

Record of Conversation

Thursday July 23, 2015

17:00

Interview:	Carl Hagglund
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr Carl Hagglund, who was the pilot of the helicopter.

Mr Hagglund stated that the he was instructed to move his fire bucket attack to a isolated northern area of the fire. He fueled the helicopter with 850 lbs and switch buckets. He was pumping (filling the bucket) from a shallow creek and that it usually takes about 2 minutes to fill the bucket while he was hovering. The long line that attached the bucket to the helicopter was 165 feet long, and when he was hovering filling the bucket he was about 10-15 feet above the tops of the surrounding trees. He had done 3-4 bucket drops and was filling the bucket for the next attack when the accident happened.

He had been in hover for over 1 minute, waiting for the bucket to fill when he sensed the helicopter settling. There was no yaw associated with the settling and the tail rotor seemed to still be effective. He pulled in a little collective and did not feel the helicopter respond. He immediately dropped the collective to enter a hovering autorotation and pointed the helicopter to the creek edge. The rotor blades contacted some large trees, the helicopter turned 180 degrees and rolled over on its right side. He did not recall hearing a low engine rpm horn nor detected any uncommanded yaw during the event. He then shut off the fuel, and turned the battery off. He checked for fire and himself for injuries. There was some smoke and dust but no fire. He turned on the battery to energize the radios intending to notify other aircraft of his predicament and request help. However, the engine out horn was so distracting that he abandoned the idea of calling out on the radio.

He remembers that there was no yaw, or unusual vibration or noise during the event. Only a smooth settling of the helicopter and the engine/rotor system didn't pick up the load when he increased collective. He also believes that the engine continued to run until he shut off the fuel after the accident.