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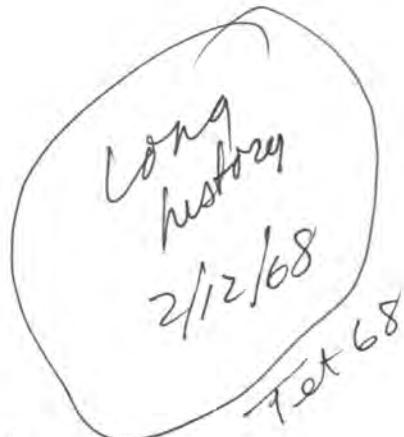
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[Add Addresses](#)**From:** [REDACTED] | [Block address](#)**Date:** Sun, 7 Jan 2001 19:50:41 EST**Subject:** Re: 2nd plt tail #'s**To:** [REDACTED]

I am not sure about Wilson but the rest of the crew was correct. It was actually Hoc Mon, not Cu Chi. Stubbs and I were both suppose to go home as a result of injuries, he got to, I came back to the unit. 116 was totaled. Want a picture? Cranford took some for posterity. They told me that it was an unsurvivable crash.

We had a tactical emergency and had to pull troops out of the field at night. We had just refueled and put on like seven with the big packs. We were way over maxgross weight, but the commander said do it. We were in trail formation to land on a road and we followed the lead acft when he made a go around. When we returned we were slow and steep. Remember in trail when lead pulls his nose back then all behind him go Whoa..... So we were in a decelerating attitude at about 120 feet with less than 20 knots indicated and over max gross weight. Then we lost the engine. The sucker fell like a rock. I tried to cushion the landing but with no forward airspeed the rotor never built. We crashed on the side of the road. A few years later I visited the Safety Center at Fort Rucker, Al and read the accident report. The engine had been sent back to Houston (that is what it said, but I bet it was Corpus Christi) and one round had pere! trated the engine causing it to fail.

Later as an Instructor I used to practice hovering autorotations from 50 feet. It can be done, if you are empty.


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