

Weekly Summary

| TOTALS | This Week FY 68 | Total To Date FY 68 | CODE | INJURY | DAMAGE |
|------------------|--------------------|---------------------------|-------|----------|-------------------|
| MAJOR ACCIDENTS | 14 | 58 | A | Fatal | STRIKE-total loss |
| FATAL ACCIDENTS | 2 | 6 | B | Critical | Major-overhaul |
| FATALITIES | 5 | 15 | C | Serious | Major-no overhaul |
| WASHOUT AIRCRAFT | 5 | 22 | D | Minor | Minor damage |
| | | | M | Missing | Missing aircraft |
| | | | INC'D | | Incident damage |
| | | | F/L | | No damage |
| | | | P/L | | No damage |

ARMY AIRCRAFT ACCIDENTS, INCIDENTS, FORCED LANDINGS, PRECAUTIONARY LANDINGS, & SHARE-ITS

The WEEKLY SUMMARY contains preliminary Army aircraft mishap information furnished USABAAR by aviation units and major commands. It is compiled, edited, and distributed back to the commands to keep Army aviation personnel abreast of current Army aircraft accidents so that prevention measures may be directed where they are most needed. USABAAR log numbers are used so that supplemental information may be referred to previous WEEKLY SUMMARIES. Information contained in the SUMMARY is subject to change and the data contained in the SUMMARY should not be used for statistical analyses.

24-30 JULY 1967



Pending TM Change OH-6

Item i, paragraph 3-12, page 3-8, TM 55-1520-214-10, states that if the transmission oil pressure warning light is not OUT within 30 seconds after ignition or if the main rotor is not rotating by the time idle speed is reached, the start should be aborted.

Failure of the oil pressure warning light to go out within the specified time limit has resulted in needless aborted starts and delayed missions.

Since the transmission oil pump is driven by the engine power output (N_2) shaft, the build-up of sufficient oil pressure to extinguish the warning light depends on ample N_2 rpm which may not be developed until the engine has stabilized at ground idle (approximately 60% N_1).

This portion of the -10 will be revised to require that the engine be shut down for appropriate maintenance action if:

1. The transmission oil pressure warning light does not go OUT by the time a stabilized idle speed (approximately 60% N_1) is reached,

2. The main rotor is not rotating by the time 25% gas producer (N_1) speed is attained.

UH-1

072405--UH-1D--STRIKE (A)--1 Injury (A)--3 Injuries (C)--3 Injuries (D)--Aircraft destroyed. Details pending. One passenger killed. One passenger sustained head and back injuries. Other passenger sustained concussion. Aircraft commander had contusion. Pilot had possible hip fracture. Crewchief sustained back strain and gunner had leg injury.

071906--UH-1D--STRIKE (A)--7 Injuries (D)--Aircraft was on long final when engine failed. Pilot entered auto-rotation and aircraft landed hard in rice paddy, rolled on right side and burned. Pilot, crewchief, and gunner sustained leg abrasions. Passengers sustained bruises and contusions. One passenger sustained arm burns.

072102--UH-1H--STRIKE (A)--1 Injury (D)--Engine failed and aircraft was autorotated to rice paddy, landed hard, and rolled on right side. Copilot sustained contusion. Fuel pressure indication was 5 psi, fuel low level warning light was on, and fuel boost pump was not operating.

063017--UH-1D--STRIKE (A)--Aircraft was at 1,000 feet over water, approximately one mile off shore, when crew felt light buffeting and heard sharp cracking sound from engine compartment. Engine failed. Aircraft was autorotated to water and sank. Crew of three and one passenger escaped injury.

072401--UH-1C--MAJOR (B)--Engine failed while aircraft was flying at low altitude due to low ceiling, over rough terrain. Aircraft was autorotated and landed hard. Undercarriage crushed. Major damage to other components.

072104--UH-1A--MAJOR (B)--Suspect engine failure. Main rotor sheared tail rotor drive shaft during landing. Transmission mounts broken. Major damage to skids.

072005--2 UH-1D's--MAJOR (B)--Two aircraft were loading troops in pickup zone. One aircraft was waiting for the other to lift off when the aircraft lifting off had an explosion in the engine area, went out of control, bounced around violently, and meshed main rotor blades with waiting aircraft. Main rotor blades of waiting aircraft struck tail boom, destroying blades and boom. Sudden stoppage to engine, transmission, and tail rotor drive train resulted. Details of damage to aircraft lifting off not given.

072601--UH-1D--MAJOR (B)--Engine failed during takeoff. Tail boom was broken off during landing, transmission mounts broken, and skids separated from aircraft.

071808--UH-1C--MAJOR (C)--1 Injury (D)--Pilot was flying as wingman in light fire team at 250 feet. During turn, copilot saw enemy tracers and called them to pilot's attention. Pilot rolled out of turn and aircraft struck trees. Aircraft continued through trees and was flown back to home station. Major damage to windshield, chin bubbles, aircraft nose, skin, and rotor blades. Branches lodged in aircraft were 1 1/2" in diameter. Pilot sustained cuts over left eye and on right arm. Low clouds, light ground fog, and darkness were factors.

072204--UH-1D--MAJOR (C)--Tail rotor struck revetment at hover, causing 90° gear box and tail rotor drive shaft to separate.

UH-1's--INCD's--071810-Aircraft struck tree during confined area operation, damaging tail rotor hub and blades./ 071811-Tail rotor failed at hover and aircraft landed left skid first in right turn, damaging skids. Caused by failure of drive coupling between 90° gear box and tail rotor drive shaft./ 072203-Engine rpm dropped during hovering pedal turn and aircraft landed hard, damaging skids./ 072301-Aircraft struck tree during reconnaissance, damaging main rotor blade./ 072506-Aircraft was landed on two small stumps, damaging skin.

UH-1's--F/L's--072004-Engine rpm dropped to 5800 and egt rose to 625° during low level flight. Suspect clogged fuel filter./ 072006-Pilot heard grinding noise and felt vibrations./ 072408-Compressor surged twice and engine failed.

UH-1's--P/L's--071809-Hydraulic pump failed./ 072409-Transmission oil pressure gauge fluctuated./ 072011-Pilot heard grinding noise and felt vibration. Caused by failure of hydraulic pump./ 072010-Pilot reported vibrations. Tail rotor hydraulic servo lines required adjustment./ 071915-Aircraft vibrated. Main rotor blades replaced./ 072012-Failure of oil cooler blower bearing caused severe vibration./ 072013-Pilot reported cyclic binding. Caused by failure of left lateral servo cylinder./ 072110-Engine oil pressure fluctuated 0-80 psi. Caused by failure of seal (FSN 5330-884-5351)./ 072412-Engine surged.

UH-1's--OTHER--072410-Chip detector light came on prior to takeoff./ 071813-Compressor stalled during engine runup. Caused by dirty fuel filters.

AH-1

072111--AH-1G--INCD--Test--Aircraft struck bird during pull-up at 160-170 knots. Incident damage to battery access door.

OH-6

072413--OH-6A--F/L--Training--Engine failed during practice forced landing. Caused by malfunction of throttle linkage.

OH-13

071807--2 TH-13T's--STRIKE (A)--4 Injuries (A)--Training--Aircraft collided. Both occupants in each aircraft killed.

060113--OH-13S--MAJOR (?)--2 Injuries (D)--Aircraft began to descend during right turn and pilot applied aft cyclic with no response. Aircraft struck ground right side low, knocking off right skid, bounced, hit nose low, and came to rest on right side. Pilot sustained minor burns on face and arms, and abrasions on face, arms, and legs. Observer sustained abrasions on left chest and back injury.

072201--OH-13E--MAJOR (?)--Training--Engine failed at approximately 700 feet over river and pilot autorotated to water. Aircraft sank in approximately 20 feet of water.

071908--OH-13S--INCD--As engine was being started, another ~~copilot~~ by and rotorwash threw piece of canvas into tail rotor of OH-13S. Incident damage to tail rotor and drive shaft.

072504--TH-13T--F/L--Training--Engine failed.

H-13's--P/L's--071911-Generator failed./ 072402-Directional control was lost and pilot made running landing. Suspect failure of pitch change bearing./ 071913-Pilot reported unusual lateral vibrations. Caused by malfunction of connecting link assembly (FSN 1560-756-7924)./ 072411-Engine lost power. Caused by failure of turbocharger.

CH-21

072404--CH-21B--P/L--Training--Battery blew up at approximately 1,100 feet, causing fire. Pilot autorotated and landed with power. Caused by electrical short of battery cable at quick disconnect.

072502--CH-21C--OTHER--Main gear struck wires during landing, wrapping approximately 125 yards of wire around gear. Aircraft was not damaged.

OH-23

072501--OH-23G--MAJOR (B)--1 Injury (C)--1 Injury (?)--Service--Aircraft went into wooded area, struck trees, and settled inverted. Major damage to all components. Suspect engine failure. Pilot sustained leg fracture. Extent of passenger's injuries not determined.

072003--OH-23G--MAJOR (B)--Engine made loud bang and failed at approximately 2,500 feet. Pilot autorotated and aircraft landed hard. Main rotor blade flexed into tail boom. Major damage to engine, main rotor, main rotor blades, tail rotor gear box, drive shaft, and tail boom.

072403--OH-23D--MAJOR (B)--Training--Student pilot made excessive rearward movement of cyclic and tail rotor struck ground. Antitorque failure occurred and aircraft rotated 360°. IP bottomed pitch and aircraft hit hard on skids in left sideward movement. Major damage to cross tubes, horizontal drag struts, basic body, vertical strut, skid, tail rotor blades, and gear box.

OH-23's--INCD's--072406-Tail rotor struck ground during practice autorotation, damaging tail rotor blade. Caused by excessive tail low attitude./ 072507-Aircraft landed hard and bounced, damaging cross tube and basic body. Caused by student pilot suddenly bottoming collective during practice hovering autorotation.

OH-23's--P/L's--071904-Engine ran rough. Caused by deteriorated insulation on magneto leads./ 072007-Engine oil and cylinder head temperatures rose above red lines. Suspect failure of cooling fan lower splined coupling./ 072009-Transmission oil pressure light came on. Caused by failure of transmission oil pressure switch./ 072107-Engine misfired and rpm dropped. Caused by broken exhaust valve, No. 3 cylinder./ 072304-Engine surged to 3650 rpm, was stabilized at 3000 rpm, then surged twice to 3400 rpm before aircraft could be landed./ 072109-Engine ran rough at hover. Caused by deteriorated insulation on magneto lead.

CH-47

072202--CH-47--MINOR--Rotorwash caused loose steel planking of PSP pad to be blown into left lower side of aircraft as nose was lowered during landing. Hole punctured in lower left side of aircraft.

072205--CH-47A--INCD--AC made left turn during taxi for takeoff and aft wheels went out of phase. Steering control was lost and AC applied brakes. Utility hydraulic system did not recycle fast enough for immediate operation of brakes and aircraft veered, striking parked UH-1B. Incident damage to two rotor blades.

072302--CH-47A--F/L--Helicopter with crew, eight passengers, 105mm Howitzer, and piggy-back ammunition load, was at 20 foot hover when No. 2 engine failed. Suspect failure of fuel control unit.

CH-47's--P/L's--072108-Pilot reported excessive vibrations. Caused by failure of No. 7 section synchronized drive shaft assembly. / 072014-Pilot reported 1-1 vibration. Caused by failure of pressure switch (FSN 5930-722-3991).

CH-54

072106--CH-54A--P/L--Transmission oil overheated during hover.

TH-55

TH-55's--INCD's--072105-Aircraft spun to left 360° and rose approximately 10-15 feet as test pilot attempted to bring it to hover. Aircraft landed hard, damaging cross beam, hockey sticks, drag strut, and landing light. Pilot reported binding collective. No discrepancy found. / 072407-Aircraft was parked and was being shut down when rotorwash of nearby hovering aircraft caused main rotor blade to flex and strike top of tail boom, damaging boom.

072414--TH-55--F/L--Training--Engine surged and rotor rpm decreased. Caused by failure of idle pulley bearing.

TH-55's--P/L's--072008-Engine lost power during landing approach and aircraft was autorotated. Caused by improperly safetied bolt on lower throttle bellcrank. / 072505-Student pilot heard loud noise and felt vibration. Caused by broken exhaust flange, No. 1 cylinder.

U-6

072103--U-6A--P/L--Service--Pilot landed due to faulty fuel gauge.

U-1

071905--U-1A--P/L--Training--Engine lost power. Suspect fuel system malfunction.

U-8

072101--U-8D--UNKNOWN--Service--Details of accident and injuries unknown.

U-8's--P/L's--071907-No. 2 engine failed when power was reduced from climb to cruise. Caused by malfunction of fuel injector pump. / 071812-No. 2 engine propeller would not unfeather. Accumulator required servicing.

U-21

071910--U-21A--P/L--Service--Pilot was unable to reduce rpm on No. 1 engine after takeoff. Caused by failure of propeller governor.

T-41

071909--T-41B--INCD--Training--Aircraft was landed hard from power approach over barrier. Incident damage to firewall.

072303--T-41--F/L--Service--Engine made loud popping noise and quit.

SUPPLEMENTS

071703, UH-1C, Weekly Summary 17-23 July--Change from major to incident. Total changed.

070501, UH-1D, Weekly Summary 1-9 July--Throttle was inadvertently rolled partially off. Aircraft was landed downwind.

071605, UH-1D, Weekly Summary 17-23 July--Investigation showed no failure. Tail rotor struck water.

070403, UH-1D, Weekly Summary 1-9 July--Engine failure caused by one turbine blade being displaced approximately 3/8" on first stage rotor. Blade struck forward side of nozzle and cylinder assembly, causing debris to puncture combustor liner and damage second stage turbine blades. N2 system seized.

063004, UH-1C, Weekly Summary 1-9 July--Caused by failure of tail rotor hub assembly.

NOTE: 062017 UH-1D STRIKE accident and 060113 OH-13S major accident occurred during June and are not included in total for FY 1968.

APPROXIMATE DOLLAR COST OF THIS WEEK'S ACCIDENTS AND INCIDENTS

\$2,726,764.00