

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 01/10/2000

SEA98FA077
File No. 1229 05/19/1998 HOPE, ID Aircraft Reg No. N98NW Time (Local): 10:15 PDT

Make/Model:	Garlick / UH-1H	Fatal	0	Serious	0	Minor/None	1
Engine Make/Model:	Lycoming / T53-L-13B	Crew	0				
Aircraft Damage:	Substantial	Pass	0		0		0
Number of Engines:	1						
Operating Certificate(s):	Aircraft External Load						
Type of Flight Operation:							
Reg. Flight Conducted Under:	Part 133: Rotorcraft Ext. Load						

Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Pilot
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	None
		Visibility:	5.00 SM
		Wind Dir/Speed:	Calm
		Temperature (°C):	21
		Precip/Obscuration:	

Pilot-in-Command	Age: 40	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 11700
Commercial; Helicopter		Last 90 Days: 160
		Total Make/Model: 6700
Instrument Ratings		Total Instrument Time: UnK/Nr
None		

The pilot reported that he had dropped off a load of chokers and was maneuvering to hook up to a load of logs when the engine began to make 'a weird squealing noise, followed by a constant series of compressor stalls, occurring about twice per second.' The airplane then lost all engine power, and the pilot performed a forced landing in a clearing. Post Crash Examination revealed that the No. 1 bearing (P/N:1-300-015-04; S/N:127AC) was heavily damaged. From observations of damage on the bearing raceways and the inner ring split faces, evidence indicated that both thrust and non-thrust sides of the inner ring had been misaligned, based upon ball path indications. Military records for the engine included an Unserviceable Tag. No evidence was found of specifics related to that failure code, nor was evidence found recording related corrective maintenance action

Brief of Accident (Continued)

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: MANEUVERING

Findings

1. (C) ENGINE ASSEMBLY,BEARING - FAILURE
 2. (C) MAINTENANCE,ALIGNMENT - IMPROPER - OTHER MAINTENANCE PERSONNEL
 3. (F) INFORMATION INSUFFICIENT - COMPANY MAINTENANCE PERSONNEL
-

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

4. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
Failure of a misaligned main bearing in the engine. Factors include returning a previously unairworthy-tagged engine to service by the operator's maintenance personnel without sufficient information to identify and correct an unknown engine deficiency.