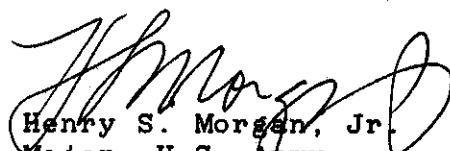


Dear Mr. Konek:

This responds to your letter of April 6, 1992, requesting a listing of class A - C helicopter accidents involving Warrant Officer Candidate and Officer training at Fort Wolters, Texas.

The requested information is enclosed. The fees incurred in processing this request are hereby waived.

Sincerely,



Henry S. Morgan, Jr.
Major, U.S. Army
Executive Officer

Enclosure

JOB NUMBER: 200-
DATA DESC: HISTORY FOR FOIA
DATA PERIOD: CY 83 THRU 7212
REPORT DATE: 05 MAR 92

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DATE: 631008 BUNO: 148759 FAC: VTNAM MMOD6S: UH034

MISHAP ACFT ON SEARCH & RESCUE MISSION OF DOWNED ACFT, IN ENEMY TERRITORY. 2 ACFT IN SEARCH MISSION, LAD TO INVESTIGATE POSS CRASH SITE, NEGATIVE RESULTS, ARMY ACFT OVERHEAD OBSERVED HELOS TO LIFT OFF & CRASH. INVE REV'D PLT SHOT.*

DATE: 640809 BUNO: 149780 FACE: CVS33 MMOD6S: UH002

MISHAP : SUSP CONT FAILURE. ACFT WAS ON PHOTO FLT. DURING TURN TO STARBOARD ABOUT 1 DEG, THE ACFT BEGAN UNCONTROLLABLE CLOCKWISE ROTATION. CYCLIC STICK & RUDDER HAD NO EFFECT ON CONT. AFTER 3 ROTATIONS, ACFT CAME DOWN IN A PLUNGE. ACFT DROPPED ATTITUDE & SHOOK. FLATATION DEVICES WERE INFLATED BUT SEP ON IMPACT.

DATE: 640917 BUNO: 149782 FAC: CVS33 MMODS: UHC02

MISHAP FIRE IN FNG SECTION RPM BEGAN TO DECAY FROM 100%. NR WAS NOTED TO DROP. REEP SW WAS USED BUT NG CONTINUED TO DECLINE. FUMES THRU OVERHEAD. FLOATATION BAGS WERE ACTUATED. ACFT PORT FLOATATION BAG FAILED. ACFT ROLLED INVERTED & CREW WAS RESCUED BY MOTOR WHALE BOAT.* DURING FLT - ACFT WAS AT 60 FT, 25 KIAS WHEN ROTOR FROM 94 TO 92% & EMERG THR PLUS FULL INCREASE RPM OF SMOKE WERE NOTED IN CABIN FOLLOWED BY FIRE COMING LAN, ENG SECURED, ROTOR STOPPED & ACFT ABANDONED. WAS SUNK BY RIFLE FIRE.

DATE: 651107 BUNO: 148943 FAC: VIETNAM MMOD68: SH003

MISHAP DURING DAY ACFT DOWNED BY HOSTILE SMALL ARMS FIRE & SUBQ DESTROYED BY ON SCENE RESCAP ACFT AFTER CREW EVACUATED.*

DATE: 660110 RUNO: 149751 FAC: CVA19 MMOD6S: UH002

MISHAP ENG FAILURE WHILE FLYING NIGHT PLANE GUARD. AFTER APPROX 15 MI OF FLT GRINDING NOISE HEARD FOL BY IMMED LOSS OF PWR. CO-PLT NOTED RISE IN REAR GEAR OIL PRESS. NO OTHER WING LIGHTS OR UNUSUAL INDIC. NOTED BY EITHER PLT. AUTOROT NORM. WATER ENTRY SMOOTH. ROTOR TIPS CONTACTED SWELL. ACFT ROLLED OVER & SANK.*

Encl (1)

JOB NUMBER: 20058BA
DATA DESC: HISTORY
DATA PERIOD: CY 63 THRU 7212
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DATE: 660205 BUNO: 149926 FAC: DD887 MMOD6S: SH003A

MISHAP LOST OF DIRECTIONAL CONTROL. ACFT WAS HOVERING OVER DD FOR PERS PICK-UP. HELO CLEARED FANTAIL TO APPROX SOFT IMMED YAW TO RT UNCONT. ACFT COMPLETED TWO 360 DEG TURNS BEFORE PLT SET ACFT IN WATER. ACFT LOST AT SEA.

DATE: 660415 BUNO: 150162 FAC: CVA63 MMOD6S: UH0026

MISHAP LOSS OF CONT ON T/O MAIN ROTOR BLADES STRUCK DECK & PARTIALLY DISINTEGRA-
TED & ACFT ROLLED LEFT OVER PORT SIDE OF ANGLED FLT DECK. UNDET.

DATE: 660925 BUNO: 148776 FAC: VTNAM MMOD6S: UH034D

MISHAP WHILE FLYING AT 4000 FT ACFT STRUCK BY ENEMY ARTILLERY SHELL. ACFT FELL TO EARTH IN FLAMES & WAS TOTALLY DESTROYED BY IMPACT & FIRE.*

DATE: 661016 BUNO: 150618 FAC: VTNAM MMOD6S: SH003A

MISHAP DITCHING UNDER PARTIAL CONT FOLLOWING TAIL ROTOR CABLE & #1 ENG FAILURE RESULTING FROM ENEMY FIRE.
ACFT LOST AT SEA. ALL INJURIES CAUSED BY ENEMY ANTI- ACFT FIRE.*

DATE: 670227 BUNO: 151317 FAC: CVA31 MMOD6S: UH0026

MISHAP COLL WATER. ACFT WAS PREPARING TO LAUNCH. BEFORE LAUNCHPRY-FLY WAS INFORMED SHIP TURNING PORT. PLT WAS TO SHUT DOWN, TURN HELO FACING BOW & LAUNCH AFTER TURN. DURING THIS TIME PLT HAD DECK CREW REMOVE TIE-DOWNS. REASON UNKNOWN. PRY-FLY UNAWARE. SHIP STARTED TURN BEFORE DISENGAGEMENT. PLT TOLD PRY-FLY HE COULD NOT HOLD ACFT ON DECK. ACFT LIFTED NOSE DOWN, TURNED LEFT, COLL WITH WATER. ACFT/CREW LOST AT SEA.

DATE: 670405 BUNO: 151852 FAC: VTNAM MMOD6S: UH001E

MISHAP ACFT HOVERED IN ZONE FOR APPROX 45 SECONDS & THEN APPEARED TO EXPLODE. SUSPECT A COMMAND DETONATED DEVICE UNDER ACFT WAS SET OFF. WIRE WAS FOUND LEADING FROM EXPLOSION AREA TO A CAVE 400 METERS AWAY. DEA.*

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DATE: 670719 BUNO: 151538 FAC: VTNAM MMOD6S: SH003A

MISHAP WHILE ATTEMPTING RESCUE OF DOWNED PILOT ACFT WAS HIT BY ENEMY FIRE. ACFT BURST INTO FLAMES AND FELL FROM 1M FT. ALFA DAM. SAR TWO HRS UNSUCCESSFUL.

DATE: 670901 BUNO: 638570 FAC: LS786 MMOD6S: UH001B

MISHAP PLT LIFTED ACFT FROM DECK ON A NIGHT MISSION. THE COPLT WAS MONITORING THE VGI & VSI. HE NOTED A POSITIVE RATE OF CLIMB & THEN DESCENT. COPLT WAS MOVING FOR THE CONTROLS WHEN THE HELICOPTER STRUCK THE WATER, BROKE UP & SANK. THE COPLT AND ONE CREWMAN WAS RECOVERED. PRI CAUSE, PLT ERROR. PLT FAILED TO ESTABLISH RADIO CONTACT WITH THE SHIP & ICS CONTACT WITH HIS CREW TO INSURE THAT THEY WERE STRAPPED IN PRIOR TO LAUNCH. THE PLT DID NOT RECEIVE CLEARANCE TO TAKE OFF & LAUNCHED WITHOUT BENEFIT OF AN LSE. THE PLT LAUNCHED DOWNWIND WITHOUT STABILIZING IN A HOVER TO CHECK POWER.

DATE: 671023 BUNO: 151522 FAC: CVA43 MMOD6S: SH003A

MISHAP ACFT WAS PARKED IN VERY CLOSE QUARTERS ON FLIGHT DECK. THE ENG WAS STARTED & NF ON #1 WAS FOUND TO BE LOW. THE ACFT WAS SECURED & POWER PLANTS DEPT MADE AN ADJUSTMENT TO THE NF. THE ENG WAS RESTARTED & CHECKED GOOD. THREE REQUESTS HAD BEEN MADE BY THE PLT TO THE SHIP TO REMOVE AN A-3 PARKED IN FRONT OF THE HELO. THIS REQUEST WAS NEVER HONORED. THE ACFT WAS LIFTED INTO AN 8-FOOT HOVER OVER THE DECK. ALL GAUGES WERE CHECKED NORMAL. THE PLT BEGAN MOVING LATERALLY TO THE LEFT IN ORDER TO CLEAR THE A-3. THE ACFT BEGAN TO SETTLE. TORQUE WAS INCREASED TO 95%. THE THROTTLES WERE FULL FORWARD & ACFT CONTINUED TO SETTLE. THE ROTOR BLADES HIT THE SIDE OF THE SHIP. A RAPID DESCENT TO THE WATER FOLLOWED. THE ACFT FLIPPED INVERTED AFTER WATER ENTRY. FIVE OF SIX PERSONS ABOARD EGRESSED.

DATE: 671205 BUNO: 149741 FAC: CVA61 MMOD6S: UH002C

MISHAP PLT & CREW NOTED LOUD BANG WHEN ROTORS WERE ENGAGED, INVES BY CREWMAN, WITH ROTORS ENGAGED, REVLD NO CAUSE OF NOISE. AFTER LIFT-OFF THE ACFT DEVELOPED A 1 BEAT PER REV OUT-OF-TRACK CONDITION. THE PLT ATTEMPTED A BLADE TRACK USING THE MANUAL METHOD WITH NO SUCCESS. AS THE PLTS MADE A TIGHT BANK ON THE DOWNWIND LEG IN THE PLANE GUARD PATTERN THE VIB BECAME WORSE & BEGAN TO INCREASE IN INTENSITY. THE ACFT WAS TURNED TOWARDS THE SHIP & PLT TRIED TO CONTACT THE TOWER FOR AN IMMEDIATE LANDING. AN ATTEMPT WAS MADE TO LAND BUT THE PLT WAS FORCED TO MOVE OFF TO THE SIDE OF THE SHIP DUE TO CONGESTION ON THE DECK. AT THIS TIME ANOTHER LOUD BANG WAS HEARD FOLLOWED BY PARTS FLYING OFF OF THE ROTOR SYSTEM. THE ACFT SETTLED INTO THE WATER, TURNED OVER & SANK. INVES OF RECOVERED PARTS INACFT PRORARIF FAIL-HRF OF ROTOR FLAP ROD AT INBD BRG WHICH INDUCED VIB & ROTOR FLAP SEP FROM ACFT.

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DATE: 680215 BUNO: 152197 FAC: CVA14 MMOD6S: UH002A

MISHAP DURING PLANE GUARD OPER AT 70 FEET ALT, PLT NOTED RISE IN REDUCTION GEAR OIL PRESSURE FROM 45 PSI TO 63 PSI. THE PLT DECIDED TO BREAK HOVER IN PREPARATION FOR FINAL LANDING. POWER WAS SET AT 95% NG & A GENTLE CLIMB WAS ESTABLISHED AT 40 KNOTS. PASSING THRU 80 FEET A LOUD, MUZZLED BANG WAS HEARD. THE ACFT YAWED LEFT & THE PLT ENTERED AUTOROTATION. A SMOOTH WATER LANDING WAS MADE IN A LEVEL ATTITUDE. THE ACFT ROLLED LEFT TO THE INVERTED POSITION & REMAINED FLOATING UNTIL ORDERED SUNK DUE TO OPERATIONAL COMMITMENTS.

DATE: 680430 BUNO: 152195 FAC: CVA63 MMOD6S: UH002C

MISHAP ON CLIMB OUT THE PLTS FELT A SLIGHT VIB. AFTER REACHING 5CY, THE CO-PLT GAVE THE CONTROLS TO THE PLT & THE PLT ATTEMPTED TO MANUALLY TRACK THE ROTOR SYS, SINCE THE AUTOMATIC TRACKER WAS MALFUNCTIONING. PRY FLY REQUESTED PLT MAKE CLOUD BASE REPORT FOLLOWED IMMEDIATELY BY APPROACH CONTROL REQUESTING PLT TO CHANGE FREQ. AT THIS POINT THE ACFT STRUCK THE WATER TWICE & BROKE UP. THE CREW WAS RECOVERED BY A DESTROYER.

INT HISTORY INDIC 8 BLADE TRACK DISCREP ON PREVIOUS 34 FLTS.

DATE: 690221 BUNO: 150144 FAC: CVA61 MMOD6S: UH002C

MISHAP WHILE FLYING AT 500' / 110 KTS, INITIAL COCKPIT INDICATIONS OF TROUBLE WAS A RAPID LOSS OF PWR ON #1 ENG TO ABOUT 70% NG & 0 TORQUE. NR 2 ENG ASSUMED THE FULL LOAD. THE PLT ATTEMPTED TO TROUBLE SHOOT THE PROBLEM WITH NEG RESULTS. DURING THIS PROCESS, #2 ENG GRADUALLY BEGAN TO LOSE PWR. COLLECTIVE WAS LOWERED TO MAINTAIN RPM & A DESCENT WAS STARTED. THE CREW WAS WARNED & A DISTRESS CALL MADE. NR 2 ENG STABILIZED AT 70% RPM. FUEL WAS DUMPED IN HOPES OF MAINTAINING FLT. THE ACFT CONTINUED TO SETTLE. DURING THE DESCENT & SUBSEQUENT DITCHING THE #1 ENG OIL PRESS & SPEED DECREASER OIL PRESS LIGHTS WERE OBSERVED ON. A FLARE WAS COMMENCED AT 50-75'-THE EMERG FLOATATION GEAR HANDLE WAS PULLED & BOTH BAGS INFLATED. THE STBD BAG TORE LOOSE ON TOUCHDOWN. THE ACFT ROLLED STBD & SANK. THE CREW EXITED ACFT WITHOUT DIFFICULTY.

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DATE: 690810 BUNO: 149767 FAC: CVA31 MMOD6S: UH002C

MISHAP ACFT ON PLANE GUARD FLT, PITCHED UP & ROLLED RIGHT WHILE ENTERING HOVER AT 50° AFTER DESCENT FROM 150°. PILOT APPLIED LEFT STICK TO CORRECT RIGHT ROLLING MOMENT & ACFT ROLLED UNCONTROLLABLE TO LEFT, AND IMPACTED WATER IN A 80-90 DEG LEFT WING DOWN ATTITUDE. PERSONNEL ON PLANE GUARD DESTROYER OBSR PARTS FROM AREA OF MAIN ROTOR SYSTEM DEPARTING THE ACFT. THE BLADES WERE OBSERVED TO CONE AT 60 TO 70 DEG ANGLE PRIOR TO IMPACT. SUSP MATERIAL FAILURE OF ROTOR BLADES, BLADE FLAPS OR COLLECTIVE CONTROL LINKAGE SEP INDUCING FULL UP PITCH OF MAIN ROTOR BLADES. ACFT WAS LOST AT SEA.

DATE: 700208 BUNO: 149707 FAC: CVA19 MMOD6S: SH003A

MISHAP ACFT WAS STATIONED ON THE PORT BEAM AT APPROX 100' OF ALT. A 360 DEG PORT TURN WAS STARTED AWAITING A "CHARLIE" FROM THE SHIP. AFTER APPROX 70 DEG OF TURN, A LOUD CLATTERING SOUND WAS HEARD ACCCOMPANIED BY A STRONG VIB FOLLOWED WITHIN 3-4 SECONDS BY A LOUD BANG. THE ACFT STARTED A VIOLENT ROTATION TO THE RIGHT ACCOMPANIED BY ROLL OSCILLATION. THE TAIL ROTOR ASSY CAME TO A COMPLETE STOP. AUTOROTATION WAS INITIATED BY THE PLT & ENGINES WERE PULLED BACK TO GROUND IDLE. THE ACFT IMPACTED THE WATER IN AN UPRIGHT POSITION. FLOATATION GEAR WAS ACTIVATED & ENGINES WERE SECURED. THE TAIL SECTION BROKE LOOSE & SANK, FOLLOWED BY THE ACFT ROLLING INVERTED. LINES WERE ATTACHED & THE ACFT HOISTED ABOARD MINUS THE TAIL SECTION. DIR OF TAIL ROTOR DRIVE SHAFT REV'D FAILURE RESULTED FROM TORSIONAL OVERSTRESS WITH DISTORTION DIRECTED AGAINST NORMAL SHAFT ROTATION. CAUSE OF OVERSTRESS NOT DETERMINED.

DATE: 700220 BUNO: 149908 FAC: CVA64 MMOD6S: SH003A

MISHAP ONE MILE OUT FROM SHIP, PLT WAS ASKED IF 0/0 WIND WAS ACCEPTABLE. PLT PERFORMED AN OUT-OF-GROUND EFFECT HOVER, AT ABOUT 200', WITH A POSITIVE RESULT. AS THE PLT INITIATED A WAVE-OFF FROM HOVER INTO A PORT TURN, A SEVERE VIB IN THE TAIL SECTION WAS FELT. PLT LOWERED THE COLLECTIVE, APPLIED RIGHT RUDDER, & BEGAN A TURN TO THE RIGHT. AFTER 20-30 DEG OF RIGHT TURN A LOUD BANG WAS HEARD FROM THE TAIL SECTION, FOLLOWED BY A COMPLETE LOSS OF ROTARY RUDDER CONTROL. THE TAIL ROTOR WAS NOTED TO COME TO A STOP BY WITNESSES. DURING THE DESCENDING TURN THE PLT USED A CONSIDERABLE AMOUNT OF RIGHT CYCLIC TO AVOID PORT SIDE OF THE SHIP. THE ACFT ROTATED 13 TIMES BEFORE CONTACTING THE WATER WITH A 5 DEG NOSE LOW, 25 DEG RIGHT ANGLE OF BANK WITH A RIGHT YAW & LESS THAN 25 KTS. ACFT ROLLED OVER AND SANK.

JOB NUMBER: 20058BA 198
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DATE: 720508 BUNO: 149699 FAC: CLG6 MMOD6S: SH0036

MISHAP MISSION ASSIGNED WAS A NIGHT VIP FLT TO A NON-AVIATION SHIP. THE PLT MADE 1 PASS OVER THE SHIP TO FAMILIARIZE HIMSELF WITH THE DECK LIGHTING & CONDITIONS. AFTER THE 1ST PASS THE PLT REPORTED GEAR DOWN & RECEIVED CLEARANCE TO LAND. THE FINAL APPROACH WAS FLOWN AT 60' WITH 30/40 KTS AIRSPEED. AS THE ACFT CLOSED THE SHIP THE PLT TRIMMED NOSE UP USING BEEPER TRIM TO SLOW THE ACFT. THE CO-PLT NOTED THE ACFT IN A DESCENT & CALLED FOR ALTITUDE TWICE TO THE PLT. ZERO TORQUE WAS THEN NOTED ON #2 ENG & BOTH SPEED SELECTORS WERE ADVANCED TO FULL PWR BY THE CO-PLT. THE PLT NOTED ROTOR RPM DECAYING, BUT HAD TO PULL IN PWR TO CUSHION THE LANDING. THE ACFT TOUCHED DOWN WITH THE PORT MAINMOUNT ON THE EDGE OF THE DECK & THE RIGHT MAINMOUNT IN A SAFETY NET. THE PLT APPLIED FULL FWD & FULL LEFT CYCLIC IN AN ATTEMPT TO HOLD THE ACFT LEVEL. AFTER A MOMENTARY PAUSE, THE ACFT ROLLED RIGHT, OVER THE SIDE OF THE SHIP & HIT THE WATER ON THE STBD SIDE. THE ACFT THEN ROLLED INVERTED. THE CREW AND 1 PASS EGRESSED. TWO PASS WERE LOSE WITH THE SHIP & ONE BODY WAS RECOVERED.