

DAMAGE TO AIRCRAFT

REPORT OF DAMAGE TO, LOSS FROM, OR EXPENDITURE FOR AIRCRAFT							
OPERATOR'S NAME (LAST, FIRST, MIDDLE): Hoaglan, Hersh				SERIAL NUMBER: 90507	DATE OF REPORT: 7-18-2016		
AIRCRAFT -NI NUMBER: N790RJ		AIRCRAFT YEAR: 1970	MAKE: Bell	MODEL: UH-1H	COLOR: Green / White		
INCIDENT DATE: 07-17-2016	TIME: 1400 hrs	LOCATION: Mt Adams					
AREA OF DAMAGE ON AIRCRAFT: Fuselage, landing gear							
INVESTIGATION SUPERVISOR: Sgt Reid Johnson			SERIAL NUMBER: Click here to enter text.	NON-COLLISION DAMAGE:	☐	NO	YES
				PROPERTY DAMAGE ONLY:	☐	NO	YES
				OTHER AIRCRAFT INVOLVED:		NO	☐ YES
				INJURIES:		NO	☐ YES
HOBBS READING:		WEATHER CONDITIONS: Light winds, clear					
NARRATIVE—BASIC DETAILS OF INCIDENT (Please provide a full name, address, and contact information for all parties involved):							
Incident Summary On 07-17-2016 KCSO ASU responded to SAR mission request in support of Yakima County Sheriff's Office. The aircrew was pilot, Hersh Hoaglan; co-pilot, John Pugh; system operator, Pete Linde; rescue specialist, Bryan Pacey, medic, Mike Catlin; medic, David Ackland. The subject was reported to be an injured hiker who had fallen near the summit of Mt Adams at approximately 10,000 feet. Upon arrival in the vicinity of Mt Adams we determined the clouds were too low (about 8,000 ft) to locate or rescue (hoist) the victim. After our initial reconnaissance of the area we diverted to Yakima airport and contacted the Yakima County SAR coordinator, and advised him would be unable to get to the subject (victim) but we could insert (2) SAR personnel below 8,000 ft on Mt Adams. At approximately 1330 hrs we launched with the same crew and (2) SAR personnel. A few minutes ahead of us, a US Army Blackhawk had inserted SAR personnel onto Mt Adams at approximately 7,800 ft, and as we approached the same landing zone the Blackhawk loitered in the area. The cloud ceiling was approximately 500 ft above us, visibility was unrestricted, and the winds were light and variable. On our first reconnaissance approach (north to south) into what we expected to be a slight head wind the pilot, Hoaglan, said he was using too much left pedal and decided to make a second approach from south to north. On the second approach, below effective transitional lift (ETL), and at an altitude of approximately 100 ft (AGL), and pointed towards the mountain the helicopter yawed to the right and then accelerated into a fast right hand spin. Both Hoaglan and I immediately recognized the loss of tail rotor effectiveness (LTE). Hoaglan pushed in full left pedal and attempted to move the aircraft away from terrain. After one and a half spins the aircraft impacted the ground and bounced back into the air, and into straight and level flight away from the mountain. Immediately we did a check of the aircraft to the best of our abilities, and the US Army Blackhawk advised our left skid was dangling. Based on the damaged skid and flight worthiness of the aircraft we decided to return to Yakima airport where there was fire/rescue services. At Yakima we came to a low hover and off loaded all the passengers except pilots and one crew chief, and then we landed onto two piles of wood pallets. No personnel were injured or complained of pain. Report completed by Deputy John Pugh.							

SECOND VEHICLE/AIRCRAFT INFORMATION							
OPERATOR #2	OPERATOR'S NAME (LAST, FIRST, MIDDLE): Hoaglan, Hersh		AIRCRAFT #2	YEAR: 1970	MAKE: Bell	MODEL: UH-1H	COLOR: Green/white
	STREET ADDRESS (CITY, STATE, ZIP): Mt Adams			AIRCRAFT -NI NUMBER: N790RJ			
	HOME PHONE: [REDACTED]	WORK PHONE: same		REGISTERED OWNER: King County Sheriffs Office			
	DRIVER'S LICENSE NUMBER:	DATE OF BIRTH:		ADDRESS OF REGISTERED OWNER:			
	DRIVER'S OCCUPATION: Deputy Sheriff	EMPLOYER: King County		AGENT'S OR INSURANCE COMPANY'S NAME AND ADDRESS:			
SUPERVISOR'S COMMENTS AND RECOMMENDATIONS:							
Click here to enter text.							

APPROVED:	IMMEDIATE SUPERVISOR:	SERIAL NUMBER:	DATE:
	CAPTAIN:	SERIAL NUMBER:	DATE:
	DIVISION CHIEF:	SERIAL NUMBER:	DATE: