

FB-210 Incident Report

On July 14th, 2020 while responding to a dispatch on fire 346, FB-208, and FB-210. I was flying FB-210 as a wingman with FB-208 as lead.

On scoop number 28, I touched down, deployed the probes, the aircraft pulled very hard to the right, I immediately released the probes switch, and at the same time imputed full left rudder. My inputs did not counteract the right turning tendency. I pulled the throttle into reverse, at which point the aircraft impacted trees, at the north end of the lake.

I made a radio call to advise my lead of my status, shut the fuel and power off, and egressed the aircraft.

Coordinates: N 65 59,32 / W 144 32,42

Wind conditions: 270 degrees, 5kts.

Scoop operation: Touch down stable at 55 KIAS

Deploy probes

Increase power slowly

Release probes trigger when desired load is attained.

Accelerate, roll a float, add flaps. When the float begins to come out of the Water, wings level, aircraft is now out of the water, establish climb attitude 82 KIAS. Slowly retract flaps to 10 degrees passing 90 KIAS.

Scooping operations are conducted with eyes looking outside. This is NOT a procedure conducted by looking at instruments. Therefore speeds and attitudes are estimated.

Aldo Leonardi