

STATEMENT OF Major T. S. REAP 068237 USMC Concerning Accident involving CH-46A Bureau Numbers 151930 & 151936 on 15 July 1966

As the lead aircraft of four CH-46A's, the fifth division of a larger strike flight I commenced my approach at approximately 0810. The co-ordinates of the zone were YD038649. It was a right 180° turn to a straight in approach. Prior to commencing the turn I signaled the flight for a free cruise trail by wagging the aft section of my aircraft from left to right as is normal procedure. The approach was to a down hill zone to which we later found out was a down wind landing. As I approached the zone, I was in hover aft and indicating approximately 30 knots. It appeared I was going to land long so rather than making an exaggerated maneuver to stop I elected to land in a smaller field about 30 yards straight forward. It was fairly small so I came to a hover and proceeded to land. The rotor turns began to droop at that point so my landing was hard. We were on the deck approximately six seconds, the ramp was down and some of our troops had already debarked when an immediate violent gyration commenced. I had no idea what was happening so I shut down the engines and rotor blades and vacated the aircraft. Upon debarking I saw the aircraft had broken in two. Both engines had fallen through to the aft ramp. Parked aft and to my left I saw YT-18 in a similiar condition. We evacuated the wounded and the weapons and were picked up by another aircraft. Prior to boarding the rescue aircraft, I did manage to take numerous pictures with my 35mm camera. Upon debarking from the aircraft I also heard fire in the zone which necessitated all to drop to the ground.

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YT-15 = 151930 -  
ROSENMAN 1-17