

ABBREVIATED AVIATION ACCIDENT REPORT (AAAR)

| | | | | | | | | |
|---|-----------------------------|-------------------------------|-----------------------------------|----------------------------|-------------------------|---------------------------|-------------------------|------------------|
| Source | | FINAL | | | | | | |
| 1. Case Number | 1a. Date of Accident | 1b. Time | 1c. Aircraft Serial Number | 2a. Classification | | 2b. Category | | |
| 19910413005 | Apr 13 1991 | 1400 | 8900138 | C | | FLIGHT | | |
| 3. Type of Aircraft | 4. Period Of Day | 5. No Acft Involved | 6. Nearest Installation | | | | | |
| CH47D | DAY | 1 | - | | | | | |
| 7. Accident Location | | a. On Post | b. On Airfield | e. ITALY | | | | |
| 8. Organization Involved in Accident | | | | | | | | |
| Unit | UIC7 | UIC6 | UIC5 | UIC4 | UIC3 | UIC2 | MACOM | Station |
| WGYXAA | | | | WJBNFF | W0BFFF | WDC1NC | W0ANAA | IT071 |
| E/502AX | | | | 22ASG | SETAF | DCINC | USAREUR | AVIANO AB, ITALY |
| 9. Organization Accountable for Accident | | | | | | | | |
| WGYXAA | | | | WJBNFF | W0BFFF | WDC1NC | W0ANAA | IT071 |
| E/502AX | | | | 22ASG | SETAF | DCINC | USAREUR | AVIANO AB, ITALY |
| 10. Estimated Accident Cost | | | | | | | | |
| a. Total Loss | b. Aircraft Damage | c. Man Hrs | d. Man Hrs Cost | e. Other Mil Damage | | f. Civilian Damage | | |
| No | \$70043 | 21 | \$336 | \$0 | | \$0 | | |
| g. Injury | | h. Total This Aircraft | | i. Total Accident | | | | |
| \$0 | | \$70379 | | \$70379 | | | | |
| 11. General Data | | | | | | | | |
| a. Mission | | | | S/M | b. Flight Plan | | c. Data Recorder | |
| S - SERVICE | | | | | VFR | | | |
| d. Night Vision | | e. Fire | | f. Fluid Spillage | | g. Field Training | | |
| | | NONE | | No | | | | |
| 12. Flight Data | | | | | | | | |
| a. Emergency | | Duration | | Phase of Operation | | | | |
| | | 3.5 | | C - TAXI | | | | |
| | | AGL | KIAS | | Weight | | Overgross | |
| | | 0 | 0 | | 38182 | | No | |
| b. Termination | | Duration | | Phase of Operation | | | | |
| | | 3.5 | | C - TAXI | | | | |
| | | AGL | KIAS | | Weight | | Overgross | |
| | | 0 | 0 | | 38182 | | No | |
| 13. Type Event | | | | | | | | |
| 60 - Object Strike | | - | | - | | | | |
| 14. Accident Cause Factors | | | Human Error | | Material Failure | | Environmental | |

| | | | |
|--|---|--|---|
| | DEFINITE | NO | UNKNOWN |
| 15. Summary | | | |
| FOLLOWING GROUND GUIDE INSTRUCTIONS, AIRCRAFT WAS TAXIED INTO LIGHT POLE. ONE AFT ROTOR BLADE DESTROYED, TWO REPAIRABLE. | | | |
| 16. COMPONENT AND PART FAILURE/MALFUNCTION DATA | | | |
| No Component/Part Data | | | |
| 17. ENVIRONMENTAL | | | |
| a. General | (1) <input type="checkbox"/> IMC | (2) <input type="checkbox"/> VMC | (3) <input type="checkbox"/> Unknown |
| b. Environmental Conditions | | | |
| 1. Weather Conditions | | 2. Other Conditions | |
| (a) Hail | <input type="checkbox"/> | (a) Animals | <input type="checkbox"/> |
| (b) Sleet | <input type="checkbox"/> | (b) Fowl | <input type="checkbox"/> |
| (c) Fog | <input type="checkbox"/> | (c) Surface | <input type="checkbox"/> |
| (d) Drizzle | <input type="checkbox"/> | (d) Noise | <input type="checkbox"/> |
| (e) Rain | <input type="checkbox"/> | (e) Chemicals | <input type="checkbox"/> |
| (f) Snow | <input type="checkbox"/> | (f) Radiation | <input type="checkbox"/> |
| (g) Lightning | <input type="checkbox"/> | (g) Glare | <input type="checkbox"/> |
| (h) Thunderstorm | <input type="checkbox"/> | (h) FOD | <input type="checkbox"/> |
| (i) Gusty Winds | <input type="checkbox"/> | (i) Temperature | <input type="checkbox"/> |
| (j) Freezing Rain | <input type="checkbox"/> | (j) Vibration | <input type="checkbox"/> |
| (k) Other | <input type="checkbox"/> | (k) Dust | <input type="checkbox"/> |
| c. Aircraft Icing | <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes | d. Turbulence | <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes |
| 19. MOON ILLUMINATION DATA | | | |
| a. Above Horizon | b. Visible | c. Degrees Above Horizon | d. Percent Illumination |
| <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes | | |
| 20. WIRE STRIKE DATA | | | |
| a. Wire Strike | b. WSPS Installed | c. WSPS Engaged | |
| <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes | <input type="checkbox"/> No <input type="checkbox"/> Yes | <input type="checkbox"/> No <input type="checkbox"/> Yes | |
| d. WSPS Cut Wire | e. WSPS Functioned | f. Wires Struck | |
| <input type="checkbox"/> No <input type="checkbox"/> Yes | <input type="checkbox"/> No <input type="checkbox"/> Yes | Number wires | Dia.(inches) |
| | | 0 | |
| 21. PERSONNEL DATA | | | |
| Person # 1 | c. Grade | d. Sex | e. Duty |
| | X2 | MALE | GG - GROUND GUIDE/'FOLLOW ME' |
| f. SVC | g. UIC | h. Role | i. On Controls |
| FOA - FOREIGN (US Army Countable) | WUNKAA | D - DEFINITELY | <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes |
| j. Lab Test | k. Hrs Slept 24 | l. Hrs Worked 24 | m. Hrs Flown 24 |

| | | | | |
|---|-----------------|---|---------------------------------|--|
| <input type="checkbox"/> Yes <input type="checkbox"/> No | | | | |
| n. RL | | o. FAC | | p. Injury |
| <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 | | <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 | | - |
| 0 | | | | |
| Person # 2 | c. Grade | d. Sex | e. Duty | |
| | E5 | MALE | CE - CREW CHIEF/FLIGHT ENGINEER | |
| f. SVC | | g. UIC | | h. Role |
| A - ACTIVE ARMY | | WGYXAA | | D - DEFINITELY <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes |
| j. Lab Test | | k. Hrs Slept 24 | | l. Hrs Worked 24 |
| <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | 8 | | 12 |
| 4 | | | | |
| n. RL | | o. FAC | | p. Injury |
| <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 | | <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 | | - |
| 0 | | | | |
| Person # 3 | c. Grade | d. Sex | e. Duty | |
| | W3 | MALE | PC - PILOT IN COMMAND | |
| f. SVC | | g. UIC | | h. Role |
| A - ACTIVE ARMY | | WGYXAA | | D - DEFINITELY <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes |
| j. Lab Test | | k. Hrs Slept 24 | | l. Hrs Worked 24 |
| <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes | | 7 | | 11 |
| 4 | | | | |
| n. RL | | o. FAC | | p. Injury |
| <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 | | <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 | | - |
| 531 | | | | |
| Person # 4 | c. Grade | d. Sex | e. Duty | |
| | E4 | MALE | CE - CREW CHIEF/FLIGHT ENGINEER | |
| f. SVC | | g. UIC | | h. Role |
| A - ACTIVE ARMY | | WGYXAA | | D - DEFINITELY <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes |
| j. Lab Test | | k. Hrs Slept 24 | | l. Hrs Worked 24 |
| <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | 12 | | 7 |
| 4 | | | | |
| n. RL | | o. FAC | | p. Injury |
| <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 | | <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 | | - |
| 0 | | | | |
| Person # 5 | c. Grade | d. Sex | e. Duty | |
| | E6 | MALE | CE - CREW CHIEF/FLIGHT ENGINEER | |
| f. SVC | | g. UIC | | h. Role |
| A - ACTIVE ARMY | | WGYXAA | | N - NONE <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes |
| j. Lab Test | | k. Hrs Slept 24 | | l. Hrs Worked 24 |
| <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | 7 | | 17 |
| 4 | | | | |
| n. RL | | o. FAC | | p. Injury |
| <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 | | <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 | | - |
| 0 | | | | |
| Person # 6 | c. Grade | d. Sex | e. Duty | |
| | W2 | FEMALE | PI - PILOT | |
| f. SVC | | g. UIC | | h. Role |
| | | | | i. On Controls |

| | | | | |
|--|---|---|------------------|---|
| A - ACTIVE ARMY | | WGYXAA | D - DEFINITELY | <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes |
| j. Lab Test | | k. Hrs Slept 24 | l. Hrs Worked 24 | m. Hrs Flown 24 |
| <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes | | 7 | 10 | 4 |
| n. RL | o. FAC | | p. Injury | q. MTDS Total Flt Hrs |
| <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 | <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 | | - | 211 |
| 22. IMPACT/PROTECTIVE/ESCAPE/SURVIVAL/RESCUE DATA | | | | |
| a. Aircraft Space Compromised | | b. Escape/Survival Difficulties | | c. Protective/Restraint Equip Functioned |
| <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes | | <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes | | <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes |
| 24. FINDINGS AND RECOMMENDATIONS | | | | |
| Findings | | | | |
| <p>FINDING 1 (PRESENT AND CONTRIBUTING) THE PIC DID NOT DISMOUNT A BLADE WATCHER WHEN TAXIING WITHIN 75 FEET OF AN OBSTRUCTION, AND DID NOT RECEIVE CONCURRENCE FROM THE FLIGHT ENGINEER OF HIS INTENTIONS TO TURN THE AIRCRAFT. THIS WAS A LOSS OF CREW COORDINATION. FINDING 2 (PRESENT AND CONTRIBUTING) THE FLIGHT ENGINEER WAS NOT IN THE PROPER POSITION TO OBSERVE THE AFT PORTION OF THE AFT ROTOR SYSTEM DURING TAXI. THIS WAS A LOSS OF CREW COORDINATION. FINDING 3 (PRESENT AND CONTRIBUTING) GROUND GUIDE POSITIONED AIRCRAFT WHERE SUFFICIENT CLEARANCE DID NOT EXIST, AND DID NOT MONITOR OBSTRUCTION CLEARANCE DURING TAXI.</p> | | | | |
| Recommendations | | | | |
| <p>RECOMMENDATION 1 A. UNIT LEVEL ACTIONS: COMMANDER, E CO 502D AVN REGT, REVIEW WITH THE UNIT PERSONNEL, THE RESPONSIBILITIES AND DUTIES DURING TAXI OPERATIONS. CREW COORDINATION MUST BE EMPHASIZED. B. HIGHER COMMAND ACTIONS: NONE. C. DA LEVEL ACTIONS: NONE. RECOMMENDATION 2 A. UNIT LEVEL ACTIONS: SAME AS RECOMMENDATION 1. B. HIGHER COMMAND ACTIONS: NONE. C. DA LEVEL ACTIONS: NONE. RECOMMENDATION 3 A. UNIT LEVEL ACTIONS: UNIT COMMANDER SHOULD ADVISE PERSONNEL THAT GROUND GUIDES, WHOSE FAMILIARITY WITH THE OBSTRUCTION CLEARANCE REQUIREMENTS OF THE CH-47 CANNOT BE DETERMINED, SHOULD NOT BE RELIED UPON TO CLEAR THE AIRCRAFT DURING TAXI OPERATIONS. B. HIGHER COMMAND ACTIONS: NONE. C. DA LEVEL ACTIONS: NONE. STATEMENT OF REVIEWING OFFICIALS COMMENT 1: 1. CONCUR WITH FINDING 1 WITH THE LAST SENTENCE CHANGED TO READ, "THIS WAS A LOSS OF CREW COORDINATION AND A VIOLATION OF TM 55-1520-240-10, PARA 5-27B." 2. CONCUR WITH FINDINGS 2 AND 3, HOWEVER IN ADDITION TO FINDING 3, THE ITALIAN GROUND GUIDE DOES NOT HAVE THE RESPONSIBILITY TO PROVIDE OBSTACLE CLEARANCE FOR OUR AIRCRAFT, IT IS THE RESPONSIBILITY OF THE PC. 3. CONCUR WITH ALL RECOMMENDATIONS. 4. ACTIONS SPECIFIED IN RECOMMENDATIONS 1A, 2A AND 3A PERTAINING TO THIS LEVEL OF COMMAND HAVE BEEN IMPLEMENTED BY CONDUCTING A UNIT BRIEFING ON 8 MAY 91 AND DISCUSSING THE EVENTS SURROUNDING THE ACCIDENT AND WHAT THE RESPONSIBILITIES ARE OF THE CREW WHEN CONDUCTING TAXI OPERATIONS. ADDITIONALLY, THE UNIT WAS REMINDED THAT THE GROUND GUIDES USED AT AIRPORTS ARE ONLY FOR PARKING DIRECTION, NOT OBSTACLE CLEARANCE.</p> | | | | |

OBSTACLE CLEARANCE REMAINS THE RESPONSIBILITY OF THE PC. THE UNIT HAS ALSO INITIATED AIRCREW COORDINATION TRAINING BY CERTIFYING FOUR ADDITIONAL INSTRUCTORS ON 7 AND 8 NOV 91 AND WILL BEGIN AN ACTIVE TRAINING PROGRAM ON 4 DEC 91. THE TRAINING WILL BE DONE BY DISCUSSING ONE OF TWELVE MODULES EACH MONTH TO COMPLETE ALL MODULES ANNUALLY. THIS WILL PROVIDE A CENTRAL THEME FOR CREW MEMBERS TO FOCUS ON DURING THE MONTH, THEREBY PROVIDING A POSITIVE ACCIDENT PREVENTION INCENTIVE. DOUGLAS A. WELCH, MAJ, AV, COMMANDING. COMMENT 2: 1. I CONCUR WITH THE FINDINGS AND RECOMMENDATIONS OF THE ACCIDENT INVESTIGATION BOARD AND THOSE OF THE COMPANY E, 502D AVIATION REGIMENT COMMANDER. R. J. MALIK, COL, QM, COMMANDING.