

United States
Department of
Agriculture

Forest
Service

Aviation
Unit

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File Code: 5700/5720
Route To: 5700

Date: May 21, 1998

Subject: C-130A Wing

To: Pat Kelly, AD, F&AM

In mid April, 1998, I was informed of a problem (described to me as a crack) in the wing of Tanker 130, a Hawkins and Powers (H&P) C-130A that had been operating in Mexico. This tanker had been working for the Mexican Government, not under the USDA Forest Service (FS) contract, and prior to our pre-season inspections.

During a site visit April 27-28 to the H&P facility for inspections of other contract airtankers, the FS staff members involved with the inspection trip were informed of how the problem had appeared and the subsequent repairs being performed. The contractors maintenance and inspection staff showed our inspectors the problem in the wing that was affected as well as the other wing of the same aircraft. It was explained how the inspection was performed as well as how the repair was being accomplished.

The contractor has sent a copy of the inspection process which is described in the military Technical Order IC-130A-36. After the inspection was performed and a defect discovered, the repair was accomplished in accordance with the applicable Federal Aviation Regulations (FARs). This procedure and subsequent repair has been approved by a Designated Engineering Representative (DER).

H&P notified the other FS C-130A contractor and one other C-130A operator by telephone when the defect was discovered. The inspection staff at H&P has also notified the Federal Aviation Administration so that any other operators of C-130A aircraft could be notified.

At this time, we feel that the situation is being addressed appropriately. All FS and DOI inspectors, if not already, will be made aware of a potential defect in this area of the wing structure of C-130A's as well as to the approved repair.

/s/Gordon L. Harris

GORDON L. HARRIS
National Aviation Officer

cc: Rich Denker
Paul Markowitz
Ed Stone