

3ABRCGp Hist., Jul-Sep 1969

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low approach at low airspeed in a downwind condition, failed to recognize and provide for normal engine acceleration lag time, and thereby allowed the helicopter to settle into a tree. A contributing cause of this accident was miscellaneous unsafe conditions (inadequate crew rest) in that the pilot was fatigued as a result of high noise levels in the alert facility in which he spent the night preceding the flight and by working more than 65 hours in the facility during the previous week.

b. On 19 July 1969, an HH-43B, SN 59-1562, assigned to Det 12, 38ABRSq, U-Tapao RTAFB, Thailand was involved in a major aircraft accident when ordnance on a B-52 that had aborted on takeoff exploded. There were two fatalities and one critically injured survivor. The accident board determined that the primary cause of this accident was due to miscellaneous unsafe conditions, in that the complete destruction of the helicopter rotor system by shrapnel and debris from the explosion of bombs and fuel aboard the B-52 rendered the helicopter totally uncontrollable and made the resulting crash and destruction inevitable.

c. On 7 August 1969, an HH-43B, SN 60-0282, assigned to Det 11, 38ABRSq, Tuy Hoa AB, RVN was involved in a major aircraft accident. There were no fatalities or injuries. The