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38th ARRSq Hist, Jul - Sep 1969

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On 10 July 1969, HH-43B #60-278 crashed when the pilot thought he had experienced engine failure while on a training flight. The crew received only minor injuries but the aircraft was damaged beyond economical repair.

On 19 July 1969, HH-43B #59-1562 was destroyed when it was struck by blast and flying debris when a crashed and burning B-52 blew up. Two of the Pedro crewmembers were killed in the crash² and one was severely injured.³

On 7 August 1969, HH-43B #60-282 was lost at sea after experiencing complete engine failure while being flown from Tuy Hoa to Cam Ranh Bay. The crew escaped the sinking aircraft with minor injuries, and were rescued by an Army helicopter.

On 13 August 1969, HH-43F #62-4508 was extensively damaged when it rolled on its side after snagging a runway barrier cable during landing roll after a practice autorotation. The crew escaped with only minor injuries. This aircraft will hopefully be returned to operation after extensive repairs.

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2. Major Davis, Warren K.
TSgt Cohen, Harry H.,]
 3. SSgt Miles, Tommy T.,]

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accident board determined that the primary cause of this accident was engine failure. The cause of the failure could not be determined due to failure to locate and recover the wreckage for engine TDR. However, the most probable cause was determined through the process of elimination. Boost pump pressure indications of 10 to 12 psi eliminated boost pump failure, fuel exhaustion or any significant leaks prior to the lines entering the fuel control system. The failure of the engine to restart using emergency fuel system would eliminate the engine speed governor or automatic features of the fuel control. The rapid decrease in EGT and the absence of abnormal noises and smoke would eliminate internal failure of the engine compressor, turbines or bearings. Therefore, it was determined that the most probable cause of the engine failure was a malfunctioning engine driven fuel pump. Additional findings were that: (1) The helicopter was not equipped with emergency flotation gear, and (2) The cabin safety net could restrict under water egress in the event of injury during ditching.

d. On 13 August 1969, an HH-43F, SN 62-4508, assigned to Det 10, 38ABRSq, Binh Thuy AB, RVN was involved in a major aircraft accident. There were no fatalities or injuries. The

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accident board determined that the primary cause of this accident was pilot factor, in that the pilot allowed the aircraft to roll over the BAK-12 Barrier, while performing a practice autorotation.

SPECTROLAB's "Nightson" Xenon Floodlights (U)

a. A study was undertaken in the reporting period to evaluate night vision capability for ARRS activities and a summary follows: Representatives from SPECTROLAB Division of TEKTRON, visited the Standardization personnel at 3ARROP at the suggestion of representatives from AFSC Liaison Officer, Directorate of Plans, Seventh Air Force, Tan Son Nhut AB, RVN, who were aware of our interest in night vision and felt that we should have an opportunity to evaluate SPECTROLAB's "Nightson" Xenon floodlights. The SPECTROLAB representatives presented a short briefing on his firm's two models of high-intensity lights and discussed his capacity as advisors in an Army test program being conducted by the First Air Cav at Phouc Vinh, RVN. An invitation was extended to interested personnel to witness a demonstration of the lights at Phouc Vinh. Arrangements were finalized and a team composed of Standardization personnel were transported from Tan Son Nhut to Phouc Vinh via Army helicopter. Upon arrival at Phouc Vinh, the team was shown two UH-1D helicopters equipped with Xenon floodlights and associated equipment