT THE SUBJECT BOAT WAS NOT CERTIFIED AND THAT EXTERNAL TRANSPORT OF THE ITEM COULD NOT BE PERFORMED WITHOUT RISK OF POSSIBLE LOSS/DAMAGE. TRANSPORT OF THE SUBJ CARGO WAS DETERMINED TO BE ESSENTIAL TO COMBAT SVC SPT OPNS BY THE TASK FORCE CMD. ACCEPTANCE OF POSSIBLE DAMAGE/LOSS OF THE BOAT WAS TENDERED BY THE OWNING UNIT AND THE SUPPORTING UNIT OBSERVED EVERY EFFORT POSSIBLE IN THE FIELD ENVIRONMENT, TO ENSURE THE STABILITY AND SECURITY OF THE CARGO PRIOR TO TAKEOFF. BOAT WAS STABLE IN FLIGHT FROM HOVER AND PROGRESSIVELY INCREASED AIRSPEEDS UP TO 100 KIAS. INITIAL LEG OF FLIGHT WAS UNREMARKABLE. ON RTN FLT, (REVERSE OF INITIAL LEG) ACFT ENCOUNTERED AN UPDRAFT AND THE BOAT SWUNG AFT. AN ALUMINUM HANDRAIL, APPROX 24 INCHES HIGH AROUND THE BOAT, CONTACTED THE ACFT AFT OF THE CENTER CARGO HOOK AND PUNCTURED THE ACFT SHEET METAL. ACFT AIRSPEED WAS ADJUSTED TO DAMPEN OSCILLATION OF THE BOAT, AND ACFT WAS LANDED AS SOON AS PRACTICABLE. THERE WAS NOT FURTHER DAMAGE TO THE ACFT. ACFT WAS REPAIRED AND RELEASED FOR FLT. LIGHT TURBULENCE OVER MOUNTAINOUS TERRAIN CONTRIBUTED TO FORE AND AFT UNSTABILITY OF EXTERNAL CARGO'S AERODYNAMIC PROPERTIES, AND RESULT

ED IN CARGO/ACFT CONTACT DURING FLIGHT. UNDETERMINED DEGREE OF DAMAGE TO BOAT TRANSPORTED EXTERNALLY.

860406041
SUMMARY

D CH47C

ACFT WAS TRANSPORTING AN EXTERNAL LOAD OF BOXED MORTAR RND INSIDE AN A22 BAG. DURING CRUISE FLIGHT, THE FLT ENGR NOTICED THAT THE AIRSTREAM WAS ENTERING THE A22 BAG AND AFFECTING THE MORTAR BOXES. HE REPORTED THIS TO THE PIC AND A DESCENT FOR LANDING WAS INITIATED FOR THE PURPOSE OF RESECURING THE EXTERNAL LOAD. AS THE DESCENT WAS INITIATED, THE AIRSTREAM BLEW ONE BOX OF THREE RND'S OUT OF THE A22 BAG. A LANDING WAS MADE TO SECURE THE LOAD AND TO SEARCH FOR THE BOX OF MORTAR RND'S. A22 CARGO BAGS WERE IMPROPERLY SECURED FOR MULTI-BAG LOAD AS REQUIRED BY FM. PATH FINDERS WERE COUNSELED CONCERNING PROPER LOADING PROCEDURES. CARTRIDGE, 81MM HE M437A2 W/FUZE, POINT DETONATING, 3 EA, LOST IN FLT.

860421131
SUMMARY

D CH47C

CREWCHIEF REPORTED THAT ONE BLIVET HAD FALLEN. TOWER THEN REPORTED THAT LOAD HAD FALLEN. PILOT RETURNED TO PICKUP POINT AND RETURNED THE REMAINING BLIVETS. INSPECTION REVEALED THAT THE GRABHOOK KEEPER, ON THE SLING LEG HOLDING THE DROPPED BLIVET, WAS MISSING. RIGGER DID NOT PROPERLY SEAT CHAIN LINK IN GRABHOOK OF SLING. AFTER LOAD WAS APPLIED CHAIN BROKE THRU THE GRABHOOK KEEPER ALLOWING BLIVET TO FALL. RIGGERS HAVE BEEN BRIEFED TO WATCH FOR AND AVOID THIS PROBLEM. JP-4 JET FUEL SPILL ON GOVERNMENT PROPERTY CONTAMINATED SOIL WAS SCOOPED UP AND REMOVED BY LOCAL COMBAT ENGINEER UNIT. 500 GAL BLIVET DESTROYED AND

CARGO DROP
CASE AMC DMS

APPROX 400 GAL OF JP-4 SPILLED.

860422221 D CH47C
SUMMARY

DURING THE MISSION BRIEF, THE PIC WAS INFORMED THAT THE GUN CREW WANTED THE M101A1 HOWITZER PLACED IN THE LANDING ZONE ORIENTED TO THE EAST. UPON ARRIVAL, NO GROUND PERSONNEL WERE AVAILABLE TO PROPERLY POSITION THE HOWITZER SO THE A/C WAS LANDED & GUN CREW OFF-LOADED. AS THE A/C BEGAN TO LIFT THE HOWITZER OFF THE GROUND, THE SLING BECAME CAUGHT ON THE LEFT GUNNER'S SHIELD TIPPING THE HOWITZER ONTO ITS RIGHT SIDE. THE SLING WAS UNTANGLED BY THE GUN CREW & THE HOWITZER WAS PROPERLY POSITIONED. NO DAMAGE WAS NOTED & THE MISSION WAS CONTINUED. THE AIRCREW WAS NOTIFIED OF THE DAMAGE AFTER THEY HAD RETURNED TO THEIR HOME STATION. ALTHOUGH THIS TYPE MISSION HAD BEEN FLOWN ON NUMEROUS OCCASIONS, THERE WERE NO WRITTEN PROCEDURES COVERING ALL ASPECTS OF THIS MISSION. BOTH GROUND & UNIT SOP'S ARE BEING UPDATED. DAMAGE TO M101A1 HOWITZER. M101A1 HOWITZER RIGHT SHIELD BRACKET BROKEN & ELEVATION ADJUSTMENT BENT OUT OF TOLERANCE.

860505081 D CH47D
SUMMARY

DURING ATTEMPTED SLING WITH THE M198 UNDER NVG'S, ACFT MADE CONTACT WITH THE M193. CP AT THE CONTROLS IMMEDIATELY REPOSITIONED THE ACFT AND ACFT WAS SHUTDOWN. POST FLIGHT INSPECTION REVEALED DAMAGE TO AFT CARGO HOOK AND SKIN ON BOTTOM SIDE OF ACFT. MINIMUM DAMAGE TO M198 HOWITZER. ACFT WAS INSPECTED FOR AIRWORTHINESS AND ESTIMATED COST OF DAMAGE, AND RELEASED FOR ONE-TIME FLIGHT TO AAF. INVESTIGATION IN PROGRESS, WITH SUPPL INFO TO FOLLOW ON HUMAN ERROR CAUSE FACTORS. UNDER INVESTIGATION, AFT CARGO HOOK DAMAGED, AND SHEET METAL SKIN OF LOWER ACFT FUSELAGE RECEIVED PUNCTURE DAMAGE.

860620081 C CH47A
SUMMARY

DURING EXTERNAL LOAD HOOKUP, A/C UNDER BODY MADE CONTACT WITH SOLDIER WHO WAS ATTEMPTING TO CONNECT LOAD OF PALLETIZED CLASS ONE RATIONS IN CARGO NET TO THE A/C CARGO HOOK. AIRCREW MISJUDGED HEIGHT ABOVE LOAD & ALLOWED A/C TO MAKE CONTACT WITH HOOK UP MAN. CORRECTIVE ACTION IS TRAINING & BRIEFINGS REGARDING EXTERNAL LOAD HOOK UP HAZARDS AT BOTH OUR UNIT LEVEL AS WELL AS THE SUPPORTED UNIT. PICK UP WAS BEING MADE ON UPSLOPE. FAILURE OF CREW TO RECOGNIZE PROXIMITY OF A/C LOAD AND/OR HOOK UP MAN TO THE A/C.

860922101 D CH47C
SUMMARY

LINE OF PUNCTURE HOLES IN RAMP, APPROXIMATELY 18 INCHES LONG. CARGO HOOK/WINCH PISTOL GRIP BROKEN. DURING OFF-LOAD OF A M 1008 WITH FARP EQUIPMENT, CREWCHIEF ALLOWED CARGO HOOK/WINCH PISTOL GRIP CONTROL TO FALL UNDER VEHICLE TIRE. THIS RESULTED IN A SERIES OF HOLES IN THE RAMP APPROXIMATELY 30 INCHES LONG, AS IT SKIDDED ALONG FLOOR WHEN TRUCK WAS OFF LOADED. NOISE AND CONFUSION OF ENGINE RUNNING AND OFF-LOAD DIVERTED SOME OF ENLISTED CREWMEMBERS ATTENTION TO DETAIL. PIC HAD WARNED ENLISTED CREWMEMBERS TO BE EXTREMELY CAREFUL OF SIDE AND OVERHEAD CLEARANCES WHEN LOADING AND UNLOADING VEHICLE. CREWMEMBERS IN

CARGO DROP
CASE AMC DMS

REAR OF AIRCRAFT FAILED TO PLACE PISTOL GRIP WHERE IT WOULD NOT
BE OVER RUN BY TRUCK WHEEL.

860922111 D CH47C
SUMMARY

AIRCRAFT HAD FLOWN ONE SORTIE, THEN RETURNED TO REFUEL AND PICKUP
NEXT LOAD. AFTER REFUELING, UPLDAD OF M1008 WITH FARP EQUIPMENT
WAS COMMENCED. CREWCHIEF ATTEMPTED TO BACK VEHICLE INTO
AIRCRAFT. CE GOT REAR WHEELS OF TRUCK ON RAMP, BUT HE COULD NOT
SUSTAIN ENOUGH TRACTION TO GET TRUCK ALL THE WAY IN ACFT. CE
ELECTED TO PULL TRUCK OFF THE AIRCRAFT. AS THE RIGHT REAR TIRE
OF THE TRUCK CAME ONTO THE RAMP EXTENSION. THE HINGE BROKE.
WHEN THE TRUCK BODY DROPPED DOWN. THE WING NUT ON THE SPARE TIRE
RACK OF THE TRUCK PUNCHED A HOLE IN THE RAMP. HINGE ON RAMP
EXTENSION BROKE. 3 INCH X 3 INCH HOLE IN RAMP AT STA 575, BROKEN
HINGE ON RAMP EXTENSION.

860929061 D CH47C
SUMMARY

APPROX 250' AGL, WHILE ON SHORT FINAL TO A LARGE OPEN FIELD WITH
AN EXTERNAL SLING LOAD, THE FE STATED THAT THE "LOAD RELEASED".
PILOT VERIFIED COPILDT'S HANDS WERE NOT IN THE VICINITY OF ANY OF
THE CARGO RELEASE BUTTONS. A/C WAS IMMEDIATELY LANDED & SHUTDOWN.
INVESTIGATION ONGOING, SUPPL TO FOLLOW. 1/4 T JEEP & TRAILER WITH
RADIO'S DAMAGED BEYOND REPAIR. SUPPL: FURTHER
INVESTIGATION REVEALS THAT THE EXTERNAL LOAD WAS INADVERTENTLY
RELEASED AFTER THE FLIGHT ENGINEER LAID THE WINCH/HOIST CONTROL
GRIP ON AN UNOCCUPIED PASSENGER SEAT DURING FINAL APPROACH. IT IS
SUSPECTED THAT THE CARGO RELEASE BUTTON LOCATED ON THE
WINCH/HOIST CONTROL GRIP WAS INADVERTENTLY DEPRESSED AS THE GRIP
WAS BOUNCING ON THE SEAT. THE CARGO RELEASE BUTTON IS, BY DESIGN,
UNGUARDED. THE AIRCREW DENIES RELEASING THE LOAD & MAINTENANCE
CHECKS PERFORMED BY AVIM SHOW NO DEFECTS IN THE CARGO RELEASE
SYSTEM. NORMAL OPERATION OF THE CARGO RELEASE SYSTEM BY THE PILOT
OR COPILDT CYCLIC BUTTONS WOULD HAVE THE CARGO HOOK REMAIN OPEN
AFTER LOAD RELEASE. IF THE CARGO HOOK IS RELEASED VIA THE CARGO
RELEASE BUTTON ON THE WINCH/HOIST CONTROL GRIP THE HOOK WILL OPEN
& CLOSE. THIS WAS VERIFIED BY THE FLIGHT ENGINEERS' ACCOUNT OF
THE MISHAP & IS SUPPORTED BY THE FACT THAT THE CARGO HOOK WAS
CLOSED WHEN THE A/C WAS LANDED. ACCORDING TO THE
PILOT-IN-COMMAND, THE MASTERCUTION LIGHT FLICKED ON THEN OFF
WHICH FURTHER SUBSTANTIATES THIS FINDING.

861001081 D CH47C
SUMMARY

DURING SLING LOAD OPERATIONS, ACFT RIGGER WAS DEPLOYING A DRDGE
CHUTE. RIGGER DID NOT REALIZE THAT THE DEPLOYMENT BAG AROUND THE
CHUTE WAS NOT ATTACHED TO THE CHUTE. TO INSURE THE DEPLOYMENT
BAG WOULD CLEAR THE CHUTE, THE RIGGER WRAPPED THE BAG AROUND HIS
ARM. AS CHUTE DEPLOYED, CREW CHIEF COULD NOT SEE THAT THE RIGGER
WAS STILL ATTACHED TO THE BACK OF THE CHUTE. RIGGER WAS PICKED
UP OFF THE GROUND 5 FT AND MOVED APPROX 30 FT BEFORE THE CHUTE
AND RIGGER BROKE FROM THE LOAD. LOAD WAS PUT DOWN AND RIGGER WAS
TAKEN TO MEDICAL FAC. RIGGER SUSTAINED ONLY ROPE BURNS TO RIGHT
ARM. RIGGER WAS NOT FAMILIAR WITH THE CHUTE DEPLOYMENT BAG,

CARGO DROP
CASE AMC OMS

RIGGER DID NOT KNOW THAT THE CHUTE AND DEPLOYMENT BAG WERE ATTACHED.

861023121 D CH47D
SUMMARY

A/C WAS LOADING INTERNAL LOAD (M220 TOW JEEP). AS JEEP WAS LOADED, FE NOTICED A FIRE IN THE ENGINE COMPARTMENT OF THE JEEP. FE & CE ALERTED THE PILOTS & BEGAN TO PUSH THE VEHICLE OFF THE A/C. FE USED A/C FIRE EXTINGUISHER TO PUT OUT THE FIRE. AS VEHICLE WAS BEING PUSHED OFF THE A/C, THE LAST 3 MAN TROOP SEAT (LEFT SIDE) WAS HIT BY THE JEEP. NO OTHER DAMAGE WAS SUSTAINED TO A/C. DRIED BRUSH LODGED UNDER THE JEEP CAUGHT FIRE FROM ENGINE HEAT. A/C INSPECTED & RELEASED FOR FLIGHT. PERSONNEL FAILED TO ENSURE VEHICLE WAS CLEARED OF BRUSH LODGED IN DRIVE SHAFTS & ENGINE COMPARTMENT PRIOR TO LOADING. THREE MAN TROOP SEAT FRAME BROKEN.

861023131 D CH47D
SUMMARY

DURING LOADING UP INTERNAL (M220 TOW JEEP) VEHICLE, DRIVER WOULD NOT FOLLOW DIRECTIONS GIVEN BY FLIGHT ENGINEER. VEHICLE STRUCK & DAMAGED A THREE MAN TROOP SEAT. NO OTHER DAMAGE WAS SUSTAINED TO EITHER THE A/C OR VEHICLE. DRIVER OF VEHICLE DID NOT FOLLOW DIRECTIONS GIVEN BY THE FLIGHT ENGINEER. THREE MAN TROOP SEAT MOUNTING BRACKET BROKEN.

861028201 D CH47C
SUMMARY

AFTER TAKEOFF, WITH A 5,000 LB. TRAINING SLINGLOAD, 70 KTA, 500 FT AGL, PILOT TOLD CO-PILOT/TO "SAFE THE HOOK." CO-PILOT MOVED CARGO HOOK MASTER SWITCH FROM ARM TO OFF. CARGO HOOK OPEN CAUTION SEGMENT LIGHT ILLUMINATED MOMENTARILY. FLIGHT ENGINEER INFORMED PILOTS THAT THE SLINGLOAD HAD DEPARTED THE AIRCRAFT AND THAT HE HAD HEARD THE PRE-CHARGE BLOW. CO-PILOT STATED THAT HE HAD NOT TOUCHED THE CARGO HOOK EMERGENCY RELEASE SWITCH. ONE PLUM TREE IN ORCHARD DAMAGED. 6 FEET WIDE BY 4 FEET DEEP HOLE IN GROUND. PRECHARGE WAS 2100 PSI ON PREFLIGHT AND 1700 PSI ON POST FLIGHT. AIRCRAFT INSPECTED BY QUALITY CONTROL AND FUNCTIONALLY CHECKED. MALFUNCTION COULD NOT BE DUPLICATED. AIRCRAFT RELEASED FOR FLIGHT.

861203041 D CH47A
SUMMARY

WHILE AC WAS POSITIONING OVER EXTERNAL LOAD PILOT DESCENDED ONTO LOAD. A 2 X 2" HOLE WAS PUNCTURED INTO OUTER SKIN ON BOTTOM OF AC. PILOT DID NOT RESPOND TO AC'S DESCENDING ALTITUDE IN TIME TO AVOID CONTACT WITH LOAD.

861203131 D CH47D
SUMMARY

DURING ARTILLERY RAID GUN CREW DROPPED GUN TUBE ONTO CARGO RAMP WHILE OFF LOADING. TERRAIN WOULD NOT ALLOW GUN TO BE ROLLED CLEAR IN BACK OF AIRCRAFT. ARTILLERY GUN CREW FAILED TO MOVE GUN FAR ENOUGH TO THE REAR OF AIRCRAFT BEFORE LOWERING THE GUN. GUN WAS LOWERED INTO THE RAMP PUNCTURING FIBERGLASS. MINOR DAMAGE TO FIBERGLASS LIP OF CARGO RAMP.

861208071 D CH47D

CARGO DROP
CASE AMC DMS

SUMMARY

SOLDIER WAS BACKING M880 OFF THE RAMP WHEN THE CREWCHIEF SIGNALLED HIM TO STOP. HE APPLIED THE BRAKES, THEY LOCKED AND THE M880 SLID INTO THE LEFT REAR SEAT, DAMAGING ONLY THE SEAT. A/C WAS LANDED IN A CONFINED AREA: IT WAS VERY WET. A/C LANDED ON HIGHEST GROUND IN THE LANDING ZONE. THIS INCREASED THE ANGLE OF THE RAMP AND WITH MUDDY TIRES ON THEM880, WHEN THE CREWCHIEF SIGNALLED FOR THE M880 TO STOP, IT SLID INTO THE SEAT. DRIVER APPLIED BRAKES AND SLID INTO TROOP SEAT. LEFT REAR PAX SEAT DAMAGED.

861208081 D CH47D
SUMMARY

DURING OFF LOADING, VEHICLE BECAME TANGLED IN SEATS ON LEFT REAR OF A/C. SEAT BECAME LODGED BETWEEN VEHICLE & LEFT SIDE OF A/C. SEAT LEGS WERE PINNED AGAINST SIDE OF A/C & PUNCHED A HOLE IN THE SHEET METAL. DRIVER WAS IN MOPP 4 & IN A HURRY TO OFF LOAD. DRIVER WAS HURRIED & IN MOPP LEVEL 4. DRIVER VISUAL FIELD HAMPERED BY PROTECTIVE MASK. TROOP SEAT DAMAGED & 3/4" HOLE PUNCHED IN LEFT OF AIRFRAME AT STA. 460.

870206121 J CH47C
SUMMARY

WATER BUFFALO WAS FLOWN IN FROM FLD SITE TO LOG POINT (EXTERNALLY BY ACFT). WATER BUFFALO WAS FILLED AND ACFT PICKED UP BUFFALO FOR RETURN TRIP. ALTHOUGH THE BUFFALO WAS NOT DERIGGED AT THE LOG POINT, WHEN THE BUFFALO WAS APPROX ONE FT ABOVE GROUND, ONE LEG BECAME DETACHED FROM SLING POINT AND BUFFALO FLIPPED OVER. GROUND PERSONNEL HAD CONFIRMED RIGGING BUT NO QUALIFIED NOR CERTIFIED RIGGING INDIV WAS UTILIZED.

870220151 D CH47D
SUMMARY

DURING OFF LOAD OF A LOADED 1/4 TON JEEP TRAILER. AS THE WHEELS BACKED ONTO THE GROUND, THE TONGUE SUPPORT STAND IMPACTED WITH THE RAMP FLOOR, CAUSING A SMALL GASH IN FLOOR. THE OFF-LOADING PERSONNEL FAILED TO PROPERLY OFF LOAD THE TRAILER THE A/C WAS RUNNING & THE OFF-LOAD WAS CONDUCTED BY GROUND SUPPORT PERSONNEL. THE GASH WAS NOT NOTED UNTIL RETURN TO HOME STATION. SMALL GASH IN RAMP FLOOR, APPROX 3/4 IN BY 8 IN.

870224151 D CH47B
SUMMARY

WHILE CE WAS CALLING OUT SLING LOAD HOOK UP A/C DESCENDED & TOUCHED LOAD THE CARGO HOOK LOADING POLE WAS BEING USED TO SECURE THE SLING TO CARGO HOOK. WINDS 15 KTS NOT CONSIDERED A FACTOR. FLT CONTRL INPUTS BASED UPON CE COMMANDS SOME ECARATIC INPJTS COULD RESULT IN CONTACT WITH LOAD TO A/C SKIN.

870224241 D CH47D
SUMMARY

SMALL SHEET METAL TEAR VICINITY OF AFT CARGO HOOK. ADDITIONALLY, THE WIRE BUNDLE ASSEMBLY TO THE CARGO HOOK WAS RIPPED OUT. PILOT ALLOWED AIRCRAFT TO DESCEND ON TO AN EXTERNAL PICKUP. THE REAR MOUNTED ANTENNA ON THE VEH TORE THE AFT HOOK WIRE BUNDLE ASSEMBLY FROM THE AIRCRAFT AND CAUSED A SMALL SHEET METAL TEAR IN THE BELLY OF THE AIRCRAFT NEAR THE AFT HOOK. THE HOOK WAS REWIRED AND THE SHEET METAL DAMAGE WAS REPAIRED. THE AIRCRAFT HAS BEEN

CARGO DROP
CASE AMC DMS

RELEASED FOR FURTHER FLIGHT. PRIOR TO THE MISSION, THE PIC WAS CAUTIONED ABOUT THE RAMIFICATIONS OF EXCEEDING EIGHT HOURS OF FLIGHT TIME. HOWEVER, HE WAS GIVEN THE AUTHORITY TO EXCEED FLIGHT HOURS IF THE MISSION REQUIRED.

870305151 C CH47D
SUMMARY

AIRCRAFT WAS IN CRUISE FLIGHT HAULING A TOWED CHAPPARRAL EXTERNALLY. THE FLIGHT ENGINEER NOTICED THE RIGHT-HAND SLING ATTACHMENT POINT STARTING TO TURN - UNSCREW. PILOTS WERE NOTIFIED AND DECIDED TO LAND AND INVESTIGATE. DURING APPROACH, THE RIGHT-HAND SLING CAME LOOSE AND THE LOAD WENT INVERTED. LOAD STABILIZED WITH THE THREE REMAINING SLINGS AND THE APPROACH WAS CONTINUED TO THE GROUND. LOAD WAS SET DOWN AND RELEASED. AIRCRAFT DEPARTED TO PICK UP SUPPORTED UNIT PERSONNEL AND RETURNED TO ACCIDENT SITE FOR DAMAGE ASSESSMENT AND FURTHER ACTION.

870306081 D CH47C
SUMMARY

WHILE HOOKING UP AN EXTERNAL LOAD, A/C CONTACTED LOAD PUTTING TEAR IN LOWER RESCUE DOOR. DOOR REPAIRABLE AT AVUM LEVEL TEAR. CO-PILOT FAILED TO MAINTAIN POSITION (ALTITUDE) OVER THE LOAD. CREWCHIEF FAILED TO UTILIZE HOT MIKE SWITCH. IN ORDER TO MAINTAIN COMM WITH COCKPIT CREW AND STILL ALLOW HANDS FREE FOR LOAD HOOK-UP.

870403151 D CH47C
SUMMARY

DURING NVG SLING LOAD OPERATIONS, A/C DRIFTED TO THE REAR CAUSING THE M101A HOWITZER TO TIP OVER & DAMAGE THE SLIGHTING MECHANISM. BLOWING DUST COUPLED WITH LOW ILLUMINATION MADE DEPTH PERCEPTION UNDER NVG OPERATIONS DIFFICULT. IN ADDITION, STRONG GUSTY WINDS WERE PRESENT & THE HOWITZER WAS SITTING ACROSS A 10 SLOPE MAKING IT EASIER TO TIP OVER. PILOT FAILED TO MAINTAIN STATIC HOVER OVER LOAD IN PICKUP ZONE. HE MAY HAVE OVERESTIMATED HIS ABILITY TO HANDLE THE ADVERSE CONDITIONS PRESENT. M101A 105 MM HOWITZER SIGHT MOUNT BRACKET BROKEN & TELESCOPING MOUNT CRACKED.

870428041 D CH47D
SUMMARY

DURING NVG MISSION, HOVERING OVER A 2 1/2 TON DUMP TRUCK, PILOT ALLOWED A/C TO DESCEND, IMPALING A/C ON HOOK-UP MAN'S M16 WHICH WAS SLUNG ON HIS BACK. M16 WENT THRU LOWER RESCUE DOOR AND A/C SKIN. HOOK-UP MAN RELEASED HIMSELF FROM THE SLING AND FLIGHT ENGINEER RETRIEVED THE WEAPON. MISSION WAS TERMINATED; A/C WAS LANDED. DAMAGE INSPECTED AND A/C RETURNED TO AAF FOR REPAIR. PILOT FAILED TO MAINTAIN HOVER HEIGHT OVER THE LOAD. 2 IN X 3 IN HOLE IN LOWER RESCUE DOOR AND 2 IN X 3 IN HOLE IN BELLY OF A/C.

870623071 D CH47D
SUMMARY

WHILE HOVERING OVER GAMMA GOAT DURING NVG MISSION, AIRCRAFT DESCENDED AND CONTACTED THE ANTENNA MOUNT AND STEERING WHEEL OF VEHICLE. THE HOOK-UP CREW WAS IN A CROUCHED POSITION ATOP THE LOAD REDUCING CLEARANCE BETWEEN THE AIRCRAFT AND LOAD. THE CREWCHIEF DID NOT ADVISE THE PILOTS OF THIS FACT. THE CREWCHIEF

CARGO DROP
CASE AMC DMS

ADVISED THE PILOTS THAT THEY WERE LOW BUT DID NOT SEE OR FEEL THE LOAD CONTACT. THE CREW WAS UNAWARE OF THE CONTACT AND COMPLETED THE MISSION. THE DAMAGE WAS NOT FOUND DURING POST FLIGHT DUE TO ITS LOCATION AND DARKNESS. THE SUPPORTED UNIT ADVISED THIS UNIT OF DAMAGE THE NEXT MORNING. THE AIRCRAFT WAS REINSPECTED AND DAMAGE FOUND. AIRCRAFT REPAIRED AND RELEASED FOR FLIGHT. CREWCHIEF DID NOT INDICATE TO PILOT HOW CLOSE TO LOAD HE WAS HOVERING. ALSO HE DID NOT TELL PILOTS THAT HOOK-UP CREW WAS NOT STANDING UP ON LOAD. PILOT FAILED TO MAINTAIN ADEQUATE CLEARANCE OVERLOAD DUE TO POOR VISUAL CUES. AIRCRAFT DESCENDED AND CONTACTED LOAD. INCLUDE LOAD PROXIMITY WARNINGS AND HOOK-UP CREW STATUS IN EXTERNAL LOAD BRIEFINGS. 5 IN X 5 IN HOLE IN BELLY OF AIRCRAFT AT STATION 460, BL 30R. 4 IN X 3 IN HOLE IN BELLY OF AIRCRAFT AT STATION 460, BL 20R. ANTENNA MOUNT AND MATCHING UNIT OF M561 BROKEN. STEERING WHEEL OF M561 BENT AND BROKEN.

879736121 D CH47D
SUMMARY

DURING EXTERNAL HOOK-UP, CREW CHIEF CALLED A/C INTO POSITION FOR THE FORWARD HOOK. HE STATED FORWARD HOOK WAS HOOKED & TOLD PILOTS TO CONTINUE FORWARD & DOWN TO REPOSITION FOR THE AFT HOOK. WHILE REPOSITIONING, THE FORWARD SLING CAME OFF THE FWD HOOK. THE HOOK-UP MAN TRIED TO REHOOK THE FORWARD SLING. THE CREW CHIEF WAS NOT AWARE OF THIS & WAS LOOKING AT THE AFT HOOK. THE A/C SETTLED ON TOP OF THE HOOK-UP MAN FOR THE FORWARD HOOK. HOOK UP MAN HAD 5 RESTRICTED WORK DAYS. THE CREW CHIEF CALLED A/C INTO POSITION FOR AFT HOOK HOOK-UP WITHOUT VERIFYING THE HOOK-UP MAN FROM THE FORWARD HOOK WAS CLEAR. CAUSED PILOTS TO MAKE TO MANEUVER A/C INTO A POSITION TO HURT HOOK-UP MAN.

879801311 D CH47D
SUMMARY

CARGO HOOK WAS ARMED ON APPROACH AS PER PROCEDURE. BLIVET RELEASED AND HOOK LIGHT CAME ON SPONTANEOUSLY. CREW STATED SIMILAR INCIDENT OCCURRED IN PAST AND SYSTEM WAS INSPECTED AND FOUND TO BE SERVICEABLE. SUSPECT ELECTRICAL MALFUNCTION IN RELEASE CIRCUIT, BUT COULD NOT DUPLICATE. FUEL BLIVET DROPPED FROM APPROACH TO FIELD SITE. BLIVET WAS DESTROYED AND FUEL LOST ON IMPACT.

879809361 D CH47D
SUMMARY

WHILE UNLOADING A 3/4 TON TRAILER FROM THE INSIDE OF THE AIRCRAFT, THE TONGUE FELL AND DAMAGED THE FLOOR OF THE AIRCRAFT. AT THE SAME TIME, HE NOTICED EXCESSIVE HYDRAULIC LEAK IN THE REAR OF THE AIRCRAFT. SEVERAL SECONDS LATER, NUMBER 2 FLT CONT HYD PRESSURE SEGMENT LIGHT W/MASER CAUTION ILLUMINATED. AIRCRAFT WAS SHUTDOWN. POST FLIGHT REVEALED A CRIMP AND BREAK IN NUMBER 2 FLIGHT CONTROL TEST RETURN LINE AND MINOR DAMAGE TO CARGO FLOOR. TRAILER HAD ROLLED INTO LINE. FLOOR DAMAGE WAS AN AREA 2" X 10".

879813091 D CH47D
SUMMARY

AT REFUEL, CREW CHIEF NOTICED HYDRAULIC FLUID LEAKING FROM RIGHT FORWARD LANDING GEAR. POST FLT NOTED SHRADER VALVE MOUNT BROKEN AND BRAKE LINE SEVERED. AIRCRAFT RED X'D FOR MAINTENANCE.

CARGO DROP
CASE

AMC DMS

SUSPECT LANDING GEAR HIT LOAD. DUE TO LACK OF REFERENCES AIRCRAFT DRIFTED AND PILOT MISJUDGED CLEARANCE. CHANGED PICK-UP DIRECTION. RIGHT FORWARD LANDING BRAKE HOSE CRUSHED, PNEUMATIC VALVE MOUNTING BROKEN OFF, PNEUMATIC TUBE BENT, AND INBOARD BRAKE LINE BENT.

870819211 0 CH47C
SUMMARY

DURING SLINGLOAD OPERATION SEVERAL OTHER AIRCRAFT WERE HOVERING IN CLOSE PROXIMITY TO LOAD. AIRCRAFT ATTEMPTING HOOK-UP ENCOUNTERED TURBULANCE AND DESCENDED RAPIDLY. BEFORE DESCENT COULD BE CORRECTED, AIRCRAFT STRUCK JEEP ANTENNA MOUNT. SMALL HOLE PUNCHED IN BOTTOM OF AIRCRAFT FORWARD OF LANDING RAMP.

870823011 0 CH47D
SUMMARY

WHILE OFF-LOADING A TRAILER WITH LOAD (10K GEN) GUIDE WHEEL COCKED 90 DEGREES TO MOVEMENT OF TRAILER. INSIDE OF ALLOWED WINCH CABLE TO SLACKEN. GROUND CREW PULLED TRAILER INTO SEATS DAMAGING A SINGLE AND A TRIPLE SEAT. A/C WAS INSPECTED BY MAINT. DAMAGED SEATS WERE REMOVED AND A/C WAS RELEASED FOR FLIGHT. INADEQUATE COMMUNICATION BETWEEN AIRCREW AND GROUND CREW.

870825151 0 CH47D
SUMMARY

WHILE HOVERING OVER A M102 WHICH HAD JUST BEEN TRANSPORTED EXTERNALLY. THE PILOT ALLOWED THE A/C TO DRIFT PRIOR TO RELEASING THE LOAD CAUSING THE GUN TUBE TO TURN OVER. THE PILOT WAS WEARING NIGHT VISION GOGGLES & THE LZ HAD TAIL GRASS, NUMEROUS RUTS & WAS VERY DUSTY. LOW ILLUMINATION. DIFFICULTY IN SEEING MOVEMENT. PANEL MOUNT ADJUSTMENT KNOB BENT (M134 GUNER'S MOUNT)

870919011 0 CH47C
SUMMARY

DAMAGE WAS NOTED ON PREFLIGHT. ACFT HAD BEEN WORKING SLING LOADS AND LANDING IN UNIMPROVED AREA THE PREVIOUS DAY. DURING PREFLIGHT CREW FOUND TWO (2) HOLES IN BOTTOM OF A/C.

870925041 0 CH47D
SUMMARY

THE PILOT INTENTIONALLY PUNCHED OFF AN M561 ON SHORT FINAL TO A TACTICAL LANDING ZONE. THE PILOT FEARED THAT HIS POWER WAS NOT SUFFICIENT TO HALT HIS SINK RATE. HE ATTEMPTED TO STOP IT WITH 102 PERCENT TORQUE (DUAL ENGINE) WITH A GO NO GO OF 90 PERCENT. WHEN THAT FAILED, HE PUNCHED THE LOAD. THE A/C RECEIVED NO DAMAGE & WAS RELEASED FOR FLIGHT. THERE WERE NO INJURIES. THE M561 WAS DAMAGED AS A RESULT OF BEING RELEASED APPROX 10 FT ABOVE THE GROUND. PILOT MISJUDGED APPROACH SPEED & POWER REQUIRED TO STOP APPROACH AT HOVER. PILOT GIVEN ADDITIONAL TRAINING. M561 GAMMA GOAT DAMAGED AS A RESULT OF IMPACT WITH GROUND AFTER BEING RELEASED FROM APPROX 10 FT AGL.

871002131 C CH47C
SUMMARY

AIRCRAFT WAS TRANSPORTING EXTERNAL LOAD CONSISTING OF ENGINEER EQUIPMENT CALLED A "BACKHOE." DURING THE APPROACH, FLIGHT ENGINEER UNINTENTIONALLY RELEASED LOAD. IT FELL APPROXIMATELY 400 FEET INTO UNPOPULATED JUNGLE, TOTALLY DESTROYING THE

CARGO DROP
CASE AMC DMS

EQUIPMENT.

871013051 D CH47C
SUMMARY

DURING FINAL APPROACH TO LANDING ZONE WITH EXTERNAL LOAD AIRCRAFT ENCOUNTERED DUST, EXTERNAL LOAD, M102 HOWITZER WAS PLACED ON THE GROUND AS THE AIRCRAFT BECAME TOTALLY ENGULFED IN DUST. CREW LOST VISUAL REFERENCES AND AIRCRAFT BEGAN A DRIFT TO THE RIGHT, DRAGGING THE M102. CREW CHIEF ADVISED PILOTS THAT THEY WERE DRIFTING RIGHT. ATTEMPTING TO PREVENT THE M102 FROM TIPPING OVER ON ITS SIDE HE ELECTED TO RELEASE LOAD, AT THE SAME TIME, THE PILOTS INCREASED POWER TO LIFT LOAD OFF THE GROUND. LOAD WAS APPROXIMATELY 4-6 FEET ABOVE GROUND WHEN THE CARGO HOOK OPENED, DROPPING LOAD AND BENDING ONE WHEEL RIM ON THE 102. CO-PILOT WAS IN MOPP GEAR WHICH ADDED TO LOSS OF VISUAL REFERENCES IN LANDING ZONE. EXTERNAL LOAD M102 HOWITZER, RIGHT WHEEL BENT.

871024071 D CH47D
SUMMARY

DURING EXTERNAL LOAD PICKUP, A/C'S LOWER CARGO DOOR CAME IN CONTACT WITH VEHICLE ROLL BAR CAUSING DAMAGE TO DOOR LIFTING ROD ENDS. SHEPHERDS HOOK WAS BEING USED TO PICK UP LIFTING CLEVIS. THE HOOKUP GROUND CREW FAILED TO GROUND THE CARGO HOOK ACCORDING TO FM. AS A RESULT, THE HOOKUP MAN WAS SHOCKED BY A STATIC CHARGE, LEFT HIS STATION, AND REFUSED TO CONTINUE THE HOOK UP. SUPPORTED UNITS WILL BE ADVISED TO PROVIDE AND USE STATIC DISCHARGE PROBES FOR SLING LOAD OPERATIONS. LINK ASSEMBLY ON LOWER RESCUE DOOR WAS SNAPPED.

871105031 D CH47D
SUMMARY

A/C WAS HOVERING OVER GAMMA GOAT FOR TANDEM POINT HOOK UP. TWO PREVIOUS ATTEMPTS WERE MADE TO HOOK THE LOAD WITHOUT SUCCESS DUE TO STATIC AND DUST CONDITIONS. CREW CHIEF'S ATTENTION WAS FOCUSED ON THE FORWARD HOOK AND DID NOT DETECT THE A/C DESCENDING. A/C SETTLED ON ANTENNA MOUNT OF GAMMA GOAT PUNCTURING LOWER RESCUE DOOR AND BELLY. A/C WAS INSPECTED BY TI AND RELEASED TO COMPLETE MISSION. UPON RETURN, HOLE IN BELLY WAS REPAIRED. A/C IS CIRCLE RED X-ED FROM WATER LANDING PENDING RECEIPT OF LOWER RESCUE DOOR. CE FAILED TO INFORM PILOTS OF PROXIMITY TO ANTENNA MOUNTS. BRIEF CREWS TO MAINTAIN 3 FT MINIMUM CLEARANCE FROM HIGHEST PORTION OF LOADS. DUST MADE POSITION REFERENCE DIFFICULT SELECT P7 WITH BETTER GROUND COVER. 6 IN X 3 IN HOLE IN BOTTOM OF FUSELAGE STA 368. 5 IN HOLE IN LOWER RESCUE DOOR.

871105051 D CH47D
SUMMARY

DURING POST FLIGHT INSPECTION, A ONE INCH HOLE WAS FOUND IN BELLY OF A/C AT STA 480. A/C HAD BEEN CONDUCTING EXTERNAL LOAD MISSION. DUE TO CHARACTERISTICS OF HOLE, SUSPECT A/C CONTACTED ANTENNA MOUNT OF M561 WHILE BEING HOOK-UP IN TANDEM CONFIGURATION. A/C WAS INSPECTED AND RELEASED FOR FLIGHT. A/C WAS RESTRICTED FROM WATER OPS PENDING SHEET METAL REPAIR. CE FAILED TO KEEP ENTIRE LOAD IN SIGHT. ONE INCH HOLE IN BELLY STA 480.

CARGO DROP
CASE AMC DMS

871113131 D CH47D
SUMMARY

A/C WAS PICKING UP CEMENT BLOCK. AS CEMENT BLOCK WAS RAISED TO 1 FT OFF GROUND 3 OF 4 SLING ATTACHING POINTS ON BLOCK FAILED. WHEN ATTACHING POINTS FAILED THE RELEASED SLING LEGS SNAPPED UP INTO BOTTOM OF A/C. CONCRETE BLOCK WAS A LOCAL MANUFACTURE TRAINING AID & SLING LEG ATTACHING POINTS FAILED METAL FATIGUE AFTER SEVERAL AERIAL LIFTING CYCLES. RECOMMEND PRECAST CONCRETE EXPERTS BE CONSULTED AS TO FEASIBILITY OF USING REINFORCEMENT ROD AS SLING LEG ATTACHMENT POINTS FOR LIFTING PRECAST CONCRETE. LEYS ON LOWER ANTI-COLLISION LIGHT BROKEN, TWO HOLES IN SHEET METAL ON UNDER SIDE OF A/C AT STATION 311 MEASURING 5" X 6" & STA 284 MEASURING 6" X 24".

871115061 D CH47D
SUMMARY

DURING POST FLIGHT INSPECTION, ONE INCH HOLE WAS FOUND IN BOTTOM OF LEFT AFT FUEL PDD. SUSPECT CONTACT WITH HUMMV WHILE HOVERING OVER IT FOR EXTERNAL LOAD HOOK-UP. ONE INCH HOLE IN BOTTOM OF LEFT FUEL PDD.

871120171 C CH47D
SUMMARY

CREW WAS CONDUCTING NVG EXTERNAL LOAD TRAINING. THE LOAD HAD BEEN SUCCESSFULLY HOOKED UP TWICE IN TANDEM CONFIGURATION PREVIOUSLY. DURING THIS HOOK-UP, THE FORWARD SLING HAD BEEN HOOKED AND A/C MOVED FORWARD TO FACILITATE THE AFT HOOK-UP. THE HOOK-UP MAN TRIED TO MAKE THE HOOK-UP, MISSED, AND DROPPED THE CLEVIS. A S HOOK-UP MAN WENT TO PICK UP CLEVIS, THE A/C BEGAN TO DRIFT FORWARD. THE CREW CHIEF ADVISED THE PILOT TO HOLD HIS FORWARD. THE PILOT APPLIED AFT CYCLIC TO STOP THE DRIFT, CAUSING THE AFT OF THE A/C TO DESCEND SLIGHTLY. THE CREW CHIEF TOLD THE PILOT TO HOLD HIS DOWN. DUE TO REACTION AND A/C RESPONSE TIME, DESCENT WAS NOT STOPPED PRIOR TO PINNING HOOK-UP MAN BETWEEN BELLY OF A/C AND LOAD. CREW CHIEF TOLD PILOT THAT HOOK-UP MAN HAD BEEN HIT AND THE A/C WAS REPOSITIONED AND LANDED. THE CREW CHIEF WENT OUT TO THE HOOK-UP MAN TO DETERMINE IF HE WAS INJURED. HE RETURNED AND TOLD PILOTS THAT THE HOOK-UP MAN WAS INJURED. THE PILOTS PICKED UP THE A/C TO A HIGH HOVER TO CALL FOR MEDEVAC AND THEN LANDED. MEDEVAC ARRIVED 33 MINUTES LATER AND TRANSPORTED THE HOOK-UP MAN TO THE HOSPITAL. HE WAS TREATED AND KEPT OVER NIGHT FOR OBSERVATION. A/C WAS RECOVERED WITHOUT DAMAGE. NVG TRAINING MADE MINOR VARIATION IN HEIGHT DIFFICULT TO PERCEIVE. SEPARATED CLAVICLE; BRUISED PELVIC MUSCLE.

871207021 D JCH47D
SUMMARY

DURING AIR TRANSPORTABILITY TEST OF THE TRAILER, THE LOAD (TRAILER) WAS STABLE THROUGHOUT THE FLIGHT. ON THE LAST MANEUVER DURING THE FLIGHT PHASE, WE WERE INSTRUCTED TO DETERMINE THE AIRSPEED RANGE. BEGINNING AT 70 KNOTS, WE ACCELERATED SLOWLY AT 10 KNOT INTERVALS STABILIZING AT EACH AIRSPEED PRIOR TO ACCELERATING. AT 120 KNOTS, THE LOAD WAS STABLE. SUDDENLY, THE LOAD BEGAN A SEVERE OSCILLATION FRONT AND REAR. THE CREWCHIEF NOTIFIED ME IMMEDIATELY, AND I ENTERED A DESCENDING RIGHT TURN TO

CARGO DROP
CASE AMC DMS

RESTABILIZE THE LOAD. WE WERE ABLE TO SALVAGE THE LOAD, BUT UPON SHUTDOWN WE INSPECTED THE AIRCRAFT AND FOUND THE DAMAGE. AIRCRAFT UNDERSIDE, FORWARD OF RAMP HINGE BY EXTERNAL LOAD (HOLE 1 INCH, DENT 3 INCHES).

871208041 D CH47D
SUMMARY

WHILE CARRYING A DERELICT TRUCK WEIGHING APPROXIMATELY 14000 LBS FOR TARGET EMPLACEMENT THE SLING CHAINS BROKE DROPPING THE LOAD. THE SLING CHAINS REBOUNDED UP STRIKING THE BELLY OF THE AIRCRAFT. THE AIRCRAFT DEPARTED THE IMPACT AREA AND LANDED. BOTH SLINGS WERE STILL ATTACHED TO THE FORWARD AND AFT HOOKS. CHAIN LINK BROKE ON SLING LOAD. 15 X 31 INCH HOLE IN AIRCRAFT BELLY AT APPROXIMATELY STATION 260 WITH DAMAGE TO THE FORMER AT STATION 260.

871208111 D CH47D
SUMMARY

DURING SLING LOAD OPERATIONS OF TWO M102 HOWITZERS THE SLING CLEVIS STRUCK THE PANEL WHEN RELEASING THE LOAD IN THE LZ. M134A1 PANEL OF M102A1 105MM HOWITZER WAS DAMAGED WHEN SLING WAS RELEASED AND FELL ON THE PANEL.

871209081 D CH47D
SUMMARY

SKIN DAMAGE TO FUSELAGE UNDERSIDE WAS NOTED DURING POST FLIGHT INSPECTION. IT IS CONCLUDED THAT A/C CONTACTED TUBE OF M-102 HOWITZER DURING EXTERNAL CARGO OPERATIONS IN AN NVG ARTILLERY RAID. NO OTHER DAMAGE TO A/C OR CARGO NOTED. A/C LOWER FUSELAGE SKIN DAMAGE DURING CONTACT WITH TUBE OF M-102 HOWITZER.

871210131 D CH47D
SUMMARY

CREW MEMBER MONITORING LOAD INDICATED TO PIC THAT TARPJLIN WAS COMING UNDONE AND THAT LOOSE ITEMS IN THE TRAILER WERE MOVING ABOUT. APPROX 2 MIN LATER, A DUFFLE BAG DEPARTED FROM THE TRAILER IN FLIGHT. IMPROPERLY LOADED TRAILER TO BE EXTERNALLY LIFTED. DUE TO IMPROPER SECURITY OF ITEMS LOCATED INSIDE TRAILER, A DUFFLE BAG DEPARTED THE TRAILER WHILE IN FLIGHT. AIRSPEED WAS SLOWED PRIOR TO ITEM DEPARTING THE LOAD. DURING EXTERNAL LOAD FLIGHT, A DUFFLE BAG DEPARTED FROM THE EXTERNALLY RIGGED TRAILER.

871210201 C CH47D
SUMMARY

A/C WAS CONDUCTING A THREE A/C NIGHT VISION GOGGLE ARTILLERY RAID. AFTER LANDING TO A HOVER, THE COPILOT, TAKING DIRECTIONS FROM THE GROUND GUIDE & A/C CREWMEMBERS, ALLOWED THE A/C TO DESCEND ONTO AN M102 HOWITZER POSITIONED BENEATH THE A/C. THE COPILOT, FEELING THE A/C ROCK & SUSPECTING HE HAD STRUCK THE LOAD, REPOSITIONED THE A/C CLEAR OF THE GUN, LANDED, & SHUT THE A/C DOWN.

871212041 D CH47D
SUMMARY

DURING EXTERNAL LOAD OPERATIONS, COPILOT ALLOWED A/C TO DESCEND AND MAKE CONTACT WITH THE ANTENNA MOUNT ON M-152 GAMMA GOAT. SMALL HOLE WAS PUNCHED IN BELLY OF THE A/C. A/C FUSELAGE SKIN SUSTAINED MINOR PUNCTURED FROM M-152 ANTENNA MOUNT.

CARGO DROP
CASE AMC DHS

880115171 D CH47C
SUMMARY

AIRCRAFT TERMINATED APPROACH DGE IN LZ. AREA SELECTED WAS TOO DUSTY AND AIRCRAFT WAS REPOSITIONED. WHILE AIRCRAFT WAS SETTING DOWN ARTILLERY PIECE, CE LOSS SIGHT OF GROUND. INTERCOM FAILED. PILOT DRIFTED AND LOAD WAS DRAGGED 10' FEET. ARTILLERY PIECE DAMAGED DUE TO BEING DRAGGED IN LZ. GUN SIGHT AND WHEEL.

880201081 C CH47D
SUMMARY

A/C WAS ENGAGED IN NVG/LOW LEVEL/EXTERNAL LOAD MISSION WITH TRAINING/QUALIFICATION EVALUATION BEING CONDUCTED. DURING LEG OF FLIGHT WITH EXTERNAL LOAD, INSTRUCTOR PILOT INDICATED TO PILOT/EVALUEE THAT HE HAD A SIMULATED THREAT MISSILE INDICATION, AND TO FIRE A FLARE FROM THE FLARE DISPENSER. PILOT INADVERTENTLY PRESSED THE CARGO HOOK RELEASE BUTTON, AND RELEASED THE LOAD. AT AN APPROXIMATE HEIGHT OF 150' AGL, THE VEHICLE WAS TOTALLY DESTROYED ON IMPACT.

880212021 D CH47D
SUMMARY

WHILE AT A HOVER TO HOOK UP EXTERNAL LOAD, PARTIAL BROWN OUT CONDITION WAS ENCOUNTERED. AIRCRAFT DRIFTED SLIGHTLY FORWARD OF LOAD. AIRCRAFT WAS THEN REPOSITIONED REARWARD AND IT CONTACTED THE TOP OF THE EXTERNAL LOAD. THE AIRCRAFT SUSTAINED A TWO INCH RIP IN UNDERSKIN OF AIRCRAFT. LOAD WAS NOT DAMAGED.

880229031 B CH47C
SUMMARY

TYPE IV CONNECTOR LINK ON "DONUT" RING (THREE FOOT SLING) FAILED. EXTERNAL LOAD (M101A HOWITZER, W/A-22 BAG) FELL APPROXIMATELY 200 FEET FROM HELICOPTER. HOWITZER WAS TOTALED, NO INJURIES AND NO DAMAGE TO THE HELICOPTER.

880305061 D CH47C
SUMMARY

WHILE AT A HOVER WITH A SLING LOAD, THE EYE BOLT ATTACHMENT ON THE PREPARED CEMENT BLOCK LOAD FAILED (SHEARED). AS A RESULT OF THE SHEAR, THE SLING AND ATTACHED EYE BOLT PIECE RECOILED UPWARD AND STRUCK THE AIRCRAFT. THERE WAS EVIDENCE OF PRIOR SHEAR DAMAGE TO THE EYE BOLT FITTING. 12" GASH IN SMALL FIBERGLASS PANEL (SUB FLOOR), SMALL DENT IN FLOOR PANEL. ROD END CLEVIS SEVERED.

880315011 D CH47D
SUMMARY

AIRCRAFT WAS TRANSPORTING CLASS I TO THE SHIP. THE AIRCRAFT HAD THE LOAD RIGGED ON A TANDEM LOAD. APPROXIMATELY TWENTY MINUTES INTO THE FLIGHT THE SLING CHAIN GRABHOOK FAILED ON THE AFT PORTION OF THE LOAD. THIRTY TO FORTY PERCENT OF THE LOAD WAS LANDED WITHOUT DAMAGE.

880320041 D CH47D
SUMMARY

ON SHORT FINAL, WITH AN EXTERNAL LOAD OF ONE TANDEM RIGGED 6,000 LB ROUGH TERRAIN FORKLIFT TACTICAL. AN UNCONTROLLED RATE OF DESCENT OF APPROX 300 TO 400 FT PER MIN. WAS ENCOUNTERED. PILOT APPLIED MAXIMUM DUAL ENGINE TORQUE IN AN UNSUCCESSFUL ATTEMPT TO

CARGO DROP
CASE AMC DMS

ARREST THE RATE OF DESCENT. THE FORKLIFT WEIGHING 22,500 PDS IMPACTED THE GRD ON SLIGHTLY RISING TERRAIN IN A LEVEL ATTITUDE. THE PILOT RELEASED THE EXTERNAL LOAD UPON CONTACT TO ARREST A/C RATE OF DESCENT. UPON RELEASE OF THE EXTERNAL LOAD, THE A/C BEGAN AN IMMEDIATE CLIMB. THE EXTERNAL LOAD CONTACTED THE GROUND WITH SUFFICIENT VELOCITY TO CAUSE IT TO BOUNCE AND ROLL INVERTED CAUSING SIGNIFICANT DAMAGE. WINDS WERE REPORTED TO BE CALM AT THE TIME OF THE INCIDENT.

880412051 D CH47C
SUMMARY

DURING DRONE RECOVERY, OVER WATER PILOT HOVERED OVER DRONE. THE A/C WAS HOVERING AT APPROX 3 - 4 FT ABOVE WATER WHEN TAIL OF DRONE CONTACTED BOTTOM OF A/C CAUSING A 6 INCH GASH. MISSION WAS ABORTED WITH NO FURTHER DAMAGE TO A/C.

880423031 D CH47D
SUMMARY

AIRCRAFT WAS TRANSPORTING AN ASSY, TANK, FABRIC, COLLASPABLE 10,000 GALLON, AT AN AIRSPEED OF 30K ON A TANDEM SLING. THE HARD POINTS ON THE TANK BROKE CAUSING THE TANK TO FALL. CREW AND RIGGERS WERE NOT AWARE OF THE 35K AIRSPEED RESTRICTION WHEN LOAD IS RIGGED IN THIS MANNER. HOSES, TWO INCH FLOW METER, CCR NOZZLE, TEE GATE VALVE, LOK COFFIN, SUCTION HOSE AND CONTAINER DESTROYED.

SUPPL: RIGGERS FROM THE LOGISTICAL SUPPORT ELEMENT (LSE), ALONG WITH THE A/C CREW, HAD CAREFULLY REVIEWED FM, PRIOR TO RIGGING THE LOAD. THE INSTRUCTIONS IN THE FM DO NOT ADDRESS RIGGING WITH A DUAL POINT SYSTEM. THE INFORMATION CONTAINED IN THE EXTERNAL LOADS FM IS OUTDATED, SO, THE RIGGERS CONCLUDED THAT THE LOAD IN QUESTION HAD NOT YET CAUGHT UP WITH THE FM. THE AIRSPEED RESTRICTION STATED IN FM, APPLIES TO ANOTHER A/C ONLY.

880512011 C CH47D
SUMMARY

WHILE AT A 50 TO 60 FOOT HOVER, WITH A M102 HOWITZER SLUNG FROM THE CENTER HOOK, THE CREW EXPERIENCED A JOLT TO THE AIRCRAFT AND THE SIMULTANEOUS ILLIMINATION OF ALL THREE CARGO HOOK OPEN LIGHTS ON THE CAUTION PANEL. THE FLIGHT ENGINEER THEN NOTIFIED THE PILOTS ABOUT THE JETTISONED LOAD. THE AIRCRAFT WAS THEN REPOSITIONED A SAFE DISTANCE AWAY FROM THE ACCIDENT SITE.

880518101 D CH47D
SUMMARY

THE AIRCRAFT LANDED IN THE PZ AND PROCEEDED TO DO A TACTICAL LOAD UP. THE M1008 VEHICLE WAS GIVEN DIRECTIONS FOR THE INTERNAL LOADING. THE DRIVER FAILED TO PAY ATTENTION TO THE CREWMEMBERS, WHICH WERE BOTH ACTING AS GROUND GUIDES. BOTH CREWMEMBERS TRIED BUT FAILED TO GET THE DRIVER'S ATTENTION. THE DRIVER CONTINUED FORWARD AND THE VEHICLE DAMAGED THE FIBERGLASS FAIRING IN THE VICINITY OF THE UPPER CENTER RAMP SEAL. FIBERGLASS FAIRING WAS DAMAGED BY AN INATTENTIVE DRIVER.

880519141 D CH47D
SUMMARY

THE A/C HOOKED UP A TANDEM RIGGED M198. THE HOOK-UP MEN CLEARED

CARGO DROP
CASE AMC DMS

THE LOAD AND , AS THE SLINGS CAME TIGHT, THE FLIGHT ENGINEER FAILED TO NOTICE ONE FORWARD SLING WAS WRAPPED AROUND THE M198 RECOIL MECHANISM. AS THE LOAD BECAME LIGHT IT ROLLED OVER, CAUSED BY THE SHORT SLING. ONCE THE FLIGHT ENGINEER NOTICED THE PROBLEM THERE WAS NO TIME FOR THE PILOTS TO TAKE CORRECTIVE ACTION BEFORE THE MISHAP OCCURRED. BROKEN SIGHT MOUNT ON M198.

880608111 D CH47D
SUMMARY

WHILE ON THE GROUND ATTEMPTING TO 4-WHEEL TAXI, OFFLOADING 453L PALLETS FROM THE HELICOPTER INTERNAL CARGO HANDLING SYSTEM, WITH THE RAMP EXTENSION OUT, AFT WHEELS OF AIRCRAFT WERE INADVERTANTLY LIFTED FROM THE GROUND. AFT PORTION OF AIRCRAFT SLID SIDWAYS CAUSING RAMP EXTENSION TO BE TORN FROM THE RAMP. C. BRIEFED TAXI PROCEDURES WHEN AIRCRAFT IS CONFIGURED WITH HICHS AND OFFLOADING. RAMP EXTENSION TORN FROM RAMP CAUSING SHEET METAL DAMAGE.

880615071 D CH47D
SUMMARY

DURING SLING LOAD OPERATIONS, A/C WAS AT APPROX 30 FT AGL HOVER. CREW WAS CHECKING HOVER POWER & GO-NO-GO WHEN FORE & AFT HOOK OPENED & LOAD (M613B SCRAPER) FELL APPROX 30 FT TO THE GROUND. SCRAPER DAMAGED BY IMPACT WITH GROUND. MISHAP IS UNDER INVESTIGATION. M613B SCRAPER: UNDERSIDE OF SCRAPER UNIT DAMAGED BY IMPACT FORCE. SUPPL: M613B SCRAPER: LEFT WHEEL, SPINDLE FRAME, EJECTOR FLOOR AND SPINDLE SHAFTS BENT ON IMPACT WITH GROUND. MISHAP DOWNGRADED FROM CLASS C TO CLASS D BY FINAL ACTUAL COST OF DAMAGE ESTIMATE.

880621121 C CH47D
SUMMARY

AIRCREW OF ACFT WERE ATTEMPTING TO HOOK UP A TANDEM EXTERNAL LOAD AT NIGHT UNDER NIGHT VISION GOGGLES (PVS5'S). DIFFICULTY WAS ENCOUNTERED DURING THE HOOK UP ATTEMPT. AFTER 15-20 MINUTES THE FORWARD HOOK UP MAN INCORRECTLY HOOKED THE CLEVIS TO THE CENTER HOOK. THE CLEVIS WAS RELEASED BY THE FLIGHT CREW. THE AIRCRAFT MOVED ASIDE, LANDED, AND THE FLIGHT ENGINEER BRIEFED THE HOOK UP CREW ON THE PROPER HOOK UP PROCEDURES, STRESSING THAT THE HOOK UP MEN MUST MAKE A MORE AGGRESSIVE ATTEMPT TO FULLY STAND UP AND HOOK UP THE VEHICLE TO THE AIRCRAFT'S FORWARD AND AFT HOOKS. AFTER 5 MINUTES, DURING THE SECOND ATTEMPT, THE FORWARD HOOK WAS SUCCESSFULLY HOOKED. WHILE ATTEMPTING TO HOOK THE AFT HOOK, (AFTER ANOTHER 10 MINUTES HAD PASSED) THE PILOT FELT A BUMP (IT IS SUSPECTED THE SLINGS CAUGHT ON THE GUN) AND THINKING HE HAD CONTACTED THE GUN, INCREASED HIS ALTITUDE, THEREBY LIFTING THE GUN OFF THE GROUND SLOWLY. THE GROUND CREW RAN CLEAR WITH THE EXCEPTION OF ONE SOLDIER WHO HAD BEEN STANDING BETWEEN THE GUN TRAILS AND COULDN'T DECIDE WHICH WAY TO RUN. THE FLIGHT CREW WAITED UNTIL THE LAST SOLDIER CLEARED AND AT THIS POINT, THE GUN WAS NOW COMPLETELY OFF THE GROUND HAD BEGUN TO OSCILLATE. THE FLIGHT ENGINEER FEELING THE GUN MIGHT CONTACT THE AIRCRAFT JETTISONED THE GUN. THE TRAILS OF THE GUN HIT FIRST FOLLOWED BY THE WHEELS, AND CAME TO REST. THERE WERE NO INJURIES NOR DAMAGE TO THE AIRCRAFT. THE GUN SUFFERED DAMAGE TO THE CARRIAGE AND THE WHEEL ASSEMBLY.

CARGO DROP
CASE

AMC DMS

880624201 D CH47D
SUMMARY

AIRCRAFT WAS PERFORMING MULTIPLE SLINGLOADS IN SUPPORT OF AIR ASSAULT TRAINING AND ENLISTED CREWMEMBER TRAINING. PIC ELECTED TO PERFORM AFCS/OFF HOVER FLIGHT OVER THE LOAD. AFTER HOOKING THE LOAD AIRCRAFT BECAME UNSTABLE AND PIC RELEASED THE CLEVIS, WHICH STRUCK WINDSHIELD OF HUMMV. OVER CONFIDENCE OF PIC TO HOVER AFCS-OFF CAUSED AIRCRAFT TO BECOME UNSTABLE OVER THE LOAD REQUIRING CLEVIS TO BE RELEASED INTENTIONALLY BY PIC. WINDSHIELD ON HUMMV BROKEN.

880716031 D CH47D
SUMMARY

TWO HUMMV'S WERE CONNECTED BY A "Y3Y3" DEVICE FOR A SLINGLOAD MISSION. A/C ATTEMPTED TO PICK-UP & REACHED 30 NO 30 TORQUE. POWER WAS DECREASED & THE LOAD PICK-UP ATTEMPTED AGAIN. POWER DECREASED & LOAD RELEASED. LATER SUPPORTED UNIT TOLD AMC LOAD WAS DAMAGED. "Y3Y3" DEVICE WAS ALREADY REMOVED & LOAD MOVED FROM PZ WHEN AVIATION PERSONNEL ARRIVED TO VIEW DAMAGE. SUSPECT "Y3Y3" DEVICE IMPROPERLY INSTALLED. SUSPECT IMPROPER ATTENTION PAID DURING Y3Y3 DEVICE INSTALLATION. BRIEFED GROUND CREW ON IMPORTANCE OF PROPER INSTALLATION. ANTENNA MOUNT ON BACK OF HUMMV NO. 1 & BRUSH GUARD ON HUMMV NO. 2, BENT.

880720101 D CH47D
SUMMARY

ON A PINNACLE APPROACH, TO ISLAND (2600' MOUNTAIN). ALL INSTRUMENTS APPEARED TO BE IN NORMAL RANGES, UNTIL ON SHORT FINAL (APPRX 30-40' OF GROUND). WHEN ROTOR STARTED TO BLEED OFF AND A/C STARTED TO FALL. AT THAT TIME, FLT ENGINEER WAS TOLD TO RELEASE LOAD, WHICH FELL APPRX 8-10' AND DAMAGED THE HYDRAULIC UNIT CONTROL BOX ON THE DOZER. DOZER WAS DROPPED 8-10' BECAUSE OF ROTOR BLEED OFF. DOZER'S HYDRAULIC CONTROL BOX WAS DAMAGED, AND FRONT SPRING SHACKLE BENT.

880802021 D CH47D
SUMMARY

DURING HOVER TO PICK UP EXTERNAL 4198 HOWITZER UNDER NVG'S. THE A/C CONTACTED THE TUBE WITH THE BELLY. THE MISSION WAS COMPLETED. IT WAS DURING THE TACTICAL REFUEL OPERATION THAT THE DAMAGE WAS NOTED. THE CREW HAD NOT PREVIOUSLY REALIZED THEY HAD CONTACTED THE LOAD. THE MISSION WAS TERMINATED AND THE INCIDENT IS UNDER INVESTIGATION. PZ HAD TALL BLOWING GRASS. ZERO ILLUMINATION. VHF/FM ANTENNA, UHF ANTENNA, ADF LOOP ANTENNA DAMAGED. TWO SMALL HOLES IN THE BELLY OF THE AIRCRAFT.

880803141 D CH47D
SUMMARY

DURING CRUISE FLIGHT AT 60 KTS WITH TWO 10,000 GAL COLLAPSIBLE FABRIC ASSEMBLY TANK SHIPPING CONTAINERS LOADED ON THE FORWARD HOOK, ONE OF THE SIX MOUNTING POINTS FAILED CAUSING THE LOAD TO SWING OUT OF SIGHT OF THE FLIGHT ENGINEER. WHEN THE LOAD SWUNG BACK INTO THE VIEW OF THE FLIGHT ENGINEER, ONE CONTAINER WAS MISSING. THE CREW LANDED THE AIRCRAFT IMMEDIATELY WITH NO FURTHER INCIDENT. NEITHER THE CREW OR GROUND SUPPORT UNIT REALIZED THAT THE LOAD WAS A RECOMMENDATION FOR ANOTHER SPECIFIC

CARGO DROP
CASE AMC DMS

ACFT ONLY LOAD. NOR DID THE CREW REALIZE 35 KNOTS IS THE MAX
RECOMMENDED AIRSPEED. COLLAPSIBLE FABRIC ASSEMBLY TANK SHIPPING
CONTAINER HARD POINTS BROKE AND THE LOAD WAS LOST.

880803151 D CH47C
SUMMARY

AS PILOTS WERE BEGINING NUMBER 1 ENG START. THE PICK-UP TRUCK
DROVE UP TO THE FRONT OF THE A/C. THE PIC TOLD THE CREW TO WATCH
THE TRUCK BECAUSE THEY MIGHT HIT THE BLADES BECAUSE THEY WERE NOT
FAMILIAR WITH THE OPERATIONS. AS THE CREW WAS LOADING THE 1008.
PIC FELT AIRCRAFT SHAKE AS TRUCK CAME INTO THE CARGO AREA. PIC
ASKED CREW IF THE TRUCK WENT IN OK; CREW SAID YES; THE 1008 WAS
CHAINED DOWN AND PASSENGERS WERE LOADED. MISSION WAS THEN
CANCELLED AFTER PROBLEMS AND WAS GOING TO GO THE NEXT DAY. PIC
LOOKED AT THE 1008 AFTER SHUTDOWN STATIC LINE WAS STRETCHED
AGAINST THE TOP OF THE CABIN ROOF. LARGE YELLOW TOOL BOXES IN
THE BACK OF THE 1008 WERE UP AGAINST THE SOUND PROOFING ON THE
CABIN ROOF. TWO DAYS AFTER THE MISSION WENT TO DEST. DURING
FLIGHT THE PIC TOLD THE CREW TO MAKE SURE THE TRUCK DID NOT HIT
GOING BACK OUT OF THE AIRCRAFT. THE PIC ALSO TOLD THE CREW TO
LET AIR OUT OF THE TIRES SO THE 1008 WILL BE A LITTLE SHORTER IN
HEIGHT. ON SHORT FINAL INTO DEST. THE PIC AGAIN ASKED THE CREW
IF AIR WAS TAKEN OUT OF THE 1008. THE CREW SAID YES. THE TRUCK
WAS UNLOADED WITH-OUT THE PILOTS FEELING ANY AIRCRAFT MOVEMENT.
AIRCRAFT REMAINED RUNNING. THE PIC ASKED THE CREW IF IT WENT OUT
ALL RIGHT AND THEY SAID YES. MISSION RETURNED TO BASE WITHOUT ANY
PROBLEMS. AFTER SHUTDOWN PILOTS LEFT A/C. THEY WERE TOLD 45
MINUTES AFTER SHUTDOWN ABOUT THE BENT A/C FORMERS FROM THE TRUCK
HITTING THE INSIDE ROOF OF THE AIRCRAFT AS IT WA UNLOADED. TOTAL
MISSION TIME WAS 20 HOURS. PIC WAS NOT TOLD THE ENTIRE TIME ABOUT
THE FORMERS EVEN THOUGH THE CREW HAD SEEN THE DAMAGE AND
INSPECTED IT AT DEST. THEY LATER SAID THEY THOUGHT IT WASN'T
ENOUGH DAMAGE TO TELL THE PIC.

880804121 D CH47D
SUMMARY

WHILE HOVERING OVER AN M102, THE TRAIL OF THE M102 STRUCK THE
UNDERSIDE OF THE A/C. AN INEXPERIENCED HOOK-UP MAN PLACED THE
CLEVIS SECURING THE A-22 BAG TO THE M102 ON THE CENTER HOOK WITH
THE MAIN M102 CLEVIS. THIS GREATLY SHORTENED THE REAR SLINGS AND
AS THE LOAD CAME LIGHT THE M102 PIVOTED INTO THE A/C. BROKEN
ANTENNA, CRACKED CARGO HATCH DOOR, LARGE HOLE IN THE UNDERSIDE OF
THE A/C VICINITY STATION 410. ADDITIONAL 6 INCH BY 3 INCH HOLE
IN ONE OF THE STRUCTURAL FORMERS.

880807011 C CH47D
SUMMARY

AIRCRAFT WAS ON FINAL APPROACH WITH AN EXTERNAL LOAD WHEN AT
APPROXIMATELY 100 FEET THE CREWCHIEF INADVERTENTLY RELEASED THE
LOAD, WHICH WAS DESTROYED UPON IMPACT WITH THE GROUND. THE
CREWCHIEF WAS ATTEMPTING TO COMMUNICATE WITH THE FLIGHT ENGINEER
AND DEPRESSED THE LOAD RELEASE SWITCH INSTEAD OF THE PUSH-TO-TALK
SWITCH ON THE HOIST OPERATOR'S GRIP ASSEMBLY.

880923041 D CH47D
SUMMARY

CARGO DROP
CASE AMC DMS

ON POST FLIGHT INSPECTION, A SMALL HOLE IN THE SHEET METAL WAS NOTICED AT STA 575. THREE INTERNALLY LOADED M1009'S WITH SIDE ANTENNA MOUNTS WERE TRANSPORTED AND ONE OF THEM APPARENTLY RUBBED THE SIDE OF THE A/C DURING LOADING OR UNLOADING. SMALL HOLE IN SHEETMETAL INSIDE THE A/C VICINITY STA 575.

880927081 D CH47C
SUMMARY

ACFT WAS HOVERING OVER EXTERNAL LOAD FOR HOOK UP WHEN IT DESCENDED TOO LOW CAUSING THE EYELET ON THE EXTERNAL LOAD TO CONTACT THE BOTTOM OF THE ACFT. THE EYELET PUNCHED A 12 IN X 4 IN HOLE IN THE SKIN OF THE A/C. CE INFORMED FLT CREW TO HOLD DESCENT BUT IP WAS LATE WITH ACTION TO ARREST THE DESCENT. INSTRUCTION PILOT LATE WITH CORRECTIVE ACTION. 12 IN X 4 IN HOLE IN BOTTOM OF ACFT. SKIN DAMAGE ONLY.

881003041 D CH47D
SUMMARY

APPROACHED THE LOAD WITH FE CALLING FOR THE REAR CARGO HOOK. AFTER HOOKING THE REAR LOAD HE CALLED FOR THE A/C TO HOOK UP THE FORWARD LOAD. THE CREW DID NOT NOTICE THE REAR HOOK STRIKE THE BLIVET AS THEY HOOKED THE FORWARD LOAD. AS THE A/C CAME UP TO 10' HOVER. THE CREW NOTICED THAT THE REAR BLIVET WAS LEAKING. THE CREW THEN REDUCED THRUST, SET THE BLIVET ON THE GROUND AND RELEASED THE LOAD. THE A/C WAS REPOSITIONED, SHUT DOWN AND INSPECTED FOR DAMAGE. PUNCTURED 500 GAL DIESEL FUEL BLIVET WITH REAR CARGO HOOK. BLIVET WAS UNREPAIRABLE, 200 GAL OF FUEL LOSS.

881015061 D CH47D
SUMMARY

WHILE INTERNALLY LOADING AN M980 VEHICLE, THE OPERATOR OF THE VEH FAILED TO FOLLOW THE CREWMEMBER'S DIRECTIONS. THIS RESULTED IN THE R/FRONT BUMPER STRIKING THE A/C AT STATION 551 AS WELL AS CONTINUING INWARD TEARING SEAT NR 33 OFF ITS HINGES. NO ADDITIONAL DAMAGE WAS NOTED. THE CDR WAS ON THE A/C AND RELEASED IT FOR FLIGHT. VEHICLE STRUCK SIDE OF A/C WHILE BEING INTERNALLY LOADED. 8 BY 4 INCH TEAR OF SHEET METAL IN VIC OF STATION 551. ALSO SINGLE SEAT NR 33 WAS TORN OFF WHEN LOADING INTERNAL CARGO (VEHICLE).

881018201 D CH47C
SUMMARY

A HOWITZER WAS PARKED ON SLOPING TERRAIN AND RIGGED WITH 40 FOOT SLINGS. AS THE AIRCRAFT WAS MANEUVERED FOR TAKEOFF, BLOWING SNOW OBSCURRED THE LOAD. THE AIRCRAFT DRIFTED AWAY FROM THE LOAD CAUSING THE HOWITZER TO TIP OVER. PILOT FAILED TO ANTICIPATE THE EXTENT OF THE BLOWING SNOW IN THE LANDING ZONE. THIS IS A RECURRING PROBLEM IN ARTIC OPERATIONS. PROBLEM WILL BE DISCUSSED AT THE NEXT SAFETY MEETING. BLOWING SNOW OBSCURRED THE LOAD. PROBLEM WAS COMPOUNDED BY DARKNESS AND WINDS. DAMAGE TO HOWITZER DURING SLING LOAD OPERATIONS.

890327121 D CH47D
SUMMARY

A/C HAD MOVED TWO PREVIOUS INTERVAL LOADS. UPON LANDING FOR THE THIRD LIFT, SOLDIERS FROM THE SIGN BN BEGAN LOADING THE TRAILER PRIOR TO RECEIVING DIRECTION S FROM THE FLIGHT ENGINEER. THE

CARGO DROP
CASE AMC DMS

UPPER BOW OF TRAILER HIT THE A/C FRAME AT STATION 500, WATERLINE PLUS 18 AND LEFT SIDE. A/C REPAIRED AND RELEASED FOR FLIGHT. SHEET METAL INDENTATION (4 INCHES) ON LEFT SIDE STATION 500 WATERLINE 18.

890328061 D CH47C
SUMMARY

WHILE TRANSITIONING TO FORWARD FLIGHT FROM OGE HOVER, WITH TWO FULL BLIVITS OF FULL JP4, THE PC FELT A THUMP IN THE A/C AND MASTER CAUTION AND SEGMENT LIGHTS ILLUMINATED. PC CONFIRMED THAT AN UNCONTROLLED LOAD RELEASE OCCURED. THIS WAS CAUSED BY A PASSENGER'S FOOT TAPPING THE CARGO RELEASED SWITCH WHICH WAS ON THE FLOOR. THE A/C LANDED WITH NO DAMAGE TO IT. SHOULD BE REDESIGN TO ALLOW FOR A COVER OVER THE RELEASE BUTTON. 2 DESTROYED BLIVITS, LOSS OF 900 GALLONS OF JP4, LOSS TWO SLINGS.

890329031 D CH47D
SUMMARY

WHILE AT A 50 FT OGE HOVER WITH AN EXTERNAL LOAD, THE PILOT ATTEMPTED TO TAKEOFF WHEN HE HEARD A LOUD POPPING NOISE. THE CE CALLING THE LOAD INFORMED THE PILOT THAT THE AFT RIGHT SLING LEG HAD BROKEN AWAY FROM ITS HARD POINT. THE PILOT ABORTED THE TAKE-OFF AND INITIATED A DESCENT. DURING THE DESCENT, THE AFT LEFT SLING LEG BROKE AWAY ALSO CAUSING THE FRONT OF THE 2-1/2 TON TRUCK TO RISE, NEARLY CONTACTING THE BOTTOM OF THE A/C. THE CE RELEASED THE LOAD AND A/C LANDED IMMEDIATELY. THE 2-1/2 TON TRUCK SUSTAINED EXTENSIVE STRUCTURAL DAMAGE WHILE THE A/C RECEIVED NONE. A/C IS GROUNDED PENDING RELEASE FROM ACCIDENT BOARD. INVESTIGATION IN PROGRESS. 2-1/2 TON TRUCK WAS JETTISONED WHEN THE TWO AFT SLING LEGS BROKE AWAY FROM HARD POINTS AT APPROXIMATELY 10 FT AGL.

890608031 C CH47D
SUMMARY

AIRCRAFT DEPARTED PICKUP AREA WITH CONTAINER HOUSING M60 ENGINE. DURING FLIGHT, REAR CONTAINER LIFTING POINT FAILED, LOAD SWUNG FREE FROM AFT SLINGS. FORWARD ATTACHING POINTS BROKE FREE AND LOAD DROPPED APPROXIMATELY 170 FT TO GROUND. AIRCREW CIRCLED AND LANDED AT THE DROP SITE.

891214011 D CH47D
SUMMARY

THE A/C WAS CONDUCTING EXTERNAL LOAD TRAINING. THE PILOTS WERE ATTEMPTING TO RETRIEVE TWO CONCRETE BLOCKS IN TANDEM HOOK CONFIGURATION. THERE WERE TWO HOOK UP MEN, THE AFT WAS SUCCESSFULLY HOOKED WHILE GSY WAS ATTEMPTING TO HOOK THE FORWARD LOAD. THE RIGHT FRONT LANDING GEAR CAME IN CONTACT WITH GSY CAUSING HIM TO LOOSE BALANCE AND FALL FROM HIS POSITION ON TOP OF THE BLOC. THE FALL CAUSED HIM TO PULL THE GROIN MUSCLE IN HIS R/LEG. HE RECEIVED SEVEN LIMITED DUTY.

900203061 B CH47D
SUMMARY

DURING CRUISE FLIGHT A TANDEM LOAD WHICH CONSISTED OF A BOAT AS AN ARTILLERY TARGET BROKE LOOSE. ONE OF THE SLINGS REBOUNDED AND HIT THE BOTTOM OF THE AIRCRAFT. THE EMERGENCY WAS FIRST NOTED BY THE CREWCHIEF WHICH SAW THE RIGHT FRONT SLING COME LOOSE. AT THE

CARGO DROP

CASE AMC DMS

SAME TIME HE NOTED A 10 TO 15 DEGREE NOSE LOW ATTITUDE AND AN INCREASE IN TORQUE. THE CREWCHIEF ELECTED TO JETTISON THE LOAD. AFTER THE LOAD WAS DROPPED THE PILOTS LANDED THE AIRCRAFT WITHOUT FURTHER DAMAGE. FURTHER INVESTIGATION SHOWED THAT THE LOAD SEPERATED FROM ALL THE SLINGS BEFORE IT WAS JETTISONED. THE CREW MEMBER SELECTED AND ATTACHED THE SLING TO A CABLE LOOP IN EACH CORNER OF THE BOAT.

900326011 C CH47D
SUMMARY

AIRCRAFT WAS ON FINAL APPROACH OF A SERVICE MISSION, WITH A 50 KW SLINGLOAD AND 10 PASSENGERS ON BOARD. THE CREWCHIEF HEARD A GRINDING NOISE COMING FROM THE REAR OF THE AIRCRAFT. HE TURNED AROUND AND SAW SMOKE COMING FROM THE REAR OF THE AIRCRAFT IN THE VICINITY OF THE AFT TRANSMISSION AREA. THE CREWCHIEF, FLIGHT ENGINEER, PASSENGERS, AS WELL AS PERSONNEL ON THE GROUND SAW THE SMOKE COMING FROM THE REAR OF THE AIRCRAFT. THE CREWCHIEF TOLD THE PILOTS ABOUT THE SMOKE AND THE PILOT-IN-COMMAND GAVE THE CREWCHIEF HOOK AUTHORITY AND TOLD HIM TO RELEASE THE LOAD WHEN ON OR NEAR THE GROUND. THE CREWCHIEF RELEASED THE LOAD AT ABOUT 20 FEET. THE PIC LANDED THE AIRCRAFT WITH NO FURTHER DAMAGE TO THE AIRCRAFT AND NO INJURIES.

900514041 C CH47D
SUMMARY

CH47D WAS CARRYING A SLINGLOAD IN STRAIGHT AND LEVEL FLIGHT, HEARD BANG FROM OUTSIDE THE AIRCRAFT. CREWCHIEF COULD NO LONGER SEE THE LOAD & ATTEMPTED TO JETTISON ALONG WITH THE CO-PILOT USING THE EMERGENCY JETTISON SWITCH. THE LOAD WAS JETTISONED.

900514151 D CH47D
SUMMARY

ON SHORT FINAL INTO AN UNLIT LZ, WITH ZERO AMBIENT ILLUMINATION, CP ANNOUNCED RADAR ALTIMETER ALTITUDE OF 55 FT. CE HAD NOT PROVIDED ANY LOAD ALTITUDE INFORMATION TO THE COCKPIT CAUSING THE IP TO REQUEST THE CE TO "CALL THE LOAD; CALL THE LOAD." THE CE THOUGHT HE HEARD "DROP THE LOAD", AND AT THAT TIME HE RELEASED THE LOAD.

900621081 D CH47D
SUMMARY

DURING 10 FT HOVER 1 ENGINE DROPPED OFF LINE AND TORQUE WENT TO ZERO ACFT SETTLED WITH LOAD TO GROUND. LOAD BOUNCED AND ACFT DRIFTED TO LEFT REAR CAUSING LOAD TO ROLL OVER. PILOT AND COPILOT RELEASED THE LOAD. 1 ENGINE RECOVERED AND AIRCRAFT LANDED WITH NO FURTHER INCIDENT. MAINTENANCE INSPECTED AIRCRAFT AND COULD NOT DUPLICATE.

900724021 A CH47D
SUMMARY

DURING A NIGHT VISION GOGGLE APPROACH TO A FIELD SITE WITH A SLING LOAD, THE PILOT HEARD A LOUD NOISE. THE AIRCRAFT PITCHED NOSE DOWN AND THE INSTRUCTOR PILOT TOOK THE CONTROLS. HE JETTISONED THE LOAD AS THE AIRCRAFT IMPACTED THE GROUND. THE AIRCRAFT CAME TO REST INVERTED. FATAL INJURIES WERE SUSTAINED BY THE PILOT, CREW CHIEF, AND FLIGHT ENGINEER INSTRUCTOR. THE COPILOT AND THE FLIGHT ENGINEER HAD MINOR INJURIES. THE AIRCRAFT

CARGO DR3P
CASE AMC DMS

CAUGHT FIRE DURING THE CRASH SEQUENCE AND WAS TOTALLY CONSUMED BY THE FIRE. ALL CREWMEMBERS WERE EVACUATED TO BLANCHFIELD ARMY COMMUNITY HOSPITAL VIA MEDEVAC HELICOPTER.

900916051 C CH47D
SUMMARY

ACFT WAS MAKING A NVG APPROACH TO A FIELD SITE WITH TANDEM (TWD) M102 HOWITZERS AND A A22 BAG SUSPENDED BELOW. THE A22 BAG WAS SET DOWN, AND ACFT WAS CALLED FORWARD BY THE CE. AS THE CE REPOSITIONED HIMSELF IN THE CARGO HOLE TO OBSERVE THE LOAD, HIS FINGER INADVERTENTLY DEPRESSED THE JETTISON BUTTON ON THE PICKLE GRIP, RELEASING THE LOAD FROM APPROXIMATELY 15 FEET AGL. ACFT SUSTAINED NO DAMAGE.

901010111 C CH47D
SUMMARY

CREW WAS PERFORMING NVG TRAINING MISSION OVER DRY LAKE BED AREA. FOLLOWING TAKE-OFF, CREW TURNED CROSSWIND. IP LOOKED INSIDE COCKPIT TO CHECK ENGINE AND TRANSMISSION INSTRUMENTS. ACFT ENTERED A DECENT AND THE LOAD, A CONCRETE TRAINING BLOCK, CONTACTED THE GROUND. LOAD WAS RELEASED. ACFT WAS UNABLE TO LAND DUE TO THE SANDY CONDITIONS. ACFT RETURNED TO AIRFIELD. INVESTIGATION CONTINUES.

901109081 C CH47D
SUMMARY

APPRX 300 FT AGL, 85 KNOTS, NOTED #2 ENG CHIP LITE ACFT TURNED TO SUITABLE LANDING AREA, AT 200 FT AGL #2 ENG HIGH SPED, ROTOR CLIMBED TO 111% GAINED CONTROL USING EMERGENCY PROCEDURE, ECL BETWEEN FLT AND GND. CONTINUED NORMAL DECENT ROTOR DROPPED TO 94% ECL ADVANCED, #2 ENG HIGH SIDED AGAIN RPM UP TO 109-111%. REGAINED CONTROL WITH ECL ROTOR DROPPED AGAIN. (ACFT DID NOT HAVE SINGLE ENG CAPABILITY) ACFT STARTED HIGH SINK RATE AND TO TO 15 FT AGL PILOT RELEASED THE LOAD AND ACFT WAS LANDED SAFELY.

910109081 C CH47D
SUMMARY

ACFT DEPARTED DZ CARRYING M101A1 105MM HOWITZER, A-22 BAG & CREW. ON CLIMB OUT, CENTER CARGO HOOK RELEASED LOAD. ACFT WAS 250 FT AGL & 35 KTS. LOAD DESTROYED UPON IMPACT. ACFT RETURNED TO BASE.

910119021 D CH47D
SUMMARY

DURING CRUISE FLIGHT, NUMBER 2 ENGINE CHIP DETECTOR LIGHT ILLUMINATED. FLIGHT ENGINEER ATTEMPTED TO RESET LATCH INDICATOR TO EXTINGUISH CHIP DETECTOR LIGHT WITH NO RESULTS. AIRCRAFT WAS LOADED WITH PASSENGERS, INTERNAL AND EXTERNAL CARGO CONSISTING OF 9 (500 GAL) COLLAPSIBLE LIQUID DRUM. ESTIMATED GROSS WEIGHT IS 35000 ROUNDS. NUMBER 2 ENGINE CONDITION LEVER WAS RETARDED TO GROUND POSITION AND SINGLE ENGINE FLIGHT WAS CONTINUED TO HOME BASE. PRECAUTIONARY LANDING WAS NOT CONSIDERED DUE TO THREAT TO US FORCES IN THE VICINITY AND SINGLE ENGINE FLIGHT WAS STILL POSSIBLE. EXTERNAL LOAD WAS RETAINED TO AVOID CIVILIAN PROPERTY DAMAGE OR PERSONNEL INJURIES. TO CLIMB OVER RIDGELINE, EMERGENCY POWER ENVELOPE WAS REACHED AND NUMBER 2 ENGINE WAS PUT BACK ON LINE. AFTER CLEARING RIDGELINE, NUMBER TWO ENGINE WAS PLACED TO

CARGO DROP
CASE

AMC DMS

GROUND POSITION. UPON ARRIVAL TO HOME BASE, EXTERNAL LOAD WAS JETTISONED OVER DESIGNATED SLINGLOAD AREA DUE TO LACK OF HOVER POWER. NUMBER 2 ENGINE WAS THEN PLACED TO STOP POSITION AND RUN ON LANDING PERFORMED. AIRCRAFT WAS THEN GROUND TAXIED TO PARKING WITH NO DAMAGE. 4 (500) COLLAPSIBLE LIQUID DRUM WAS DESTROYED WITH ESTIMATED 20 GALLONS FUEL SPILLED.

910125031 C CH47D
SUMMARY

THE SUBJECT ACCIDENT AIRCRAFT WAS ON A COMBAT SUPPORT MISSION, SLING LOADING EQUIPMENT. DURING AN APPROACH TO AN LZ, THE INDIVIDUAL INADVERTANTLY HIT THE CARGO HOOK RELEASE BUTTON AND JETTISONED THE LOAD WHICH WAS DESTROYED ON IMPACT. THE INDIVIDUAL'S HAND WAS PLACED LOW ON THE CYCLIC GRIP, WHICH WAS A NEGATIVE HABIT TRANSFER FROM FLYING UTILITY HELICOPTERS. THE INDIVIDUAL WAS AN EXPERIENCED UH-1 PILOT, BUT HAD LESS THAN 90 HOURS IN THE CH-47. THIS AIRCRAFT DID NOT HAVE A GUARD RING FOR THE EXTERNAL LOAD RELEASE BUTTON ON THE CYCLIC.

910215031 C CH47D
SUMMARY

AT 130' HOVER TO RELEASE EXTERNAL LOAD, THE EXTERNAL LOAD TIPPED OVER. ROLLED RIGHT, RIGHTED ITSELF THEN MOVED 3 FT TO THE RIGHT AND ROLLED RIGHT AGAIN, AND THEN THE LOAD WAS RELEASED. FIRST INDICATION OF PROBLEM WAS WHEN CREW CHIEF SAID THE LOAD WAS TIPPING OVER, THAT HE WANTED TO RELEASE THE LOAD. THE IMPACT OF THE LOAD WAS NOT FELT IN THE FLIGHT CONTROLS. EXTERNAL LOAD LEFT THE GROUND ON INITIAL PICKUP WITH 130' INDICATION ON THE RADAR ALTIMETER NEVER SHOWED LOWER THAN 130 ON APPROACH.

910218061 C CH47D
SUMMARY

CH-47D CREW WAS CONDUCTING TRAINING FOR A SCHEDULED COMBAT ASSAULT MISSION TO INSERT AN M-198 HOWITZER BATTERY UNDER NIGHT VISION GOGGLES. ALL REQUIRED PREPERATIONS CHECKS WERE SATISFACTORILY COMPLETED. HOOK-UP WAS COMPLETED WITHOUT INCIDENT AND ONLY MINOR PROBLEMS FROM DUST. DURING APPROACH TO RELEASE THE LOAD THE CREW ENCOUNTERED BROWNDOUT, BUT MANAGED TO GET THE LOAD ON THE GROUND. WHEN THEY ATTEMPTED TO RELEASE THE LOAD ALL COCKPIT INDICATIONS SHOWED THAT THE HOOKS RELEASED, BUT THE FLIGHT ENGINEER INFORMED THE PILOTS THAT THE FRONT HOOK HAD NOT RELEASED. AS THE CREW ATTEMPTED TO RELEASE THE LOAD, BOTH ELECTRICALLY AND MANUALLY, THE AIRCRAFT DRIFTED FORWARD ABOUT 230 FEET UNDER THE BROWNDOUT, KEEPING TENSION ON THE FORWARD SLING. THE CH-47D ATTAINED A DANGEROUSLY NOSE LOW ATTITUDE AND BOTH PILOTS WERE ON THE CONTROLS TRYING TO KEEP THE HELICOPTER FROM PIVOTING OVER ITS NOSE AND CRASHING. THE LOAD WAS LIFTED OFF THE GROUND BEFORE THE FLIGHT ENGINEER WAS ABLE TO MANUALLY RELEASE IT. THE M-198 FELL ABOUT EIGHT FEET AND WAS DAMAGED. THE CREW RECOVERED THE AIRCRAFT BEFORE IMPACTING THE GROUND AND LANDED WITHOUT FURTHER INCIDENT. NOTE: THIS UNIT EXPERIENCED A SIMILAR PROBLEM IN JUL 91 DURING A DAY SLING OPERATION, WITHOUT BROWNDOUT CONDITIONS, WHICH ENDED UP IN A CLASS A ACCIDENT WITH FATALITIES. NOTE: THE DATE INDICATED SHOULD BE 24 JULY 1990 AND MISTAP DOES NOT INVOLVE HOOK MALFUNCTION AND WAS

CARGO DROP
CASE AMC DMS

A NIGHT NVG MISSION. STATEMENT PER SGT CRISP, SMO.

910327011 B CH47D
SUMMARY

DURING CRUISE FLIGHT, AT APPROXIMATELY 1150 HRS. LOCAL, 550 FT. AGL, AIRSPEED 110 KTS., WITH CARGO HOOKED ON THE FORWARD AND AFT. HOOKS, (3) ENGINE CONTAINERS, WITHOUT WARNINGS, THE FORWARD AND AFT HOOK OPEN LIGHT CAME ON, WITH TWO MASTER CAUTION LIGHTS ILLUMINATING, AND THE SLING LOAD WAS RELEASED. THE CARGO HOOK MASTER SWITCH FOR HOOK SYSTEM WAS IN OFF POSITION AND HOOK SELECT SWITCH WAS IN THE "ALL" POSITION. THE EXTERNAL LOAD IMPACTED THE GROUND AT GRID COORDINATES NS 59521 93927 IN SAUDI ARABIA.

910429051 D CH47D
SUMMARY

EXTERNAL LOAD (HMMWV) WAS RELEASED IN THE WRONG LZ AND THE AIRCRAFT RETURNED TO RETRIEVE THE LOAD. NO HOOKUP MAN WAS AVAILABLE SO PC ELECTED TO USE AN EXTRA CREWMEMBER AS THE HOOKUP MAN ON THE GROUND. WHILE PI WAS ATTEMPTING TO MANEUVER OVER THE LOAD FOR HOOKUP A BROWNOUT CONDITION OCCURRED. THE PC TOOK THE CONTROLS AND MADE AN IMMEDIATE TAKE-OFF. WHEN THIS OCCURRED THE HOOKUP MAN (CREWMEMBER) WAS BLOWN OFF THE LOAD AND SPRAINED HIS RIGHT ANKLE. THE LOAD WAS RETRIEVED AND REPOSITIONED TO THE CORRECT LZ.

910727061 D CH47D
SUMMARY

AIRCRAFT LANDED IN PZ FOR PICKUP OF INTERNAL CARGO. THE FLIGHT ENGINEER GUIDED A FORKLIFT UP TO THE BACK OF THE AIRCRAFT TO POSITION A PALLET ON THE AIRCRAFT RAMP. THE FLIGHT ENGINEER DIRECTED THE DRIVER TO LOWER THE PALLET ONTO THE RAMP. THE DRIVER LOWERED THE PALLET, BUT AT THE SAME TIME HE TILTED THE UPPER PORTION ON THE FORKLIFT INTO THE BACK OF THE AIRCRAFT. VISUAL INSPECTION OF THE AIRCRAFT REVEALED A MODERATE AMOUNT OF DAMAGE TO THE LOWER AFT PYLON THE APU EXHAUST.

910911031 C CH47D
SUMMARY

IN HOVERING FLIGHT WHILE PERFORMING AN EXTERNAL LOAD, THE FLIGHT ENGINEER FELT HIMSELF SLIPPING THROUGH THE CARGO HOLE. HE REACHED OUT TO STOP HIMSELF, SIMULTANEOUSLY THE HOOK WAS RELEASED, CRUSHING HIS HAND. DRUGS/ALCOHOL N/A.

910917091 C CH47D
SUMMARY

WHILE PERFORMING SLING LOAD OPERATIONS THE STATIC WAND MAN AND HOOK UP MAN RECEIVED A STATIC ELECTRIC SHOCK FROM THE CH-47D HOVERING ABOVE THEM.

910918021 C CH47D
SUMMARY

AT APPROXIMATELY 08:35 ON 18 SEPTEMBER 1991, CE ACCIDENTLY PLACED HIS HAND BETWEEN THE CENTER CARGO HOOK AND THE CENTER CARGO HOOK KEEPER ON A CH-47D HELICOPTER, 87-00079. THIS OCCURRED WHILE PERFORMING A FUNCTIONAL TEST ON THE CENTER CARGO HOOK AFTER IT FAILED DURING AN EXTERNAL SLING LOAD MISSION IN SUPPORT OF THE 10TH MOUNTAIN DIVISION, DURING REFORGER 92.

911013011 C CH47D

CARGO DR3P
CASE AMC DMS

SUMMARY

WHILE ON FINAL APPROACH TO A TACTICAL LZ ON A TRO SHIP, NVG AIR ASSAULT, A BUMP IN THE FLIGHT CONTROLS WAS FELT AND TWO MASTER CAUTION LIGHTS AND ALL THREE HOOK OPEN LIGHTS WERE ILLUMINATED. DIRECTLY AFTER THIS THE FLIGHT ENGINEER ANNOUNCED THAT HE HAD INADVERTENTLY RELEASED THE EXTERNAL LOAD. THE APPROACH WAS COMPLETED AND THE AIRCRAFT WAS REPOSITIONED AND SHUT DOWN ON ORDER FROM THE FLIGHT COMMANDER. THERE WERE NO INJURIES TO GROUND OR AIRCRAFT PERSONNEL, NOR DAMAGE TO THE AIRCRAFT.

911108061 D CH47D
SUMMARY

DURING TRAINING WITH A NEW SYSTEM OF AERIAL FIRE FIGHTING EQUIPMENT (BAMBI FIRE BUCKET) THE PILOTS PICKED UP A LOAD OF WATER TO MAKE A PRACTICE DELIVERY RUN. THE BAMBI FIRE BUCKET IS EQUIPPED WITH A LONG SLING SET (125'), MUCH LONGER THAN THE PILOTS WERE USED TO WORKING WITH. AS THE AIRCRAFT APPROACHED THE TARGET POINT THE PC ANNOUNCED THAT THE AIRCRAFT WAS LOW AND AS THE PI ATTEMPTED TO CORRECT THE BUCKET STRUCK AN UNSEEN BERM AS THE CREWCHIEF RELEASED THE WATER. THE AIRCRAFT WAS LANDED AND THE BUCKET INSPECTED FOR DAMAGE. THE RUBBER/CANVAS SHELL OF THE BUCKET WAS RIPPED REQUIRING RETURN TO THE MANUFACTURER FOR REPAIR.

911113071 D CH47D
SUMMARY

WHILE AIRCRAFT WAS IN CRUISE FLIGHT CARRYING TWO EXTERNAL FUEL BLIVETS, NO 1 ENGINE CHIP DETECTOR CAUTION LIGHT ILLUMINATED. ENGINE WAS SHUT DOWN AND AIRCRAFT CONTINUED ON FOR THE NEXT 10 MINUTES. PILOT IN COMMAND MADE A DECISION TO JETTISON THE EXTERNAL LOAD SINCE SINGLE ENGINE HOVER WAS NOT POSSIBLE. LOAD WAS RELEASED FROM APPROXIMATELY 50 FEET AND 30 KIAS IN OPEN CLEAR AREA. ONE BLIVET BURST UPON IMPACT AND SECOND BLIVET ROLLED DOWN SLOPE 200 FEET BEFORE BURSTING. AIRCRAFT CONTINUED TO HOME BASE WHERE SINGLE ENGINE EMERGENCY LANDING WAS MADE WITHOUT FURTHER INCIDENT.

911121091 D CH47D
SUMMARY

APPROXIMATELY ONE MINUTE AFTER TAKE-OFF THE FLIGHT ENGINEER ANNOUNCED THAT THERE WAS A HYDRAULIC LEAK IN THE FLIGHT CONTROL CLOSET. WHILE THE FE SEARCHED FOR THE SOURCE OF THE LEAK, THE PILOT TURNED THE AIRCRAFT AROUND AND HEADED BACK TO THE PZ TO DROP OFF THE EXTERNAL LOADS OF HAZARDOUS CARGO AND LAND THE AIRCRAFT. THE NEAREST SUITABLE LANDING SITE WAS BACK AT THE PZ. UPON REACHING THE PZ THE AIRCRAFT WAS POSITIONED TO SET THE EXTERNAL LOADS DOWN. AS THE FORWARD LOAD WAS PLACED ON THE GROUND, THE CREWMEMBER CALLING THE LOADS INADVERTENTLY RELEASED THE AFT LOAD APPROXIMATELY TEN FEET ABOVE THE GROUND. THE AFT LOAD WAS A 500 GAL FUEL BLIVET OF JP4, WHICH BURST UPON IMPACT SPILLING ALL THE FUEL. AS THE PILOT REPOSITIONED THE AIRCRAFT AND LANDED, THE FE FOUND THE SOURCE OF THE HYD LEAK. THE FWD FITTING OF THE UTILITY HYD PRESSURE LINE LOCATED JUST AFT OF THE FWD TRANSMISSION AT BULKHEAD STATION 120 HAD VIBRATED LOOSE. THE FITTING WAS SECURED AND THE HYD SYS INSPECTED FOR LEAKS, NONE FOUND. THE HYD SYS WAS SERVICED AND CHECKED AND THE AIRCRAFT

CARGO DROP
CASE AMC DMS

RETURNED TO THE MISSION AFTER BEING RELEASED.

920222041 D CH47D
SUMMARY

CREW WAS ATTEMPTING TO PICK AN EXTERNAL LOAD INSIDE A STATIONARY ANCHORED VESSEL WITH A 120 FOOT SLING. VISUAL REFERENCED WERE MINIMAL. AS SLINGS BECAME TIGHT, PILOT ALLOWED AIRCRAFT TO DRIFT TO THE LEFT AND REAR, LOAD CONTACTED SIDE OF VESSEL AND SLID SIDWAYS ALONG THE HULL. LOAD WAS REPOSITIONED TO THE CENTER OF THE SHIP AND THE SLING WAS RELEASED.

920224041 D CH47D
SUMMARY

DURING CRUISE FLIGHT CARRYING FOUR 500 GALLON FUEL BLIVETS, THE AFT-MOST BLIVET SEPERATED FROM THE SLING SYSTEM. THE SLING REMAINED ATTACHED TO THE AIRCRAFT. THE BLIVET IMPACTED, RUPTURED, AND SPRAYED 500 GAL OF JP4 OVER CORN FIELD. THE AIRCRAFT LANDED WITH NO FURTHER MISHAP AND NO INJURIES TO PERSONNEL OR AIRCRAFT DAMAGE. INSPECTION OF THE EXTERNAL AIR TRANSPORT SYSTEM (SLING) REVEALED THAT THE GRAB HOOK KEEPER FOR THE LEFT CHAIN LEG HAD SEPERATED FROM THE ASSEMBLY. THE RIGHT CHAIN LEG KEEPER WAS BENT OUT OF POSITION WHEN THE LEFT CHAIN LEG FAILED. THE CHAIN SLIPPED THROUGH THE GRAB HOOK, ALLOWING THE BLIVET TO FALL. CAMP LONG DEH ENVIRONMENTAL CONTROL OFFICE, CAMP EAGLE FIRE DEPARTMENT, AND SAFETY OFFICER FORM 2-501 ST AND COMPANY A INSPECTED THE IMPACT SITE WITH THE LAND OWNER PRESENT. THE LAND OWNER ESTIMATED TO THE MANEUVER DAMAGE REPRESENTATIVE THAT \$300 LAND DAMAGE OCCURRED.

920410041 D CH47D
SUMMARY

THE ACFT WAS BEING INTERNALLY LOADED BY PERSONNEL OF THE 224TH SPT BN USING A 6K FORKLIFT WHILE THE ENGINES WERE RUNNING. THE CE BEGAN GUIDING THE DRIVER WHEN IT CAME INTO THE VICINITY OF THE ACFT, BUT HAD TO TELL ANOTHER PERSON FROM THE 224TH SPT BN TO STOP GIVING DIRECTIONS SINCE IT WAS CAUSING CONFUSION. WHEN THE CARGO WAS IN POSITION, THE CE GAVE THE SIGNAL TO THE OPERATOR TO TILT THE FORKS AND PLACE THE LOAD ON THE CARGO DECK OF THE ACFT. THE OPERATOR TILTED THE FORKS TOO FAR FORWARD AND THE REAR OF THE LOADER CAME OFF THE GROUND CAUSING THE TOP OF THE LOADER TO CONTACT THE ACFT WHERE THE RAMP TONGUE MATES WITH THE UPPER FAIRING DIRECTLY BELOW THE APU EXHAUST PORT. DAMAGE WAS DETERMINED TO BE MINIMAL AND THE AMO RELEASED THE ACFT FOR FLIGHT PENDING RETURN TO HOME BASE FOR REPAIRS.

920611041 D CH47D
SUMMARY

ACFT WAS CONDUCTING A TANDJN HOOK-UP OF TWO HUMMV'S. FORWARD AND AFT CARGO HOOKS WERE MARKED WITH ILLUMINATED CHEMICAL WANDS. ACFT WAS STABILIZED AT A 10 FT HOVER AND THE AFT CARGO HOOK WAS LOADED WITHOUT DELAY. THE FORWARD HOOK-UP MAN FAILED TO RECOGNIZE THE FORWARD HOOK AND ATTEMPTED TO ATTACH CLEVIS TO VDR ANTENNA. ANTENNA WAS BROKEN AWAY FROM ACFT.

920621011 D CH47D
SUMMARY

DURING FIRE BUCKET TRAINING, A/C WAS AT A HIGH HOVER WHEN FLIGHT ENGINEER INADVERTENTLY RELEASED THE BUCKET FROM THE CENTER CARGO

CARGO DROP
CASE

AMC DMS

HOOK.

920622061 C CH47D
SUMMARY

WHILE IN CRUISE FLIGHT ON AN EXTERNAL LOAD SERVICE MISSION, EXTERNAL LOAD WAS INADVERTENTLY RELEASED AND CRASHED TO THE GROUND. NO INDICATIONS OF MALFUNCTION WERE NOTED. NO INJURIES WERE SUSTAINED.

920815071 D CH47D
SUMMARY

WHILE AT CRUISE FLT, 500 FT, WITH AN F-4 EXTERNAL LOAD RIGGED TANDEM, THE FORWARD SLING BROKE. DUE TO THE WEIGHT OF THE F-4, THE AFT SLING BROKE, ALLOWING THE F-4 TO FREE FALL INTO 8 FEET OF WATER. THE CREW HAD NO PROBLEM LANDING THE AIRCRAFT WITH NO FURTHER DAMAGE. THE CAUSE OF THE INCIDENT WAS IMPROPER RIGGING BY THE SUPPORTED UNIT.

921019031 C CH47D
SUMMARY

AT 50 KTS CRUISE FLIGHT WITH EXTERNAL LOAD AT 150' AGL CREW HEARD A LOUD BUMP AND FLIGHT ENGINEER ANNOUNCED THAT THE EXTERNAL LOAD WAS LOST. THE CREW RETURNED, RECORDED THE LOCATION OF THE DROPPED LOAD AND THEN LANDED SAFELY WITH NO FURTHER INCIDENT.

921203151 C CH47D
SUMMARY

SUMMARY: ON 3 DEC 92 AT APPROXIMATELY 2100 HRS C CO, 7-101 AVN REGT CONDUCTED EXTERNAL LOAD OPERATIONS UNDER NIGHT VISION GOGGLES IN SUPPORT OF D CO, 3-187 INF. DURING THE SIX SHIP MISSION, CHALK 5 CONTACTED ITS HOOK-UP MAN AND LOAD WHILE ATTEMPTING HOOK-UP. THIS CONTACT INJURED THE SOLDIER AND DAMAGED THE LOAD.

930218141 D CH47D
SUMMARY

WHILE OFF LOADING A M119 HOWITZER DURING AN AIR ASSAULT MISSION, THE HOWITZER'S WHEEL SLID OFF THE AIRCRAFT'S RAMP EXTENSION. THE M119'S SPADE IMPACTED THE FLOOR OF THE AIRCRAFT. THE SPADE HAD BEEN COVERED WITH A MODIFICATION TO PREVENT DAMAGE TO THE FLOOR. THE MODIFICATION EITHER SLID OFF OF THE SPADE OR FAILED.

930518091 D CH47D
SUMMARY

AFTER AN ARTILLERY RAID TRAINING EXERCISE THE FLIGHT CREW RETURNED TO THE PICK-UP ZONE TO RETRIEVE A M105 HOWITZER. THE AIRCRAFT WAS LANDED NEAR THE HOWITZER WHERE PASSENGERS WERE THEN LOADED. THE SLINGS WERE ATTACHED TO THE AIRCRAFT AND THE AIRCRAFT WAS THEN HOVERED OVER THE LOAD. THE CE DIRECTED THE AIRCRAFT OVER THE LOAD FOR CENTERING AND INFORMED THE PILOTS THAT THE LOAD WAS CLEAR TO COME UP. THE PILOT ON THE CONTROLS INCREASED THRUST TO PICK UP THE LOAD. AS THE SLINGS WERE BECOMING TIGHT ONE SLING LEG WAS WIND BLOWN AND CAUGHT AROUND THE ELEVATION HANDLE. AS THE LOAD WAS LIFTED UP THE LEG THAT CAUGHT AROUND THE ELEVATION HANDLE PULLED UP ON THE HOWITZER AND CAUSED IT TO ROLL OVER ONTO ITS LEFT SIDE, RESULTING IN DAMAGE TO THE AIMING SIGHT. AS THE LOAD CONTINUED TO COME UP THE SLING LEG FELL FREE OF THE ELEVATION HANDLE AND THE HOWITZER WAS RIGHTED.

CARGO DROP
CASE AMC DMS

AFTER THE AIRCREW INSPECTED THE SLINGS AND LOAD FOR DAMAGE THE CREW ELECTED TO CONTINUE TO TRANSPORT THE HOWITZER TO ITS DESTINATION BECAUSE OF THE PDRR PICK-UP ZONE LANDING AREA. ONCE THE AIRCRAFT REACHED THE LANDING ZONE THE HOWITZER WAS RELEASED AND THE AIRCRAFT WAS LANDED WITHOUT FURTHER INCIDENT.

930708111 D CH47D
SUMMARY

UNIT TRAINER WAS CONDUCTING BAMBI BUCKET TRAINING FOR OVER 1.5 HOURS. PILOTS CHANGED AND NEW TRAINING BEGAN. DURING SECOND LOAD OF WATER, AIRCRAFT APPROACHED TARGET, A 2 1/2 TON TRUCK BODY AND AIRCRAFT DESCENDED. FLIGHT ENGINEER TOLD THE PILOT TO INCREASE ALTITUDE BUT THE BAMBI BUCKET WAS TOO CLOSE AND CONTACTED THE CORNER OF THE TRUCK WINDSHIELD. AIRCRAFT LANDED, PICKED UP THE BUCKET AND RETURNED IT TO THE FIRE DEPARTMENT.

930819051 D CH47D
SUMMARY

WHILE IN CRUISE FLIGHT, ENTERING THE TRAFFIC PATTERN FOR LANDING A CONNEX (SLINGLOAD) SEPARATED FROM THE AIRCRAFT. FIRST INDICATION TO THE CREW WAS AN ABRUPT UPWARD MOVEMENT IN THE AIRCRAFT AND THE ILLUMINATION OF THE MASTER CAUTION AND CENTER HOOK OPEN LIGHTS. THE FE ANNOUNCED THAT THE LOAD HAD RELEASED AT THE SAME TIME THE IP AND PI NOTICED THE RELEASE. THE CONNEX LANDED IN THE CENTER OF A RICE PADDY CAUSING DAMAGE TO THE RICE AND TO THE CONNEX. THE CREW NOTIFIED THE TOWER AND RETURNED TO HOME STATION. AIRCRAFT WAS LANDED WITH NO FURTHER INCIDENT OR DAMAGE. A SECURITY TEAM WAS DISPATCHED TO THE SITE TO PROVIDE SECURITY UNTIL DAYLIGHT. INQUIRY INTO THE INCIDENT DETERMINED THAT THE LIKELY CAUSE IS SOME SORT OF ELECTRICAL OR MECHANICAL FAILURE IN THE SYSTEM. UPON INVESTIGATION IT WAS FOUND THAT THE AIRCRAFT FLEW FOR 5 HOURS THE DAY PRIOR CARRYING SLINGLOADS, WITH NO INCIDENT. THE HOOK WAS PREFLIGHTED AND ALL PREFLIGHT CHECKS WERE ACCOMPLISHED IAW THE CHECKLIST. NO FAULTS WERE DETECTED ON PREFLIGHT CHECKS OF THE HOOK. MAINT. PERSONNEL HAVE INSPECTED THE HOOK AND REST OF THE SYSTEM AND COULD NOT ISOLATE THE CAUSE. THE BATTALION COMMANDER HAS DIRECTED THAT THE HOOK BE REPLACED TO PRECLUDE A LIKE MISHAP FROM OCCURRING IN THE FUTURE. UPON REPLACEMENT OF THE HOOK THE AIRCRAFT WILL BE RELEASED FOR FLIGHT.

930907051 C CH47D
SUMMARY

DURING CRUISE FLIGHT, 1100 FEET, 90 KNOTS, CH-47D INADVERTENTLY DROPPED EXTERNAL CARGO (HH-60). THE HH-60 WAS DESTROYED. THE CH-47D CONDUCTED A PRECAUTIONARY LANDING AND DAMAGE WAS FOUND ON THE BOTTOM LEFT SIDE. A CLASS C INVESTIGATION IS IN PROGRESS. SHEET METAL DAMAGE TO LEFT UNDERSIDE OF CH-47D.

931016011 D CH47D
SUMMARY

AIRCREW MEMBER WERE CONDUCTING TRAINING ON USE AND OPERATION OF CARGO/RESCUE WINCH. WINCH HAD BEEN USED TO PULL ENGINE STAND INTO ACFT. WINCH WAS BEING CONTROLLED BY PILOTS OVERHEAD CONTROL PANEL. WHEN SWITCH WAS PLACED IN REMOTE A PLUG BLEW OFF OF THE WINCH CONTROL SOLINOID VALVE AND PENETRATED THE HEATER EXHAUST PIPE INSULATION. HYDRAULIC FLUID EXITED THE VALVE AND

CARGO DROP
CASE

AMC DMS

PENETRATED THE INSULATION. .

931208141 D CH47D

SUMMARY

DURING SLINGLOAD OPERATION IN BLOWING DUST, SLING WAS TANGLED UNDER REAR FENDER OF HUMVEE. CREW TRIED TO SET LOAD BACK ON GROUND BUT LOAD ROLLED OVER ON SLOPING TERRAIN. VEHICLE WAS THEN TURNED RIGHT SIDE UP, RERIGGED AND EXTERNALLY LOADED BACK TO TWENTY-NINE PALMS.

931208151 D CH47D

SUMMARY

DURING NIGHT DJST EXTERNAL LOAD OPERATIONS, AFT SLING FAILED TO RELEASE (ALSO THE CUSTOMER HAD FAILED TO RELEASE HAND BRAKE ON VEHICLE). VEHICLE WAS DRAGGED APPROX. 20 FEET BEFORE SLING RELEASE. ONE TIRE AND RIM WAS DAMAGED BECAUSE OF TERRAIN.

940111081 D CH47D

SUMMARY

DURING SLING LOAD OPERATIONS LOWER RESCUE HATCH FELL FROM LEFT SIDE STRUCK LOAD RESULTING IN DAMAGE TO DDDR. ADJUSTABLE LINK WAS CORRODED ALLOWING LINK TO BREAK FREE. NO DAMAGE TO LOAD WAS REPORTED.

940516051 C CH47D

SUMMARY

WHILE ON APPROACH TO A LANDING ZONE WITH AN M998 HUMMV EXTERNAL, M998 WAS RELEASED AT 100' AGL AND 20 KTS AIRSPEED. AIRCRAFT LANDED IN LZ AND CONDUCTED NORMAL SHUTDOWN.

940803131 B CH47D

SUMMARY

WHILE CONDUCTING A NIGHT NVG EXTERNAL LOAD OPERATION, A REACH PENDANT RELEASED ITSELF FROM THE FORWARD HOOK OF A CH-47D AIRCRAFT. THE M-198 HOWITZER LOAD DROPPED TO THE GROUND, BARREL FIRST, RESULTING IN DAMAGE TO THE GUN. THE AIRCRAFT WAS THEN MANEUVERED OVER THE LOAD AND THE AFT HOOK WAS RELEASED NORMALLY, SETTING THE HOWITZER CARRIAGE ON THE GROUND. THE AIRCRAFT LANDED AND COMPLETED A NORMAL SHUTDOWN.

940817051 D CH47D

SUMMARY

AIRCRAFT WAS PERFORMING WATER DROP OPERATIONS FOR FOREST FIRE SUPPRESSION WHILE CROSSING A RIDGE ON APPROACH FOR WATER DROP. CREW DID NOT MAINTAIN ADEQUATE CLEARANCE. THE WATER BUCKET HIT THE RIDGE AND WAS DAMAGED. PILOT FELT NO ABNORMAL CONTROL REACTIONS, ONLY A SLIGHT BUMP.

940917051 D CH47D

SUMMARY

DURING CRUISE FLT, EXT LOAD WAS LOST.

941207011 C CH47D

SUMMARY

WHILE GROUND CREW WAS ATTEMPTING TO HOOK UP M996 HUMMV SLINGLOAD, A/C DESCENDED, PINNING 1 SM BETWEEN BELLY OF A/C AND SLINGLOAD; 2D SM WAS INJURED WHILE JUMPING CLEAR OF, OR FALLING FROM VEHICLE.

950215051 D CH47D

SUMMARY

CARGO DROP
CASE AMC DMS

AFTER ACCOMPLISHING HOVER HOOK-UP, HOOK-UP TEAM BEGAN TO RECOVER STATIC PROBE GROUNDING ROD (APPROX. 7 FEET FROM LOAD). AIRCREW BEGAN TO LIFT LOAD WITH SLIGHT RIGHT DRIFT. WHEN LOAD WAS LIFTED CLEAR OF THE GROUND IT SWUNG RIGHT HITTING THE MEMBERS OF THE HOOK-UP CREW. AIRCRAFT CONTINUED TO DESTINATION AND SHUTDOWN.

950512011 C CH47D
SUMMARY

AIRCRAFT IN CRUISE FLIGHT WITH UH50 IN SLINGLOAD, 1100 FT AGL/50-60 KIAS. OUTBOARD 7/8 OF UH50 MAIN ROTOR BLADE SEPARATED FROM AIRCRAFT AND FELL AWAY CAUSING DAMAGE TO LEFT SIDE OF UH50 FUSELAGE. CH47D CONTINUED TO DESTINATION, LANDED SLINGLOAD, SHUT DOWN WITHOUT FURTHER INCIDENT.

950717131 D CH47D
SUMMARY

DURING CRUISE FLIGHT WITH AN EXTERNAL TANDEM LOAD, (M1037 AND M119) THE M119 SLING CAME OFF THE AFT HOOK. THE M119 WAS SUSPENDED ON THE PINNACLE ASSY OF THE M1037. ACFT SET LOAD DOWN, AND LANDED WITH NO FURTHER INCIDENTS. THE M1037 BUMPER AND FRAME WERE BENT. SUSPECT HOOK-UP PERSON (UNIDENTIFIED) FAILED TO FULLY ENGAGE THE CARGO REACH PENDENT.

951010041 D CH47D
SUMMARY

WHILE CONDUCTING EXTERNAL NVG SLING LOAD OPERATIONS, A/C SEG M998 DOWN ON LZ. WHEN SLINGS WERE RELEASED VEHICLE ROLLED UPRIGHT INTO RAVINE. NO INJURIES. NO AIRCRAFT DAMAGE.

951202011 C CH47D
SUMMARY

WHILE IN FORMATION FLIGHT AT 95 KIAS, 125' ASL ON AN EXTERNAL LOAD MISSION, THE EXTERNAL LOAD WAS INADVERTENTLY RELEASED. THE CH-47D TURNED AROUND AND LANDED NEAR THE DROPPED LOAD.

951228081 D CH47D
SUMMARY

CH-47 SLING LOAD MISSION. RECOVERY OF UH-60. PC REVIEWED RIGGING PROCEDURES FOR AERODYNAMIC LOADS AS PER FM 1-513 WITH OWNING UNIT RECOVERY TEAM. RECOVERY TEAM DID NOT RIG AIRCRAFT AS PER F.M. BUT CHOSE INSTEAD TO UTILIZE NON-STANDARD UHAR KIT RIG. SLUNG UH-60 SHIFTED POSITION IN FLIGHT (RIGHT NOSE LOW). UPON PLACING THE LOAD DOWN AND RELEASING IT UH-60 SUFFERED DAMAGE DUE TO ITS SLUNG ATTITUDE. AVIM UNIT CHOSE TO LEAVE BLADES ON ROTORHEAD.

960410121 C MH47E
SUMMARY

CE WAS RAISING RAMP AFTER DEPARTURE FROM LZ. AS RAMP CAME UP, CE SLIPPED AND HIS FOOT BECAME CAUGHT BETWEEN RAMP AND VEHICLE. CE WAS UNABLE TO REACH RAMP CONTROL OR HIS ICS SWITCH IN TIME TO PREVENT INJURY TO FOOT.

960419011 C CH47D
SUMMARY

DURING AN EXTERNAL LOAD MISSION AT 180 FEET ABOVE GROUND LEVEL AND 60 KNOTS, THE CREWMEMBER MONITORING THE LOAD ANNOUNCED THE LOAD HAD RELEASED. THE PILOTS NOTICED SIMULTANEOUS MASTER CAUTION, FORWARD, MID AND AFT HOOK OPEN LIGHTS ILLUMINATING. THE

CARGO DROP
CASE

AMC DMS

HUMMV (M998) WAS DESTROYED ON IMPACT WITH THE ROAD; TAB 4, PHOTOGRAPHS A AND B. THE CREW LANDED THE AIRCRAFT IN AN ADJACENT FIELD AND SHUT DOWN. NO INJURY TO THE CREW OR DAMAGE TO THE AIRCRAFT OCCURRED.

960914011 C CH47D

SUMMARY

WHILE EXECUTING NVS EXTERNAL LOAD OPERATIONS DURING AN AIR MOVEMENT MISSION AT 20 KTS, 75 FT AGL, ON SHORT FINAL TO THE LANDING ZONE, THE CE IN THE CARGO HOLE CALLING THE LOAD, INADVERTENTLY PRESSED THE CARGO RELEASE BUTTON INSTEAD OF THE MICROPHONE SWITCH ON THE HOIST OPERATOR CONTROL GRIP. CE INADVERTENTLY JETTISONED THE EXTERNAL LOAD. THE AIRCRAFT EXECUTED A LEFT GO AROUND AND LANDED APPROXIMATELY 100 METERS BEHIND THE LOAD. DAMAGE WAS LIMITED TO THE M998 EXTERNAL LOAD.

961024011 C CH47D

SUMMARY

WHILE ON FINAL APPROACH FOR LANDING, CREW CHIEF INADVERTENTLY PRESSED THE CARGO HOOK RELEASE BUTTON RESULTING IN AN UNINTENTIONAL JETTISONING OF A TRUCK, UTILITY, 1-1/4 TON, MODEL M998.

961125061 C CH47D

SUMMARY

AFTER PRACTICING SLINGLOAD OPERATIONS, RSP ATTEMPTED TO LAND THE AIRCRAFT. THE FE CLEARED THE AIRCRAFT DOWN WHEN, IN FACT, THE AREA BENEATH THE AIRCRAFT WAS NOT CLEAR. AIRCRAFT CONTACTED A CONCRETE BLOCK (SLINGLOAD TRAINING AID), DAMAGING THE RIGHT MAIN FUEL CELL.

970312011 C CH47D

SUMMARY

ON FINAL TO LZ WITH EXTERNAL LOAD, VMC, AND NVS THE COPILOT SAID HE SAW 2 MSTR CAUTION AND ALL CAUTION CAPSULES ILLUMINATE. THEY REALIZED BY A/C ACTIONS THAT LOAD WAS NO LONGER ATTACHED; RETURNED TO SUSPECTED DROP POINT, LOCATED LOAD AND RETURNED TO LZ FOR SHUTDOWN AND RADIO CALLS.

970713011 B CH47D

SUMMARY

MULTIPLE TURNS LIFTING HOWITZERS. SECOND TURN HOWITZER SEPARATED FROM AIRCRAFT. AIRCRAFT RETURNED TO BASE.

971007011 B CH47D

SUMMARY

CREW EXPERIENCED INADVERTANT RELEASE OF M198 SLING LOAD AT 35' AGL DURING NORMAL APPROACH TO FIELD SITE. CREW NOTED A "SLIGHT JOLT" AND ILLUMINATION OF MASTER CAUTION LIGHT AND LANDED APPROX 50 METERS FROM THE LOAD W/O FURTHER INCIDENT. NO DAMAGE TO THE ACFT; EXTENSIVE DAMAGE TO THE M198 (ESTIMATED TO BE BEYOND REPAIR).

COUNT OF AIRCRAFT 173