

SUPPORTING DOCUMENT #12

DATE: 13 AUG 70

16 August 1970

MISSION NUMBER: 3-38-005-13 AUG 70

AIRCRAFT DESIGNATION: KING 26

LOCATION: 360/21/93

DISTRESSED AIRCRAFT: Skycap 36 (CH-3)

SAVES: 2 Non-Combat

1. (C) At approximately 0705Z, Hillsboro informed King 26 that Lion (GCI) had lost contact with Skycap 36. King 26 contacted Lion and found that contact with Skycap 36 had been lost 20 nm north of Ubon. Hillsboro informed King 26 that Wolf 02 had voice contact on Guard frequency with Skycap 36 and was proceeding toward their area. Skycap 36 had crashed approximately 20 nm north of Ubon and was on fire. There were 5 POB, 2 burned, 1 very badly. King 26 contacted Wolf 02 on Guard and confirmed the information received from Hillsboro. King 26 contacted Ubon tower to launch Pedro. Pedro 08 had already been alerted and was airborne at 0715Z. King 26 put all forces on Pedro's primary frequency, 274.5. Talking to Wolf 02, King 26 learned that the 2 burned survivors were away from the crash and did not know if the other 3 POB had gotten free. All 5 were aboard when Skycap 36 hit. Spike 45, an OV-10, was in the area also and had the crash in sight. Spike 45 was made On-Scene Commander (OSC) at 0725Z and Wolf 02 departed the site. Jack had alerted Jolly Green 61 & 56 at Ubon, and after talking to Pedro 08, King 26 decided to launch Jolly Green 61 & 56. After Pedro 08 landed at the site, they advised that the seriously burned must be evacuated immediately. Pedro 08 left the site with the 2 known survivors on board at 0740Z, leaving 2 firefighters to secure the area and search for the 3 missing persons. Pedro 08 advised that one survivor had 3rd degree burns over 95% of his body and would probably need to be evacuated out of Ubon, Jack was advised. Ubon tower confirmed that an ambulance and doctor were awaiting Pedro 08. Jolly Green 61 arrived at the scene and sent his 2 PJ's to search for the missing persons. Shortly afterward, Jolly Green 56 arrived with a doctor on board and their PJ's joined the search. During this time, approximately 200 Thais had gathered at the crash site, including 7-8 militia. Ubon TUOC (Wolfpack) was contacted to arrange for a ground/security team to be sent into the area. Jolly Green 61 asked if there was any armament on board Skycap 36. Wolfpack confirmed that there were 2000 rounds of 7.62 and 12 Mk 79. Meanwhile, the bodies of the 3 missing persons were found. Two of the bodies were recovered, but the 3rd could not be removed from the still burning wreckage. Once it was determined that there were no survivors, the ground team was pulled back, away from the wreckage. Wolfpack was advised that they would need to send someone with the ground team to recover the 3rd body. Spike 45 was cleared to depart the area and Jolly Green 61 was placed in charge of recovery forces. Pedro 88 was launched with a ground team from Ubon aboard. Jolly Green 61 & 56, with 2 bodies aboard Jolly Green 56, departed the crash site at 0835Z, leaving the 2 Pedro firefighters at the site. Pedro 88 and Skycap 32 arrived on scene at 0840Z and took over the operations. King 26 departed.

2. (U) King 26 Crewmembers:

AMC/AC	CPT WESTDROOK
CP	CPT MILLER
NN	CPT HOST
RO	SSG SWINSON
FE	MSG DUNCAN
FE	TSG CORDOVA
LM	TSG LORENZ

GLYDE O. WESTBROOK JR., Captain, USAF
Airborne Mission Commander/Aircraft Commander

DECLASSIFIED

FILE DESIGNATION

SD-26

~~SECRET~~

19110202/AUG 70

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PRIORITY
PRIORITY

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56TH SP OP WG/NAKION PHANOM RTAFB THAI

13AF/DSA/DO/DM/CLARK AB PI

INFO: 7/13AF/DSA/DO/DM/UDORN RTAFB THAI

7AF/DOC/TAN SON NHUT AB RVN

PRIVILEGED DOCUMENT

SECRET 56 IGY

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

REFERENCE 56SON OPREP-3 181027Z AUG 70.

ON 13 AUGUST 1970 A CH-3E, SN 63-9681, CALL SIGN SKYCAP 36, CRASHED 1 MILES NORTH OF UDORN RTAFB AT 1410 (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, [REDACTED]. 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, [REDACTED] WAS OCCUPYING THE LEFT OR COPILOT'S SEAT. HE WAS RECEIVING AN INSTRUCTOR PILOT CHECK RIDE. CAPTAIN GENEZ, THE ONLY SURVIVOR, RECEIVED BURNS

AUG

14

OFFICE

ORIGINATOR/TELEPHONE

~~SECRET~~

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

DATE

CN 26th
VC 26th
EX
DCO
TWOC
150H
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and/or CONTINUATION SHEET

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ABOUT HIS FACE, HANDS, AND KNEES. HE HAS TEN MONTHS IN SEA AND HAS FLOWN 96 COMBAT MISSIONS. THE OTHER PILOT WAS CAPTAIN GEORGE D. HENRY, 432-76-5278FR. 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, [REDACTED] AND SSgt TERRY D. REAMS, [REDACTED]. SGT RIPLEY WAS KILLED IN THE CRASH. SSgt 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 UBON 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 MEKONG RIVER TO TACAN CHANNEL 99, MUKDAHAN, THEN INBOUND ON THE UBON 360° RADIAL. FLIGHT WAS CONDUCTED 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 7 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 TACAN 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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O P 190737Z AUG 70

FM 7AF TAN SON NHUT AB RVN

TO RUHHABA/CINCPACAF DO IGA

INFO RQWJABA/DIR OF AEROSP SAFETY AFIS NORTON AFB CALIF

RUEFHQA/CSAF AFEXDPS4

RUMMWKA/13AF DSA DO CLARK AB PHIL

RHMUABA/DEP CMDR 7AF 13AF DSA UDORN AFLD THAI

RUSEFAHA/5AF DSA DO FUCHU AB JAP

RUKLAAA/TAG DO SAFETY

RUVARIA/AFLC DO SAFETY

RUMOREA/56SOW NAKHON PHANOM THAI

BT

C O N F I D E N T I A L/DOO SUBJ: AIRCRAFT MISHAP REPORT. (U)

REF: (1) 7AF/AIRCRAFT MISHAP REPORT/150831Z AUG 70 (C)

(2) 56SOW/LDSREP/181027Z AUG 70 (S)

A. APPROX 131419G AUG 70

B. C 1534N 10453E

C. 43 SN63-009681

D. 56SOW/NAKHON PHANOM RTAFB THAILAND

E. CAPT ALAN B CHEESEMAN, , 21SOS, NAKHON PHANOM

PAGE 2 RUSVBAA1993 C O N F I D E N T I A L

RTAFB THAILAND.

F. LOSS DUE TO HOSTILE ACTION - AMENDED AND FINAL REPORT.

G. MISHAP PREVIOUSLY WAS CLASSIFIED AS AN AIRCRAFT ACCIDENT.

INVESTIGATION HAS BEEN CONDUCTED IAW AFR 127-4. BASED ON THE

BOARD'S FINDINGS AS STATED IN REFERENCE (2) ABOVE, IT IS CON-

CLUDED THAT THE CAUSE OF THE MISHAP IS THAT THE AIRCRAFT WAS HIT

AND DOWNED BY ENEMY GROUND FIRE.

H. THOMAS L. GOODBODY, MAJOR, USAF, MISHAP REPORTS OFFICER/2507.

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