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NAVAL SPECIAL LETTER

UNCLASSIFIED

SPECIAL HANDLING REQUIRED  
IN ACCORDANCE WITH PARAGRAPH  
66 COMNAVINST P3750.6E

22 July 1966

To: Commander, U. S. Naval Aviation Safety Center

Subj: Report of Aircraft Mishap

A. COMNAVINST P3750.6E

1. CH-46A 151956 HMM-164

2. 20 July 1966 2102H Dong Ha RVN

3. Combat Cargo 1R9

4. Alpha damage. Controlled collision with the ground. The nose strut was driven up through the center console and then buckled aft. The fuselage broke at station 410 with the aft pylon falling down on the ramp. The rotor blades meshed and disintegrated..

5. 151956 was the lead aircraft in a two aircraft flight. The flight was launched at approximately 1957H on an emergency re-supply mission. The flight proceeded to the landing zone, unloaded the cargo and departed the area. The flight back to Dong Ha was uneventful until the lead aircraft began his approach to the helicopter parking area. The first approach was waved off due to condensation on the windshield and a malfunctioning landing (search) light. The pilot landed the aircraft on the lighted runway, cleaned the windshield and attempted to extend the landing light. The light was stuck in the full retracted position and all efforts to extend it failed.

A second approach was commenced to the parking area, this time using only the hover lights. The forward hover lights have red lens but the aft light is white. The landing light was not used because of the reflection on the nose cone plexiglass windows. The approach was made over a number of parked helicopters, trucks and piles of supplies and the pilot was making an obstacle type approach. At approximately fifty feet altitude and ten knots airspeed, the number one engine failed. The rotor RPM began to deteriorate and the aircraft began to settle. There was no visible horizon and the pilot immediately looked at the attitude indicator to insure that the aircraft was in a level attitude. When the rotor RPM decreased to approximately 90%, the pilot made a slight decrease in collective pitch in an effort to maintain rotor RPM. At approximately twenty-five feet altitude the generators went off the line and all the lights went out. There were no reference lights in the parking area and the pilot had no way to judge his altitude. When the pilot estimated that the aircraft was approximately ten feet above the ground, he increased collective pitch to cushion the landing. The rate of descent was almost stopped but the aircraft was still approximately fifteen

APPENDIX 7

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feet in the air. The rotor RPM had decreased to the point that the aircraft settled to the ground and landed very hard. The number two engine continued to run at 100% RPM and the number one engine was running at somewhat less than 100%. The engines were secured by turning the fuel valves off and then pulling the fire handles. The crew exited the aircraft, saw a residual fire in the number two engine, got a CO<sub>2</sub> bottle and extinguished the fire.

One UH-34D rotor blade was damaged by a piece of metal from the CH-46 blades.

Investigation revealed possible fuel contamination. A priority DIR has been requested on the number one engine fuel control.

6. Pilot. David J. LEIGHTON Capt 073663 USMC No injury
7. Remaining three crewmembers uninjured.
8. Not applicable.
9. Not applicable.
10. Not direct enemy action.
11. Copy to FIEFAC, 1stMAW, MAG-16
12. 3-67A

*Warren C. Watson*  
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