

# Crash Landing Proves Pilot's Salt: C-7A Caribou Saves Crew,

**CAM RANH BAY**—A C-7A Caribou crew, from the 537th Tactical Airlift Squadron, Phu Cat AB, made an emergency landing at Cam Ranh Bay AB after the crew discovered that the right main gear would not lock.

The landing was accomplished with just the nose gear down to prevent damage to the propellers and engines. When the transport came to a halt on the foamed runway, the only part of the aircraft which had been damaged was a fairing on the left side of the plane.

"It was the smoothest landing I've ever made. . . I guess it had to be!" boasted Capt. George Kulik, Greensburg, Pa., aircraft commander assigned to the 537th, part of the 483rd Tactical Airlift Wing, Cam Ranh Bay AB.

He and his crew of two, 1st Lt. John A. Teske, Green Bay, Wisc., and Sgt. Steven H. Haigler, Milwaukee, Wisc., had taken off from Phu Cat on a routine supply mission to An Khe. After a successful takeoff they realized the right main gear didn't lock and that they would in turn have no way to make a landing at An Khe.

"We pulled off a window closest to the unlocked

gear," explained Captain Kulik, "and manufactured a long hook with a pole from our seat railing. Lieutenant Teske and Sergeant Haigler tried for several hours to manually jerk the gear down while I flew the aircraft. But it just wouldn't budge."

Captain Kulik and his crew then elected to attempt a landing at Cam Ranh Bay which was the nearest field with a long and wide enough runway to accommodate a belly landing.

"We attempted a 'bounce-down' landing at Cam Ranh," commented Lieutenant Teske. "Bouncing the gear down means we merely brought the aircraft down and attempted to pop the gear down by banging the left main gear on the runway. This didn't work either, it was really stuck," said the Lieutenant.

The crew then radioed Cam Ranh Bay tower and told them they would have to come in and crash land. But that they would remain airborne until they were down to a load of 500 pounds of fuel.

After three hours, Captain Kulik advised the tower that he was ready to bring the aircraft in. Crash crews and 12th Tactical Fighter Wing fire protection specialists responded and waited for the call to foam the runway.

"When we got down to 500 pounds of fuel," said Sergeant Haigler, "the captain made a pass to show the crash crews where he would be setting her down on the runway."

The crash crews then began foaming the runway, spreading the foam from the 2,000 foot mark to the 8,000 foot mark."

"As soon as I got clearance from the tower," continued Captain Kulik, "I brought her in on the downwind, made sure my nose gear was down and locked, aimed my nose for the foam keeping her straight and level . . . then I cut off my engines and glided her in."

His landing was perfect. He touched the nose gear down and then the belly of the aircraft slid into the foam and skidded for approximately 2,500 feet to a safe stop. He maintained his course of slide directly in the center of the runway.

"It was a long day," noted Sergeant Haigler, "but the captain really did a fine job . . . it (the landing) was so smooth I didn't even know we were down until I looked out the window."

The damage to the aircraft will take approximately \$100 to repair.

## Sabreman Saves Jet

**PHU CAT** — Professional airmanship and bravery recently resulted in the prevention of major damage to an F-100 Super Sabre of Phu Cat AB's 37th Tactical Fighter Wing.

Maj. Dwayne P. Wright, Bountiful, Utah, weapons officer of the 37th TFW, was returning from a mission in support of Free World Forces in the A Shau Valley when trouble developed in the nose gear of his aircraft. He was forced to land the plane with the nose gear up and did so with minimal damage to the aircraft and no harm to himself.

Major Wright was approaching the base, preparing to land when he discovered that the nose gear would not go down



## U.S. Sergeant's Letter from Wife Explains it All

**DA NANG**—Dearest Carlos:  
"Yesterday I wrote you about Mike and how good he was doing in the Boy Scouts. The day before, about me sewing, making a bath robe, etc.

"I feel I can read your thoughts, and you say, "What did I do to help so Mike can do these things without me, or Audrey can take care of herself?"

a woman than to have a love like that?

You are a part of all I am and all I do. None of the things we do could ever be done without you, because if you think about it long enough, you will see they all begin with what you do for us.

The greatest things that ever happened to me is "YOU." The

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