

24 could come in for the pick up. Noting the smoke, Pedro 24 hovered over the spot at approximately 150 feet above the ground and the para-rescue specialist was lowered to the ground. The first injured man was quickly loaded into a semi-rigid litter and hoisted aboard Pedro 24. The second injured man and the pararescue specialist were hoisted aboard using the forrest penetrator and Pedro 24 then took off for the Korean Army Hospital at Phu Heip Army Air Field approximately five miles south of Tuy Hoa Air Base. The men were delivered to the hospital personnel and Pedro 24 and Pedro 05 returned to base at 1420L. One combat save. Three sorties logged and 2.5 flying hours.

Crewmembers were:

Pedro 24

AC Capt William F. Austin
CP Capt James H. Brittingham
FE SSgt Robert J. Christian
PJ TSgt Richard N. Stone

Pedro 05

AC Major Morgan A. Downing
CP Capt John H. Williams
FE TSgt Thomas B. Margagliano
RS Sgt Wayne F. Daubner

On 7 August 1969, Pedro 24 departed Tuy Hoa Air Base for Cam Ranh Bay Air Base to remain there for one week while the two aircraft assigned to Cam Ranh Air Base underwent repairs. All aspects of the flight were normal, however Pedro 24 was required to remain off the shore line in order to avoid reported turbulence, artillery firing and suspected enemy activities. At 0920L when only five miles from the runway at Cam Ranh Bay Air Base the engine on Pedro 24 flamed-out without any prior warning. Two attempts to restart the engine were unsuccessful and the crew made a successful ditching and evacuation and were quickly rescued by an Army UH-1D that was in the area. The findings of the accident board was engine failure caused by engine driven fuel CONTROL FAILURE.

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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 85 hours in the facility during the previous week.

b. On 19 July 1969, an HH-43B, SN 59-1562, assigned to Det 12, 38ARRSq, 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, 38ARRSq, Tuy Hoa 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 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, 38ARRSq, Binh Thuy AB, RVN was involved in a major aircraft accident. There were no fatalities or injuries. The

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Scramble Jollies and Spads - 300/31/87
One Pedro down and one Pedro hit.
4 spads in area,

Jollies off -

Pedro 98 down, was on mission of Army
LOH - 300/31/87 - Another Pedro hit.
Pedro 98 se picked up by dustoff - Jollies
on ground. Pedro 98 out of CH87.

Pedro 98 had mechanical failure. AC picked
up and 2 men left with a/c. Surrounded
by friendly. No second H43 hit.
Pedro 98 was on mission to LOH when he
had mechanical failure.

RTB all forces. Area secure by Army
forces. LOH crashed and burned no
survivors. Pedro 98 went to investigate
his mechanical trouble. AC from Pedro 98
picked up by dustoff and taken to CH87.

To 98/42 - ETA 15 mins, both OK
Keep Jollies airborne and Spads - Double
flame out of Quanche 904 - 360/70/77
Preparing to bail out - 4 SOB's

New Position 198/90/109 -

Position heading 090/70/77 = 270/70/77

New position ~~140/72/89~~ 140/72/89

Last Position 130/160/89 - last contact -

Call sign Quanche 904

Queen call and said scramble the
Jolly Green and Spads. They have
spotted four survivors at this position
240/15/77. The Spads are being
delay, because they are still refueling

Wing 41 is heading for the area.

Queen RTB the Jolly Green
& Spads. The Buffs will make

0355 Picked up by dustoff and taken to CH87.
 0405 Jp 28/42 - ETA, 15 mins, both OR
 keep Hollies airborne and heads - Double
 Flame out of Quanche 904 - 360/70/77 -
 0412 Preparing to bail out - 4 SOB's
 New Position 198/90/109 -
 0418 Position heading 090/70/77 = 270/70/77
 0428 New position ~~142/72/89~~ 142/72/89
 0432 Last Position 130/165/89 - Last contact -
 0438 Call sign Quanche 904
 0515 Queen call and said scramble the
 Jolly Green and Spocks. They have
 spotted four survivors at this position
 240/15/77. The Spocks are being
 delay, because they are still refueling
 0520 Misty 41 is hovering for the area.
 0525 ~~Queen~~ Queen RTB the Jolly Green
 & Spocks, The Buffs 28 will make
 the fresh-up.
 0610 JG 780 Airborne on FCF at 77.
 0645 ~~JG 15~~ JG 15 about 77. For Ty Hoa
 Col Burlingame on board