

Mike & Ted Jenkins sent this to  
me in response to my question about  
the 'fate' of the original 6 Ch 54's. Jim

ACCIDENT FILE

Started 021597

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Subject: Re: Accident repts

Date: Sat, 15 Feb 1997 01:42:18 -0500 (EST)

From: Gary Roush <roush@servtech.com>

To: Ted Jenkins <tfjk@iswt.com>

Hi Ted,

Attached is what we have on 67-18414. It is best read using a browser like  
Netscape.

Gary

At 05:03 PM 2/14/97 -0600, you wrote:

>Gary, when I talked to Mike, he said you might be willing and able to  
>find me two accident or historical reports. No fatalities. On a CH37B,  
>--80987 and CH54A, 67-18414. I was involved in the CH37 and I remember  
>414 always having problems until it finally went in, or so I'm told, and  
>I am just curious how it finally crashed. When I used to go to the  
>factory, I would wander back into the assembly area and one day I was  
>looking at 18414 as it was nearing completion. A worker asked me if this  
>one was mine and I proudly told him yes. He just sort of looked at me  
>funny and said "GOOD LUCK!" I believe he knew more than he was telling  
>because it always had problems. Thanks for help. No prob if you can't  
>do it.

>Ted Jenkins

>478th 67-68

>tfjk@iswt.com

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<HTML>

<HEAD><TITLE>Information on helicopter 67-18414 </TITLE>

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<h1>Helicopter 67-18414</h1>

Information on U.S. Army helicopter tail number 67-18414<br>

The Army purchased this helicopter 0667<br>

Total flight hours at this point: 00000386<br>

Date: 680927 <br>

Incident number: 680927181ACD Accident case number: 680927181 Total loss  
or fatality Accident <br>

Unit: 478th Avn (HH) Co<br>

Red Beach Province, <br>

Number killed in accident: 3 Injured: 30 Passengers: 29<br>

costing 400180<br>

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Crew Members:<br>

AC O4 DR LECLERC <br>

P O2 JR WALKER <br>

CE E5 RA SCHU <br>

<br>

Passengers: <br>

CW2 MORRIS JAMES ALBERT, PP, A;

O2 R BELLANTONI, PAX, D;

O2 JE FELTER, PAX, D;  
E3 JD YATES, PAX, D;  
UNK GE WILLIAMS, PAX, D;  
E6 TA BINGHAM, PAX, D;  
SP5 KING LEROY ALAN, NOT, A;  
E5 DA THOMAS, PAX, D;  
UNK GD CLIFTON, PAX, D;  
E4 S KOVALIK, PAX, D;  
E5 CP WATSON, PAX, D;  
E5 AS GREEN, PAX, D;  
E3 D LINDEMANN, PAX, D;  
E5 AJ REED, PAX, D;  
E5 CE ALLEN, PAX, D;  
E4 JC DINE, PAX, D;  
E3 WJ STEPHENS, PAX, D;  
E6 PL DAVIS, PAX, D;  
E6 JM COOPER, PAX, D;  
E5 KN WHITE, PAX, D;  
E3 DE DAVEY, PAX, D;  
E4 RB HOSMER, PAX, D;  
E5 RL ROBERTS, PAX, D;  
E5 JW WILLIS, PAX, D;  
E5 RL CHILDS, TO, D;  
E3 WH SPRAGUE, PAX, D;  
UNK LE JONES, PAX, D;  
PFC SMITH LARRY JAMES, NOT, A;  
E5 GA HUST, PAX, D

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Accident Summary:<p>

THIS AIRCRAFT HAD DEPARTED DA NANG, RVN, ITS HOME STATION, EARLY THAT DAY. ITS MISSION WAS TO PICK UP A VEHICLE AND BAGGAGE AT AN KHE AND TO RETURN TO DA NANG. AS THEY PREPARED TO DEPART AN KHE, 28 PASSENGERS, A LOADED 3/4 TON VEHICLE, AND A LARGE AMOUNT OF BAGGAGE AND MISCELLANEOUS CARGO WERE LOADED INTO THE POD. AFTER PREFLIGHT THE CREW MEMBERS TOOK THEIR SEATS IN THE FLIGHT COMPARTMENT AND THE ENGINES WERE STARTED. A TAKEOFF WAS ATTEMPTED FROM THE TAXIWAY AT THE GOLF COURSE RUNWAY, BUT THE AIRCRAFT DID NOT RESPOND PROPERLY AND EXHIBITED A BAD VERTICAL OSCILLATION, ALTHOUGH THE CREW STATES THEY WERE ABLE TO HOVER WITH 70-75% TORQUE. THE DECISION WAS MADE TO EXECUTE A RUNNING TAKE-OFF. AFTER TAXIING TO THE SOUTH END OF RUNWAY 34, THEY MADE A 180 DEGREE TURN AND BEGAN A RUNNING TAKEOFF TO THE NORTH. BY THE TIME THEY REACHED THE END OF THE RUNWAY, AT AN ALTITUDE OF PERHAPS FORTY FEET, THE AIRCRAFT HAD A PRONOUNCED VERTICAL OSCILLATION, AND WOULD NOT CONTINUE TO CLIMB OR ACCELERATE. THE PILOT RECOGNIZED THAT HE WAS NOT GOING TO BE ABLE TO CONTINUE TO FLY AND BEGAN TO FLARE SLIGHTLY. THE LEFT CENTER PORTION OF THE POD STRUCK A SANDBAGGED FIRING POSITION APPROXIMATELY 100 METERS FROM THE END OF THE RUNWAY. THE AIRCRAFT RAPIDLY DISINTEGRATED AND STOPPED WITHIN 50 METERS OF THIS POINT. THE TAKEOFF HEADING HAD BEEN 340 DEGREES, THE FUSELAGE CAME TO REST ON A HEADING OF 360 DEGREES.\\

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