

## Blast From The Past: *Articles from the archives of past Flightfax issues*

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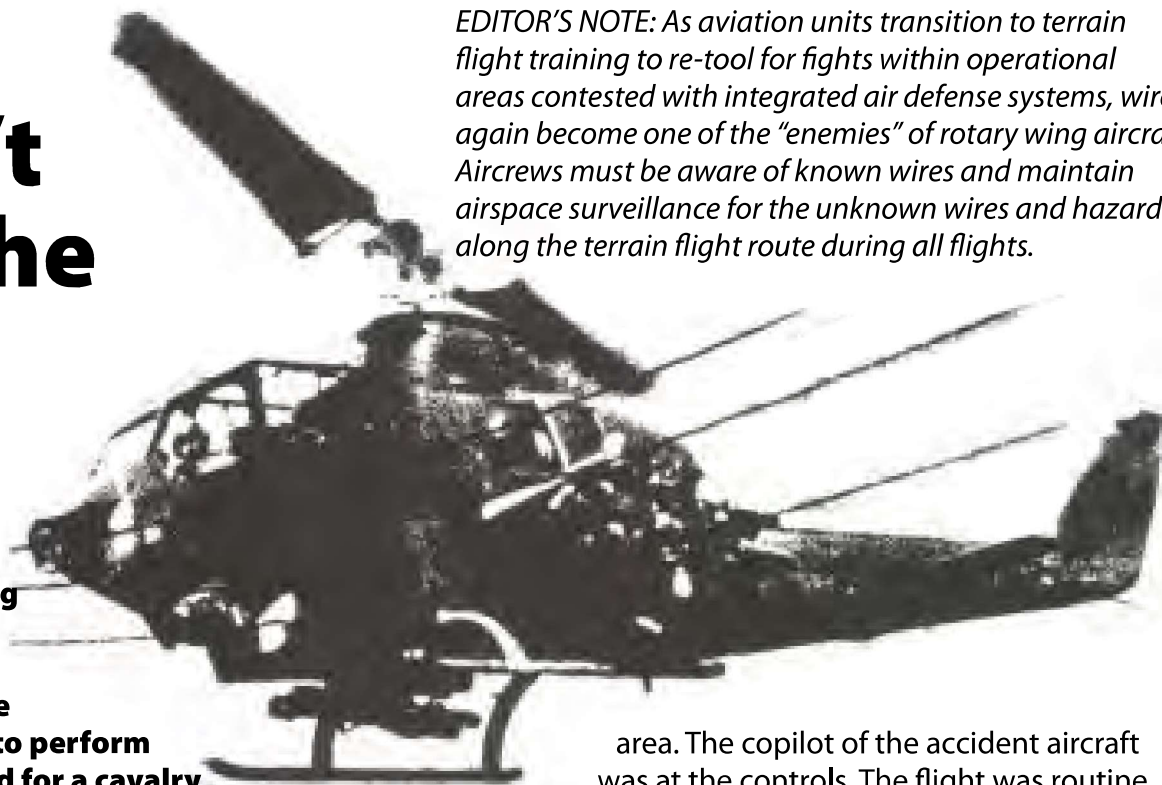
## They Didn't See the Wire

**T**wo teams, each consisting of an OH58C and two AH-1S helicopters, were given a mission to perform as advance guard for a cavalry ground force during a major training exercise. The mission briefing and preflight planning, including a wire hazard analysis, were completed, and takeoff was scheduled for 0700 the next morning. The weather didn't cooperate, however, and takeoff was delayed until 1400.

The accident aircraft, an AH-1, and the rest of its team, took off from the tactical field site, and the AH-1 made an enroute stop at a fuel site to top off and ensure it had sufficient fuel to complete the mission.

The team then proceeded at nap-of-earth (NOE) altitudes along a twisting river route to the staging

*EDITOR'S NOTE: As aviation units transition to terrain flight training to re-tool for fights within operational areas contested with integrated air defense systems, wires again become one of the "enemies" of rotary wing aircraft. Aircrews must be aware of known wires and maintain airspace surveillance for the unknown wires and hazards along the terrain flight route during all flights.*



area. The copilot of the accident aircraft was at the controls. The flight was routine and uneventful until the team approached a large set of wires suspended between red-and-white painted towers. The lead OH-58C in the team climbed to avoid the wires and the accident AH-1 followed. However, after clearing the wires, the copilot continued the climb until the AH-1 was approaching the underside of the OH-58.

The pilot in command (PIC) took control of the aircraft and veered away from the rest of the flight. He talked to the copilot about the near-miss, explaining the distances that he should have been maintaining between their aircraft and the lead aircraft.

While the PIC was flying the aircraft, he lost track