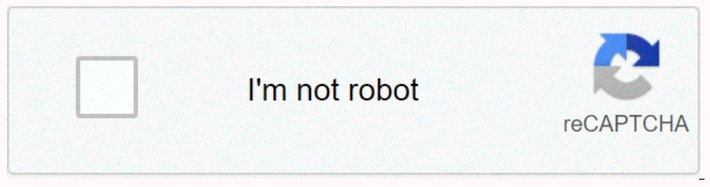

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Army aviation crash reports

Combat Readiness Center/LtC James T. Donovan: Army aviation units continue to do an excellent job of mitigating risks to acceptable levels, thus safely conducting missions in complex environments both at home and around the world. Today's air force is the most experienced, dedicated and capable in the history of our army, and arguably the safest. However, we must ask ourselves whether we are doing enough to actively prevent another accident? The CH-47F on a low-light NVG training flight contacted the sand dunes during the dust landing method. /USACRC courtesy photo Safety metrics are very difficult to quantify, but with those identified by senior army leaders, we have not done enough. As aviators, we did not meet the Army's safety and occupational health goals for the 2015 financial year, signed in October last year by the Army Chief of Staff and the Secretary of the Army. Our goals were to achieve a class A accident count of less than 1 in 100,000 flight hours and a 50 percent reduction in impaired visual environment (DVE)/spatial disorientation (SD) accidents, increasing training and leadership awareness. These paragraphs highlight where we did not match the mark. ChallengesDuring FY15, the aviation units in all components, experienced 13 Class A flight accidents, resulting in 1.52 accidents in 100,000 flight hours, respectively. Of these accidents, six occurred in night vision devices (NVDs), three occurred in DVE and 10 were caused by human error. The total amount was slightly higher in FY14, 15 Class A accidents were recorded in all components (12 by NVD, two for DVE, three for power management and 11 for human error), but the number of accidents was exactly the same, 1.52 per 100,000 flight hours. This shows how actual flying hours manipulate the number of accidents - the reduced hours during FY15 meant that the rate remained the same, in contrast to the reduction in all accidents. Mining further into the data, Class A DVE crashes increased by one from FY14 to FY15 and increased from three to six in all Class A and B accidents. Class A human error accidents accounted for 77 percent of total FY15, compared to 73 percent in FY14 (both Class A and Class B accidents in FY15 were 80 percent, compared with 74 percent in FY14). Other Class A crash causes in FY15 included, with one case, environmental, materiel and unknown, compared to three tackles and one unknown during FY14. Historically contributed to about 80 percent of all army aviation accidents, human error remains far and away the leading causative factor of failures today. Common themes at the beginning of the 15th year were over-confidence, complacency, inadequate mission errors in the coordination of flight crews and direct breaches of the mission validation criteria. DVE's main FocusDVE continues to be a key focus for the USACRC. She in 25 percent of all Class A and B accidents since 2002 and accounted for 123 fatalities and more than $965 million in equipment loss. The vast majority of past DVE crashes, 57 percent, occurred in brownout conditions, while unintentional device weather conditions accounted for 21 percent, low lighting/low contrast of 14 percent, and whiteout 4 percent. DVE is a constant issue for military aviation, as evidenced by the doubling of Class A and Class B DVE/SD accidents between FY14 and FY15 (increase from three to six). The combination of improved aircraft systems and the increased expertise of our professional aircraft crews allow Army Aviation to operate safely in some of the most challenging and demanding environments on earth. However, in these harsh environments, coupled with declining flying hours, we challenge leaders to prioritise training missions to maintain the qualifications of aircraft crews. As the actual hour decreases, the need to include simulators and AVCATT in training plans will increase. This is just one of the topics that the USACRC Aviation Directorate will focus on in future questions in this publication, so be tuned for updates. Well-trained and disciplined aviation forces are the best strategy to reduce the risks inherent in activities within the pilot capacity. Returning to the basics of training aircraft crews and strengthening the three-step mission approval process will continue to be key elements of safe aviation activities as we move towards an uncertain future. In order to get to know yourself better, it is very important to understand the dangers, and in the active management of risk army aviation will continue to overcome every challenge. Army Safe is army strong! Note: All data specified in FY15 is based on preliminary year-end information. Late reports may have a slight impact on these statistics in the coming weeks and months. LTC James T. Donovan is aviation director of the U.S. Army Combat Readiness Center in Fort Rucker, AL. Today's Air Force is the most experienced, dedicated and capable of our army in history, and arguably the safest. However, we must ask ourselves whether we are doing enough to actively prevent another accident? Safety metrics are known to be difficult to quantify, but we have not done enough with the data set by senior army chiefs. As aviators, we did not meet the Army's safety and occupational health goals for the 2015 financial year, signed in October last year by the Army Chief of Staff and the Secretary of the Army. Our goals were to achieve a class A accident count of less than 1 in 100,000 flight hours and a 50 percent reduction in impaired visual environment (DVE)/spatial disorientation (SD) accidents, increasing training and leadership awareness. These paragraphs highlight where we did not match the mark. ChallengesDuring FY15, aviation 13 Class A-class accidents that caused the accident to be affected by the the number of accidents: 1.52 per 100 000 flight hours. Of these accidents, six occurred in night vision devices (NVDs), three occurred in DVE and 10 were caused by human error. 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Historically contributed to about 80 percent of all army aviation accidents, human error remains far and away the leading causative factor of failures today. Common themes at the beginning of the 15th year were violations of over-trust, complacency, inadequate mission planning, flight crew coordination errors and direct mission validation criteria. DVE's main FocusDVE continues to be a key focus for the USACRC. Since 2002, it accounted for 25% of all Class A and B accidents, accounting for 123 fatalities and more than EUR 965 million. The vast majority of past DVE crashes, 57 percent, occurred in brownout conditions, while unintentional device weather conditions accounted for 21 percent, low lighting/low contrast of 14 percent, and whiteout 4 percent. DVE is a constant issue for military aviation, as evidenced by the doubling of Class A and Class B DVE/SD accidents between FY14 and FY15 (increase from three to six). 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In order to get to know yourself better, it is very important to understand the dangers, and in the active management of risk army aviation will continue to overcome every challenge. Army Safe is army strong! Note: All data specified in FY15 is based on preliminary year-end information. Late reports may have a slight impact on these statistics in the coming weeks and months. LTC James T. Donovan is aviation director of the U.S. Army Combat Readiness Center, Fort Rucker, AL. Memory: SPC Joel L. Meints (1990) CW2 Kevin L. Jenkins (1995) Awarded quality aviation information sites for dedicated soldiers and families of the United States Army Aviation Branch, who paid the ultimate price for the freedom and freedoms that today all Americans enjoy. Only those who have died while working or performing crew duties on army aircraft and their passengers will be listed on these pages. Please post a message in the forum or contact page for any corrections/additions to this site. Updates to this site are ongoing as the research is completed. Development and research: under:

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