



LCdr. Roger Curry, AT1(AW) Bryan Perry, AT3 Lori Sturtz, and Lt. Andrew Strickler

The crew of Knight Rider 00, assigned to Helicopter Combat Support Squadron Five, Detachment Five, embarked on USNS *Flint*, was conducting a vertical replenishment between *Flint* and USNS *Kiska*. Lt. Strickler, piloting the UH-46D Sea Knight, was picking a 2,400-pound load of sonobuoys. He transitioned to forward flight and transferred the controls to LCdr. Curry. At that moment, without any prior indications, the No. 1 engine flamed out. The aircraft gross weight exceeded 20,200 pounds, DA was in excess of 3,000 feet, and both ships reported rolls in excess of 10 degrees.

The aircraft's nose was positioned past the deck-edge-safety nets, and the rear of the aircraft and the external load were over the flight deck. As the aircraft-rotor speed rapidly decayed, LCdr. Curry aggressively positioned the flight controls to gain critical speed and preserve the remaining rotor rpm. In rapid succession, Lt. Strickler called for cargo jettison, selected cyclic trim to forward, activated both fuel-jettison switches, and started the APU. AT1 Perry jettisoned the external load, and the instantaneous release caused the cargo hook to snap back, hitting and lacerating his arm. He immediately closed and secured the rescue hatch, ensuring watertight integrity for the aft cabin.

LCdr. Curry traded altitude for airspeed and worked to regain rotor rpm. The generators dropped off-line, and the aircraft continued its descent to the water as the airspeed reached 65 knots. Lt. Strickler selected cyclic trim to auto, causing the rotor disks to level and increase lift, the aircraft began to climb, and rotor rpm built.

Lt. Strickler secured fuel jettison at 400 pounds per side and, with AT1 Perry's assistance, initiated engine restart; however, the engine would not restart. A check of the contamination indicator of the airframe fuel filter revealed the No. 1 indicator had popped. The crew suspected fuel contamination, and were concerned the No. 2 engine might fail. They declared an emergency and expedited the approach for landing. *Flint* immediately had increased speed after witnessing the failure and reported winds 40 degrees to starboard at 22 knots. Lt. Strickler was better positioned to make the approach from the left seat, so he took the controls and made a single-engine landing to the *Flint's* flight deck.

From onset to landing safely on deck, the evolution took less than three minutes. In that short time, the crew completed every emergency procedure and readied the aircraft for landing on a pitching, rolling flight deck.