

Andrew Goshgarian N388RA Statement 7/22/2022:

I received a resources order for a CWN manager on Tuesday 7/19/22 at 13:45. My instructions were to travel to salmon Idaho and marry up with an unnamed CWN heavy helicopter.

I arrived at Salmon Airbase on Wednesday 7/21/22 at approximately 1800. Jesse Erickson was managing the aircraft I was slated to take over and provided me with an inbrief. We discussed the situation, the mission, how communications will work, who the local AMI is, and some local hazards.

Jesse informed me that the aircraft was in flight when I arrived, and I elected to not to take over as manager on Wednesday night because I was tired from driving all day and wanted to get dinner. We agreed that I would take over in the morning and parted.

I attended Helibase briefing at 0830 on Thursday, July 21 at Salmon Airbase (SAB) with Tom Hayes and Jared Bird. Jesse Erickson gave the briefing as a Helibase Manager trainee, a position he moved into after I took over as helicopter manager of 388RA. At Helibase briefing, Jesse discussed weather, communications, and the missions planned for the day. We specifically discussed the use of AM frequencies as follows: Pilots were instructed to use 122.8 for takeoff and landing at Lemhi County airport. Pilots were then to switch to the TFR frequency 119.3 to be cleared in and out of the restricted zone. Once inside the TFR, pilots then were to switch to a designated Rotor Victor (125.525) for communications while working the fire. There were two air to ground frequencies assigned and we were instructed to use the secondary for long line and bucket operations while the primary was to be reserved for Divisions and Operations to talk with air attack. Jared Bird provided me with a completed load calc for a Pressure altitude of 7000' and 30 degrees C. I signed the document and provided a copy to the helibase. Briefing concluded so the two pilots and I returned to our designated heli pad.

I spent much of the morning chatting with Tom and Jared about their aircraft, previous experience, and mutual acquaintances to build rapport and establish CRM. Tom informed me that while he was a hi-time pilot in the chinook, he didn't have as much long line experience as some of the other pilots. I told him it wasn't important to go fast and to just fly with in his comfort. I also created payment invoices for the previous two days from the data Jesse Erickson gave me the night before as well as a third payment invoice for the current day. I built a folder for electronic documentation and made a note to get a physical folder for all the paper documents associated with this assignment.

At 14:32 on 7/21/22 I was talking with Tom and received a mission request for water delivery on Division A, Contact Idaho City Hotshots. I relayed the request to Tom and the 388RA crew initiated take off procedure. The ship lifted off at 14:55 and I started my stopwatch. At about 16:30 I heard the Billings aviation Chinook ordered as a replacement for 388RA. I checked my stopwatch and saw that my aircraft had been in flight for 1.5 hours. I notified the fuel truck driver that our aircraft would be returning in about 30 or 40 minutes. During run-up, the Billings Chinook was cancelled and one of the light helicopters was ordered to configure for a medical extraction. Shortly thereafter a second light aircraft was ordered to configure for medical extraction. Just before 1700, I saw Jesse Shepard come out of the Rotak mechanic's trailer and

start walking toward me with the other mechanics. They told me their home office received an ELT ping so I opened my Automated Flight Following (AFF) browser tab and saw that 388RA was showing red with zero airspeed. I sent a text message at 1700 to Jesse Erickson asking about the nature of the medical and relaying what I saw on AFF. He told me that my ship was down and a rescue effort was underway. I relayed this intel to the 388RA crew and we had a discussion about what to do. Two vendors drove to the scene of the accident and the crew chief Jesse Shepard stayed behind at the Helibase.

Tom was transported by ground ambulance to the hospital in Salmon, Id. Jared was flown to a trauma center in Missoula, Mt. I was given contact information for a hospital liaison that would be at the hospital in Salmon and I passed that information to Jesse Shepard who provided the liaison with next of kin contact information and went to meet the ambulance at the hospital. Air Ops called me and told me an LEO would be out to stand guard at the fuel truck all night and nothing was to be moved. I understood at that point that this was a fatal accident and Jesse Shepard called me from the hospital confirming that.

The Deputy IC and Air ops held a helibase meeting and dismissed all the vendors and agency personnel. I returned to my pad and the LEO assigned to guard the fuel truck overnight was parked nearby. Jesse Shepard and the rest of the vendors returned from the hospital to get their overnight gear from the mechanics' trailer. While they were collecting their overnight bags, I received word from Missoula that Jared Bird had also died, and I relayed this information to the mechanics. The mechanics departed, and then two fire personnel arrived with stakes and flagging to cordon off the area surrounding the fuel truck. When that was done, I returned to my hotel.

STEVE TRAVERSO DIVT<sup>(E)</sup> 7/21

I WAS ON THE ROAD ON THE WEST BND  
OF DIVISION ALPHA WHEN A HELICOPTER  
THAT HAD BEEN PERFORMING HELICOPTER  
DROPS STARTED SPINNING IN THE AIR &  
FELL INTO THE RIVER. IT LANDED IN  
ABOUT 3-4 FEET OF H<sub>2</sub>O. ABOUT 10

OF THE IDAHO CITY IHC SWAM ACROSS  
THE RIVER. DIV A & T SWAM ACROSS  
AS WELL. WHEN I GOT THERE DIV A  
WAS HOLDING ONE UNCONSCIOUS PILOT'S  
HEAD ABOVE H<sub>2</sub>O. THE OTHER PILOT WAS  
COMPLETELY UNDER H<sub>2</sub>O. MY SQUAD BOSS  
PULLED HIM OUT OF THE HELI & BEGAN  
CPR. 4 OF US BENT SOME WRECKAGE

OPEN SO WE COULD EXTRICATE THE <sup>UNCONSCIOUS</sup> ~~UNCONSCIOUS~~  
PILOT. <sup>WHOSE HEAD WE HELD OUT OF THE WATER</sup> WE HAD TO CUT SEAT BELTS & SOME  
WIRING BEFORE WE COULD PULL HIM OUT.

WHEN WE DID WE BEGAN MEDICAL  
SIZE-UP. HE WAS BREATHING, UNCONSCIOUS,  
& HAD A COMPOUND FRACTURE IN HIS LEG.  
WE RAFTED THE PILOTS 1 AT A TIME  
TO THE N. SIDE OF RIVER & HANDED

OFF TO LIFE FLIGHT / HELICOPTERS  
CONTACT [REDACTED] @ USDA-GOV FOR MORE DETAILS  
ABOUT LATER

## IWI Helicopter Crash on the Moose Fire, Salmon-Challis NF – July 21, 2022

Notes compiled by Don Fullmer, Line Safety Officer

I arrived at the Moose Fire ICP in Salmon, ID at 13:00 on July 21, 2022. After checking in, receiving my briefing, and assignment; as the line safety for Division A; I proceeded out to the fire. As I drove down the Salmon River Road out of North Fork, ID; I encountered two line medical personnel at DP 25. While speaking with them, the radio call came in that a helicopter had crashed off the south bank of the river right at the Indianola helispot location. I followed the medics approximately 2 miles downriver to the crash site. Upon arrival, Brian Cardoza was identified to me as the IWI IC. I quickly introduced myself and let Brian know that I was available for whatever assistance he might need. I then continued to keep a timeline of events for the incident. Brian was being ably assisted by several folks most notably Lance Carbone (Branch I Director) and Allison Lund (River Group Supervisor). My notes are as follows:

16:50 (approx.) – Radio call went out that a helicopter had crashed in the river and medical personnel were requested to respond. The medical personnel and I proceeded from DP 25 to Indianola.

16:55 (approx.) – Arrived on scene, spoke briefly with Brian Cardoza (IWI IC) as described above. Brian told me that the ship apparently crashed while attempting to dip out of the river in support of aerial suppression bucket drops. Some personnel were already across the river attending to two pilots. Patient #1 was stuck in the ship but “stable” and rescuers were calling for extraction equipment to get him out. Patient #2 was out of the ship and in cardiac arrest with CPR being performed. One pontoon boat was on scene.

16:57 – another pontoon boat arrived on scene followed closely by a river raft to help. REMS module arrived with vehicle extraction equipment.

17:00 – Helicopter N47KT ferried the extraction equipment across the river in a net but the pilot stuck in the ship was out almost immediately so he was likely extracted without the equipment.

17:01 – an IMT decision was given the OK use of N47KT to transport a patient. Life Flight also had been requested.

17:04 – determined that both patients would need to be transported with backboards and couldn't use N47KT (a light ship) for a backboard transport. Backboards sent across river by boat.

17:06 – A medium ship, 811KA was being sent for patient transport. This was subsequently changed to 18BH?

17:12 – Life Flight ship reported to be 10 minutes out.

17:14 – Incident ambulance on scene.

17:18 – Patient #1 was transported across the river and loaded in incident ambulance. Needed straps across the river for backboard transport of Patient #2.

17:21 – 18BH on ground at Indianola.

17:22 – Firefighter attempted to swim equipment across (straps etc.?). Swimmer picked up by river raft about half way across.

17:25 – LUCAS offered but declined by attending paramedics with patient across the river.

17:28 – Patient #2 on backboard (CPR continuing).

17:29 – Patient #2 on water, Salmon Ambulance arrived on scene.

17:30 – Patient #2 landed on north side of the river and moved into Salmon Ambulance.

17:34 – Life Flight ship N814SM on ground.

17:37 – Patient #2 not being flown – Salmon Ambulance transported (deceased).

17:49 – Patient #1 transferred to Life Flight N814SM and lifted off (to Missoula Hospital).

Note: As far as I could ascertain, Allison Lund and some members of the Idaho City crew were the only ones that witnessed the actual crash.

Donald G. Fullmer  
Line Safety Officer

07/21/2022 21:30

## Lindberg Joshua

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**From:** Lynde, Matthew -FS  
**Sent:** Thursday, July 21, 2022 10:51 PM  
**To:** Taplin, Eric -FS  
**Subject:** HLCO write up  
**Attachments:** Image.jpeg

Here are both of our write ups.

I don't know the exact time. We were doing helco on the Moose fire and guiding 1GH into a worksite on division kilo. We heard over the radio of a helicopter crash over in division Alpha. We immediately started heading that way and I tried contacting 8RA and 2AA who were the two copters I had working in that general location. I then heard on command that a med ship was being requested. At some point 2AA got back to me and I asked if they knew of an aircraft down. I think they told me that they did not and I had them head that way to check. They got on scene and they did see that 8RA was in the river. I got on the radio and ordered up Air Attack ASAP over the fire. I told 1GH that I was heading over that direction and just to maintain doing his mission till I got back to him. Once we got overhead I had 2AA clear the area so we could head down and take a better look. I also said can you monitor the air to air frequencies for when Air Attack shows up and that also to get a hold of 1GH and maintain contact with him. Getting a hold of ground resources took a while. Eventually branch 1 came up on the radio and said we could land and sort things out. I saw them building a tuna net with gear that needed to get across the river. I said the HLCO helicopter would belly hook the tuna net to bring across the river to the patient. I went back and briefed Scott the pilot on the mission and he was good with it. I grabbed a radio and also had someone clear him up to belly hook the net and he delivered it across the river. He then came back and landed and I discussed with the crew on if it was a walking injured that we could transport. Also was trying to figure out what time the med ship was going to be on scene. At that point Air Attack was up so I got back in the helicopter. Once I got in the helicopter I talked to Air Attack and there was a few other helicopters that had been ordered to help. I noticed that some fire was starting to encroach the crash site where the patients were. I talked with Air Attack and said that we can grab two alpha alpha and transition airspace above them and bring them in to do some bucket drops. We were cleared up and we did that. Three helicopters had been checked in by ATGS and were 0BH, 8BH and 1KA. I didn't at the moment know entirely what their mission was going to be but was told one of them had a long line and two of them may be going to be transporting the patients. I said to Air Attack that I could take HLCO and control the helicopters if they could get the ground. All three helicopters were cleared in by Air Attack and so I grabbed them and moved them to different areas around the site away from each other to de-conflict. It was then decided that 8BH was going to land for patient transport. Air 4 checked in as the medical ambulance helicopter. We had

the discussion with Air Attack that we should use the air ambulance helicopter instead of 8BH to transport to Missoula. We had 8BH takeoff and Air 4 came in for patient transport. From what I heard on the radio the first patient was transported by ambulance and they were going to use the med ship for the last patient. Once Air 4 got on the ground we were getting low on fuel so we left back to Helibase.

**Matt Lynde**

**Asst Helicopter Operations Specialist  
Firewatch Program Manager**

**U.S. Forest Service  
Pacific Southwest Region  
Regional Air Group**

[Redacted]  
[Redacted]  
[Redacted]

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July 21, 2022 at 9:43 PM

## CH-47 Incident: July, 21, 2022

Thursday July 21, 2022; At approx 1700; while performing HLCO pilot duties on the Moose Fire near Salmon, ID; the HLCO, Matt Lynde and I heard the Idaho City Sup declare a helicopter down on the Command channel.

We were at the opposite end of the fire at the time lining-out 1-GH on his assignment with Engine 1611 on Div K.

Upon hearing the call we flew to 9RA's work site with Idaho City on Div A/T at the river bottom. Matt called 9RA and 2AA for a status check and only 2AA responded. 2AA was working near there so Matt asked them if could see 9RA, they responded in the affirmative, that 9RA was in the river, upright. We arrived on scene and saw the same. Ground personnel were already in the river to extricate the crew. Matt had 2AA move to the East and asked for Air Attack's immediate launch.

We heard that one pilot was out and was receiving CPR and the other was still in the aircraft, head above water, requiring extrication. An extrication tool kit was being loaded into a cargo let-down net at H-1, across the river from the incident. A long-line aircraft and two type 3 aircraft were being dispatched from the Helibase. Matt and I agreed that I could sling the extrication kit across the river immediately with a belly hook. He was able to communicate with Branch 1 at H-1 and we landed, completed the cargo move and departed H-1 to make room for incoming med aircraft.

HLCO coordinated with Air Attack, sorted the different helicopters, ensured separation and appropriate patient care, with the final outcome of patient 1 being received by ground ambulance, and patient 2 being flown by MEDEVAC to Missoula Trauma Center. We stayed over the scene until MEDEVAC was on the ground then we proceeded to Helibase bingo fuel.

Scott Beck  
HLCO Pilot  
N47KT



## Moose Fire 21July2022

At approximately 16:00 2AA was launched for a water drop mission in the NW section of the fire Division A. We arrived on scene approximately 16:30. We came into the TFR, established communications with Air Attack, Helco and 8RA.

We were working just a couple miles up stream from 8RA using a different dip site in the river, we grabbed a bucket of water and began our mission, at about our 2-3 bucket Helco had informed us that they had reports of an Aircraft down, they asked us (2AA) & 8RA for a position check. We responded and 8RA did not. At that time they asked us to fly over the ridge to where 8RA was working and go check on them. Upon coming over the ridge we could see that the Helicopter (8RA) had crashed into the river.

Helco asked us if we could orbit the scene down lower and get a better look until Helco themselves could get on scene. We could see people going into the river to try to extract the pilots from the crashed Helicopter. After a few minutes Helco arrived and they asked us to orbit the scene up high as they would be down low and we could act as a repeater for them for *radio communications to the incoming medic helicopters*. We went to 8500 ft and continued circling. At some point they did ask us to drop a couple buckets on the fire that was closest to the crashed helicopter. After that we continued orbiting until both pilots were recovered, we informed air attack that we had about 20 minutes left on scene and they sent us back to the Moose / Salmon air base. We landed at Salmon/Moose base with 2 hours of flight time.

Tyrel Fraser

Pilot Licence # [REDACTED]

Phone # 1 [REDACTED]

[REDACTED]

To: Whom it may concern,

At around 1600 hrs on July 21<sup>st</sup>, 2022, we were dispatched to bucket the west side of the Moose fire alongside a chinook 234 388RA. We came around the west flank and Helco had reported that 1RA was at a dip site in an area a bit west of where our targets would be and if we could pick a dip site a little farther east down the river for separation. We acknowledged and contacted the pilots that we would be at a different area, so they had plenty of room to work.

We proceeded to fly 2 buckets to our crews when we heard on the radio that there was a helicopter down on a fire to the west of us. A few seconds later, Helco had called us to see if we were in fact the downed ship. Since we responded, the only other ship was 388RA and we discovered that the incident was in fact our fire. He asked if I could release the bucket of water and fly up the river and check on them since they were not responding to radio calls.

Unfortunately, when we came through the canyon to their dip site, we noticed the Helicopter was in the river and seemed to have taken on severe damage.

Helco, with a much smaller aircraft was able to land close to the accident so he asked if we could fly at an altitude of around 8500ft to work as a radio relay for him as he wasn't able get anyone from the site. Of course, we were obliged to do so. A few minutes passed and an air attack ship arrived on scene and with the help of Helco, took control of the many moving parts to save the crew. We were relegated at that time to be a support bucket ship as there was some fire burning close to the site.

A few minutes later the order was given to give bucket support on said fire. We were able to get 2 buckets of water on the fire to help and the Medi-vac ships were on site to start extraction of the crew, so we flew to a safe distance and altitude and remained there as support. Once the extraction was successful and all the other aircraft were gone, we were given the orders to return to base.

I personally found the entire process to be very professional and although time seemed to slow down, the entire extraction was done within about 45 mins of us finding the aircraft in the river. Our only hopes now is the safety of the two pilots.

Kind regards, Mike Mcphee

Heliquest H-60 pilot. Licence # [REDACTED]

Registration N372AA

[REDACTED]

Statement: Jonathan Martin

07-21-2022

The morning of 07-20-2022, got up as normal, normal routines, left to work approximately 0715. stopped at the store to grab food and snacks, went to the airbase showed up around 0745.

At aircraft went straight to untying blades and removing covers. Opened up the aircraft for preflight inspection doing a quick double check for anything out of the ordinary everything seemed normal.

Tommy covered the top of the aircraft with his preflight while Jared covered the bottom and inside. I went inside of the trailer while the pilots were pre flighting, I made sure we had all tools necessary for torque checks on the PC links for the evening, I went outside to the aircraft for a brief minute and noticed Jesse on the forward pylon noticing Donte on the other side cleaning residual grease off the forward swashplate. I then asked if they needed any more rags. I grabbed a clean rag from the aircraft for myself to help them cause they were moving to the drive shaft area. We removed excess grease from the drive shafts and talked about evening tasks and inspection. Went back into the trailer to do training and familiarization on the computer where Jesse would show me short cuts of going through folders and ways to write up tasks.

Approximately 0930 Thomas arrived with a spare bucket to unload, so the crew unloaded the bucket off the trailer and set it up for use, disconnecting the old bucket and connecting the new bucket preparing for an operational check an usage for fire operations.

At noon (1200) Thomas and I went to go dump trash and grab food for the crew, we got back at approximately 1230-1245 and ate lunch in the service trailer.

There was a small break after lunch so I sat in the truck until I heard Tommy say we have a mission approximate time 1440. I went to the bucket while while Tommy, Jared, and Jesse were getting inside the aircraft for run-up everything sounded normal and smooth on run-up in my opinion, completed an operation check on the bucket and functioned with no discrepancies to note. The aircraft lifted off ground and flew away approximate time 1456.

Andrew the Forest Service Manager approached at 1540 to let us know that another chinook was going to continue our mission while we refuel. The Billings Chinook started running up and we hear a call on the airfield for everyone to shut down and two Life flight birds ran up and lifted off.

I received a call from Ely asking if the bird was ok and where they were at. I told him theyre about to come back for fuel when Ely told me ok I havent seen the aircraft move from this spot in 30 minutes and the airforce called him with an ELT notification.

Jesse, Myself, Thomas, and Donte approached the Andrew asking what he knows about our aircraft where Andrew then made the call to the command box asking whereabouts of the aircraft. Andrew said it was down where Donte and I then got in the truck and drove to the crash scene. Once at the scene we noticed Jared being put into the aircraft for evac. Time not noted.

Once Donte and I received service on our phones we called Ely confirming our situation. We continued back to the airbase where we met a Sheriff and was told we can grab our belongings. Jesse was told to grab and retain aircraft log book write-ups. We locked up the trailer and left for the evening.

END STATEMENT

Statement, Jesse Shepard

7/21

Pretty normal morning with a grocery store stop around 7:30, showed up to the fire base a little before 8.

Opened up the trailer and started morning duties, aircraft untied and opened up for preflight. Pilots preflighted and went to morning brief. Donte, Jon and I had a discussion about the upcoming maintenance, and went back up top to verify our tools were adequate for a pitch link torque check. While up there Donte and I flossed under the fwd swashplate, cleaning up some grease. Jon joined us and we opened up the tunnel covers to clean the grease around the sync shafts. More discussion around doing some of the 100 hr items early to start splitting off some maintenance. Cleared the top and went back to the trailer to have Jon do a sample write up for the evening.

Thomas Browner arrived around 9-9:30 with the equipment trailer. We unloaded the spare bucket and spent the next hour or two getting it set up to test and fly.

We parked the equipment trailer, spent some time organizing, and then Jon and Thomas made a run to the FS camp to dump trash and grab bag lunches around noon.

I had some phone calls to make to the office, and I think some email work. Everyone had some food and took a break, spent some time talking. Most of us were still getting to know each other. Probably around 2pm people started seeking out shade and putting feet up for a bit. Sometime after 2:30, maybe 2:40.

Run-up was without incident, other than a wasp in the cockpit that was dispatched by Tommy. Jon did a final top walk, APU start went well. Tommy had forgotten to clear the FA code on #1 DECU from the previous day, but otherwise nothing out of the ordinary. Both engine starts were without a hitch. The bucket tested good. Did a final walk around, gave and got a thumbs up, and they launched just before 3pm.

I remember using the restroom sometime after, and I had a couple conversations with our manager Andrew, getting our remote ERP updated, and fuel drop location sorted out. At that time I got deck frequency from him and Thomas helped me program one of our radios. We only had the deck channel up for about 20 minutes before we heard the Billings ship called up, so we figured ours was coming back soon. Shortly after we heard radio traffic shutting all aircraft down, and prepping two medic ships. About that time we got a call from Ely that our ELT was activated. We went directly to talk with Andrew, who didn't know much at the time, but we all pulled up our apps and confirmed the aircraft was on the ground and not moving. Donte and Jon grabbed a truck and headed to the crash site, Thomas and I stayed at service, fielding calls and updating the office. Andrew got the active channel programmed in his radio and we started listening about the time LifeFlight flew over. Andrew got called to the box, left his radio with us to monitor. When we confirmed that one pilot was being flown to Missoula and the other going by ground to Salmon, I headed to the hospital. I saw the ambulance being unloaded and thought I saw Jared's red beard. I was on the phone with Ely and relayed that. I met Kira inside, told her I thought it was Jared. Within minutes she said they called it. Pretty sure I was in shock at that point. Donte and Jon called right after. They said they saw Jared go on Life Flight, so went back in to confirm identity, visually confirmed it was Tommy, not Jared.

We got a call from Andrew about that time that the Sheriff was at the service landing, instructed to cor things off. We headed back that way to get our personal belongings. Once we rounded our things up out of the trailer I took pictures of the area. I talked to Ely again, and he requested I get the yellow copies of the log pages and maintain control of them. I noted that with the Sheriff, locked the trailer, and left the landing, returning to our rooms.