

Helicopter UH-1H 66-16176

Information on U.S. Army helicopter UH-1H tail number 66-16176

The Army purchased this helicopter 0367

Total flight hours at this point: 00000906

Date: 11/10/68

Accident case number: 681110021

Unit: C/101 AVN

The station for this helicopter was Hue / LZ Sally in

Number killed in accident = 0 . . Injured = 0 . . Passengers = 0

costing 400

Source(s) from which the incident was created or updated: Army Aviation Safety Center database.

Crew Members:

AC W1 ELLIOT KA

Accident Summary:

ACFT BLADE STRUCK TREE IN LZ REQUIRES REPLACEMENT \

Information on U.S. Army helicopter UH-1H tail number 66-16176

The Army purchased this helicopter 0367

Total flight hours at this point: 00000906

Date: 11/12/68

Accident case number: 681112011

Unit: C/101 AVN

The station for this helicopter was Hue / LZ Sally in

Number killed in accident = 0 . . Injured = 0 . . Passengers = 0

costing 3400

Source(s) from which the incident was created or updated: Army Aviation Safety Center database.

Crew Members:

AC W1 UNDERHILL PA

Accident Summary:

M/R BLADE CONTACTED A TREE WHILE HOVERING IN LZ \

Information on U.S. Army helicopter UH-1H tail number 66-16176

The Army purchased this helicopter 0367

Total flight hours at this point: 00001180

Date: 03/28/69

Accident case number: 690328061

Unit: C/101 AVN

The station for this helicopter was Phu Bai in

Number killed in accident = 0 . . Injured = 0 . . Passengers = 0

costing 7500

Source(s) from which the incident was created or updated: Army Aviation Safety Center database.

Crew Members:

AC W1 MAINS RP

Accident Summary:

A/C TRIED TO MANEUVER ACFT IN LZ TO MAKE RUNNING T/O CREW CLEARED PLT INTO BRUSH ICDT DMG \

Information on U.S. Army helicopter UH-1D tail number 66-16176

The Army purchased this helicopter 0367

Total flight hours at this point: 00001725

Date: 10/11/69

Accident case number: 691011141 Total loss or fatality Accident

Unit: C/101 AVN

The station for this helicopter was Hue in South Vietnam

Number killed in accident = 0 . . Injured = 1 . . Passengers = 0

costing 244345

Original source(s) and document(s) from which the incident was created or updated: Defense Intelligence Agency Helicopter Loss database. Army Aviation Safety Center database. Also: OPERA (Operations Report.)

Loss to Inventory

Crew Members:

P O2 HOLLAND RV

IP W2 KRUEGER EB

G E4 COUCH WG

CE SP4 CLEMENTS RT

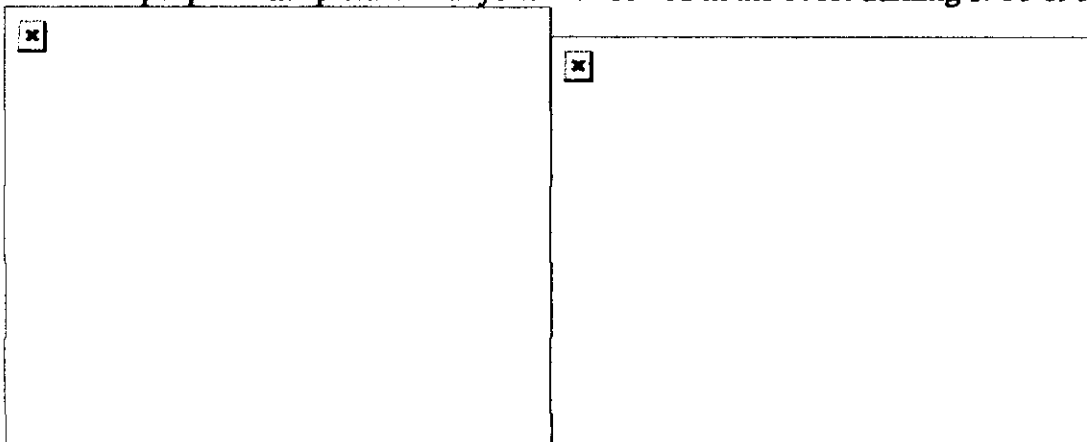
Accident Summary:

CW2 KRUEGER WAS CONDUCTING 90-DAY STANDARDIZATION RIDE WITH LT DALTON. THE AIRCRAFT PROCEEDED TO THE PLAY PEN, AN AUTHORIZED TRAINING AREA SOUTH OF LZ SALLY. THE ELEVATION OF THE TRAINING AREA IS APPROXIMATELY 100 FEET. UPON ARRIVING AT THE TRAINING AREA, VARIOUS MANEUVERS OF THE CHECKRIDE WERE COMPLETED AND THEN A DEPARTURE WAS MADE TO THE WEST WITH A LEFT TURNOUT TOWARD HUE. AT APPROXIMATELY 500 FEET INDICATED THE IP ROLLED THE THROTTLE OFF AND TOLD THE PILOT TO EXECUTE A SUMULATED FORCED LANDING. AT APPROXIMATELY 300 FEET INDICATED (200 FEET ABSOLUTE) THE PILOT EXECUTED A POWER RECOVERY. AS THE PILOT WAS CLIMBING BACK TO ALTITUDE THE IP CRITIQUED HIS APPROACH AND TOLD HIM THE APPROACH HAD BEEN DOWNWIND AND HIS AIRSPEED HAD BEEN TOO FAST. UPON REACHING 500 TO 600 FEET THE IP AGAIN ROLLED OFF THE THROTTLE FOR A SECOND SIMULATED FORCED LANDING. THE PILOT ENTERED AUTOROTATION BY BOTTOMING THE COLLECTIVE AND ESTABLISHED A 65 KNOT AIRSPEED. HE ALSO

EXECUTED A LEFT TURN TO MAKE THE APPROACH INTO THE WIND. AFTER APPROXIMATELY 120 DEGREES OF TURN, THE PILOT REALIZED HE WAS GOING TO BE SHORT OF HIS INTENDED TOUCHDOWN AREA, SO HE LOWERED THE NOSE TO INCREASE HIS AIRSPEED, AND INCREASED COLLECTIVE PITCH TO STRUTCH HIS BLIDE. THE IP INFORMED HIM TO BOTTOM THE COLLECTIVE BECAUSE THE ROTOR HAD BEEN PULLED DOWN TO APPROXIMATELY 275 RPM. AT APPROXIMATELY 300 FEET THE PILOT BEGAN A POWER RECOVERY BY ROLLING ON THE THROTTLE AND PULLING PITCH. THE PILOT PULLED PITCH PREMATURELY AND PULLED THE ROTOR RPM DOWN EVEN FURTHER. AT APPROXIMATELY 250 FEET THE NEEDLES WERE JOINED AT 5200 RPM, AND N1 WAS AT 80 PERCENT. THE IP TOOK CONTROL OF THE AIRCRAFT BUT THE PILOT ALSO REMAINED ON THE CONTROLS. THE IP STATES THAT HE ANNOUNCED OVER THE INTERCOM THAT HE HAD CONTROL OF THE AIRCRAFT BUT THE PILOT AND CREWCHIEF DENY HEARING THE TRANSMISSION. THE IP STATES THAT HE BOTTOMED THE COLLECTIVE AND ROLLED THE THROTTLE FULL OPEN, BUT THERE WAS NO CHANGE IN RPM. AT APPROXIMATELY 150 FEET THE IP DECIDED THE AIRCRAFT WOULD HAVE TO GO DOWN DUE TO LOW RPM. AT APPROXIMATELY 75 FEET ALTITUDE AND 60 KNOTS AIRSPEED WITH THE NEEDLES JOINED AT 5400 RPM THE IP EXECUTED A FLARE TO GAIN ROTOR RPM AND REDUCE HIS AIRSPEED. THE AIRCRAFT CONTACTED THE GROUND WITH THE TAIL STINGER AND REAR OF THE RIGHT SKID WHILE STILL IN THE FLARE. THE IP PULLED THE REMAINING PITCH BUT THE AIRCRAFT HIT HARD AND BOUNCED BACK INTO THE AIR. THE NEXT CONTACT WAS MADE WITH THE RIGHT SIDE OF THE NOSE OF THE AIRCRAFT. THE AIRCRAFT CAME TO REST ON THE LEFT SIDE WITH THE TAIL BOOM AND THE MAIN ROTOR BLADES SEVERED. FROM THE POINT THE RIGHT SKID HIT THE GROUND, TO THE WRECKAGE WAS APPROXIMATELY 25 YARDS.\\

War Story:

The aircraft was flying straight and level at about 1000 feet. The aircraft commander simulated an autorotation at 300 feet, pilot pulled up collective without rolling on the throttle causing the aircraft to fall through and crash. The aircraft landed on its left side and the windshield was broken out. Both pilots got out and ran about 100 feet then turned around and helped me get the gunner out of aircraft. SP4 R. T. "Clem" Clements. February 1998. The picture of the guys by the helicopter are: Holland, Krueger and the front guy is my dad Todd Clements. In the picture of eight people, Clements is in front and the guy next to him with his shirt off is his gunner James. James was suppose to be on the helicopter the day it crashed but he was on leave. Mr. James and Clements are looking to find the rest of the people in the picture or anyone who served in the 101st durning 1968-1969.



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| x | x |
| x | This record was last updated on 02/11/98 |

The following is Goldbook information on US Army helicopter UH-1D tail number 66-16176
It is provided here as an ESTIMATE of the history of this helicopter and is not intended to be the final authority.

This helicopter was purchased by the US Army in 0367.

Please provide any additional information on this helicopter to the VHPA.

| DATE | FLT | HRS | UIC | UNIT | AREA | POST | COUNTRY |
|------|-----|-----|--------|-----------------|----------|--------------|----------|
| 6703 | 0 | 0 | WOMHAA | DIROF SUP TRAN | 6TH ARMY | SHARPE GD | AVCOM |
| 6704 | 41 | 41 | WAB4AA | HHC 1BDE 101ABN | VIETNAM | | RVN |
| 6705 | 0 | 41 | WAB4AA | HHC 1BDE 101ABN | VIETNAM | | RVN |
| 6706 | 96 | 137 | WAB4AA | HHC 1BDE 101ABN | VIETNAM | | RVN |
| 6707 | 0 | 137 | WAB4AA | HHC 1BDE 101ABN | VIETNAM | | RVN |
| 6708 | 0 | 137 | WAB4AA | HHC 1BDE 101ABN | VIETNAM | | RVN |
| 6709 | 0 | 137 | WAB4AA | HHC 1BDE 101ABN | VIETNAM | | RVN |
| 6710 | 0 | 137 | WAB4AA | HHC 1BDE 101ABN | VIETNAM | | RVN |
| 6711 | 0 | 137 | WAB4AA | HHC 1BDE 101ABN | VIETNAM | | RVN |
| 6712 | 0 | 137 | WAB4AA | HHC 1BDE 101ABN | VIETNAM | | RVN |
| 6801 | 0 | 137 | WAB4AA | HHC 1BDE 101ABN | VIETNAM | | RVN |
| 6802 | 0 | 137 | WAB4AA | HHC 1BDE 101ABN | VIETNAM | | RVN |
| 6803 | 96 | 233 | 3303 | 355 AVN CO | 4TH ARMY | FORT SILL | 4TH ARMY |
| 6804 | 71 | 304 | 3303 | BELL HCPTR | BAILMENT | FT WORTH | AVCOM |
| 6805 | 59 | 363 | 3303 | 355 AVN CO | 4TH ARMY | FORT SILL | 4TH ARMY |
| 6806 | 87 | 450 | 3303 | 355 AVN CO | 4TH ARMY | FORT SILL | 4TH ARMY |
| 6807 | 58 | 508 | 3241 | OPM SEA NITEOPS | 1ST ARMY | FORT BELVOIR | AMC |
| 6808 | 124 | 632 | WAB3C0 | CO C 101 AHB | VIETNAM | | RVN |
| 6809 | 97 | 729 | WAB3C0 | CO C 101 AHB | VIETNAM | | RVN |
| 6810 | 107 | 836 | WAB3C0 | CO C 101 AHB | VIETNAM | | RVN |
| 6811 | 70 | 906 | WAB3C0 | CO C 101 AHB | VIETNAM | | RVN |

| | | | | | | | | | |
|------|-----|------|--------|-------|-----|-------|---------|---------|-----|
| 6812 | 72 | 978 | WAB3C0 | CO | C | 101 | AHB | VIETNAM | RVN |
| 6901 | 74 | 1052 | WAB3C0 | CO | C | 101 | AHB | VIETNAM | RVN |
| 6902 | 72 | 1124 | WAB3C0 | CO | C | 101 | AHB | VIETNAM | RVN |
| 6903 | 56 | 1180 | WAB3C0 | CO | C | 101 | AHB | VIETNAM | RVN |
| 6904 | 88 | 1268 | WAB3C0 | CO | C | 101 | AHB | VIETNAM | RVN |
| 6905 | 82 | 1350 | WAB3C0 | CO | C | 101 | AHB | VIETNAM | RVN |
| 6906 | 107 | 1457 | WAB3C0 | CO | C | 101 | AHB | VIETNAM | RVN |
| 6907 | 90 | 1547 | WAB3C0 | CO | C | 101 | AHB | VIETNAM | RVN |
| 6908 | 108 | 1655 | WAB3C0 | CO | C | 101 | AHB | VIETNAM | RVN |
| 6909 | 70 | 1725 | WAB3C0 | C-101 | AHB | 101AB | VIETNAM | RVN | RVN |

Please send additions or corrections to:

VHPA Head Quarters or Gary Roush or Mike Law

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