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PRIORITY
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56TH SP OP WJ/MAKHOI PHANOM RTAFB THAI

13AF/DCA/DO/DI/CLARK AB PI

INFO: 7/13AF/DCA/DO/DI/UDORN RTAFB THAI

7AF/DOG/TAN SON NHUT AB RVN

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SUBJECT: COMMANDER'S 48 HOUR-NELSHAP ANALYSIS REPORT (U).

REFERENCE 56SON OPRP-3 181027Z AUG 70.

ON 13 AUGUST 1970 A CH-3E, SN 63-9681, CALL SIGN SKYCAP 36, CRASHED
21 MILES NORTH OF UDORN RTAFB AT 1110 (G). THE AIRCRAFT, ASSIGNED TO
THE 21ST SOS WAS COMPLETELY DESTROYED BY FIRE. OF A CREW OF FIVE,
THERE WERE FOUR FATALITIES AND ONE INJURY. THE INSTRUCTOR PILOT WAS
CAPTAIN ALAN B. CHEESEMAN, . HE WAS OCCUPYING THE JUMP
SEAT AND HE WAS GIVING AN INSTRUCTOR PILOT UPGRADE CHECK TO THE LEFT
SEAT PILOT. CAPTAIN CHEESEMAN RECEIVED FATAL INJURIES IN THE CRASH.
HE HAD 11 AND ONE HALF MONTHS IN SEA AND HAD COMPLETED 129 COMBAT
MISSIONS. THE PILOT, CAPTAIN VICTOR L. GENEZ, WAS
OCCUPYING THE LEFT OR COPILOT'S SEAT. HE WAS RECEIVING AN INSTRUCTOR
PILOT CHECK RIDE. CAPTAIN GENEZ, THE ONLY SURVIVOR, RECEIVED BURNS

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OFFICE

ORIGINATOR/TELETYPE

OFFICE

RUBEN M. WARE, Lt Colonel, USAF
Chief of Safety

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ABOUT HIS FACE, HANDS, AND KNEES. HE HAS TEN MONTHS IN SEA AND HAS
 FLOWN 96 GREAT MESSAGES. THE OTHER PILOT WAS CAPTAIN GEORGE D.
 HENRY, . HE WAS IN THE RIGHT OR PILOT'S SEAT. HE WAS
 RECEIVING PART OF HIS INITIAL THEATER CHECKOUT TRAINING. HE
 RECEIVED FATAL INJURIES. THERE WERE TWO FLIGHT ENGINEERS: SGT
 WILLIAM L. RIPLEY, AND SGT TERRY D. REAMS,

SGT RIPLEY WAS KILLED IN THE CRASH. SGT REAMS SURVIVED
 THE CRASH, BUT DIED ENROUTE TO THE ARMY BURN CENTER AT CAMP ZAMA
 JAPAN. BOTH FLIGHT ENGINEERS WERE HIGHLY QUALIFIED COMBAT VETERANS
 IN THE CH-3E.

THE PURPOSE OF THE FLIGHT WAS A COMBINATION OF TRAINING AND COMBAT
 SUPPORT. THE FLIGHT DEPARTED NKP AT 1245 (G) ON A VFR FLIGHT TO
 UDON TO PICK UP SOME CARGO. ENROUTE, CAPT GENEZ WAS TO RECEIVE
 HIS INSTRUCTOR PILOT CHECK. AFTER DEPARTURE THE FLIGHT FLEW TO
 NKP (EAST) THEN FOLLOWED THE MUKONG RIVER TO TACAN CHANNEL 99,
 MUKDAHAN, THEN ENROUTE ON THE UDON 360° RADIAL. FLIGHT WAS CON-
 DUCTED AT 1500 FEET MSL (1000 FEET AGL) AND 100 KNOTS. THE
 SURVIVING PILOT RELATES THAT AFTER APPROXIMATELY ONE HOUR AND
 TWENTY-FIVE MINUTES HE HEARD A LOUD BANG (NOT AN EXPLOSIVE TYPE
 BANG) FOLLOWED IMMEDIATELY BY LOSS OF ALL AC ELECTRICAL POWER.
 THIS WAS CONFIRMED BY THE WARNING PANEL. CAPT GENEZ IMMEDIATELY

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TOOK CONTROL OF THE AIRCRAFT AND INITIATED AUTOROTATION. AT ABOUT THIS TIME ONE OF THE FLIGHT ENGINEERS REPORTED A FUEL FIRE AND ASKED CAPT CHRISTIAN FOR THE COCKPIT FIRE EXTINGUISHER. FLIGHT ENGINEER NEXT REPORTED A FIRE IN THE ROTOR HEAD AREA. THE COCKPIT FILLED WITH HEAVY BLACK SMOKE MAKING BREATHING AND VISION DIFFICULT FOR A FEW SECONDS. INSTRUCTOR PILOT REACHED UP AND SHUT OFF THE ENGINE SPEED SELECTORS. FLAMES WERE NOW ENTERING THE COCKPIT FROM CARGO COMPARTMENT FORCING THE INSTRUCTOR PILOT FROM HIS SEAT. AT APPROXIMATELY 200 FEET AGL A "HARD OVER" WAS EXPERIENCED. (STICK MOVED FULL RIGHT AND AFT FREEZING IN THIS POSITION). AIRCRAFT ENTERED A RIGHT TURN WITH A PITCHED UP OF ABOUT 30°. AIRCRAFT STRUCK THE GROUND IN THIS POSITION AT 1000 - 1500 FT/MINUTE. THE TIME SPAN FROM RANG TO IMPACT WAS 60 SECONDS OR LESS, THE TIME REQUIRED TO AUTOROTATE THE 1000 FEET TO THE GROUND. CRASH OCCURRED ON THE UBCN TAGAN 360° RADIAL AT 21 MILES. A LOGICAL EXPLANATION FOR MULTIPLE EMERGENCIES AND SUBSEQUENT FAILURES OF UNRELATED AND REDUNDANT SYSTEMS COULD NOT BE REACHED BY THE BOARD MEMBERS OR BY A SIKORSKY TECHNICAL REPRESENTATIVE. WEATHER AND CREW REST WERE NOT A FACTOR. THERE WAS NO SIGNIFICANT MAINTENANCE HISTORY. ON THE SCENE INVESTIGATION REVEALED THAT THE ENGINES WERE INTACT AND PROVIDED NO EVIDENCE OF MALFUNCTION. (THIS WAS CONFIRMED BY

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