

CONFIDENTIAL

7/17 OPERATIONAL
REPORT - LESSONS LEARNED
PERIOD ENDING
31 JULY 70

(U) ACCIDENT SUMMARIES BY MONTH

1. May: Three accidents:

a. On 3 May 70, Troop C, AH-1G Sn 68-15179, Pilot CPT Vester. The aircraft had an engine failure. An autorotation was performed resulting in a hard landing with major damage to the aircraft. Both the pilot and the co-pilot suffered back injuries and abrasions. Engine analysis to determine the cause of the engine failure is not yet complete.

b. On 10 May 70, Troop A, AH-1G Sn 68-15008, Pilot CW2 Stephanski. On takeoff from the Christmas Tree Heliport there was a tail rotor failure and then separation of the 90 degree gear box. Because of the resulting loss of anti-torque control and the forward shift of the center of gravity the aircraft crashed. The cause of the tail rotor failure and subsequent separation of the 90 degree gear box has not been determined. Complete analysis of the tail rotor assembly is still in progress. Both pilot and co-pilot were seriously injured and evacuated to CONUS.

c. On 23 May 70, Troop A, UH-1H Sn 69-15115, pilot CPT Blako. In an effort to avoid wires across the take off path collective pitch was reduced rapidly. The aircraft rolled on its side after impact with the ground resulting in damage to the main rotor blades and separation of the tailboom aft of the synchronized elevator. The Crewchief was fatally injured in the crash but the other crew members suffered only minor injuries.

2. June: Two accidents:

a. On 23 June 70, Troop C, UH-1H Sn 67-17346, Pilot WO1 Yetmar. The aircraft had an engine failure in cruise flight. A downwind autorotative landing was performed resulting in a hard landing and major damage. Although there was a full crew and five passengers aboard, no one was injured. The cause of the engine failure is unknown pending completion of teardown analysis of the engine.

b. On 24 June 70, Troop A, OH-6A Sn 69-15981, Pilot WO1 Dalby. The aircraft had an engine failure. An autorotative landing was performed into a rice paddy, with no injuries. Originally classified as an incident, subsequent inspection revealed that depot level resources would be needed to repair structural damage. Investigation of the accident showed that the main fuel line had been disconnected and not reconnected prior to flight. The aircraft was able to start and fly using overflow fuel. The engine failed due to fuel starvation. An EIR has been submitted for a modification of the fuel inlet valve to prevent an engine start if the fuel line is disconnected.

3. July: No accidents.

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