

SENDER WILL CHECK CLASSIFICATION TOP AND BOTTOM			
UNCLASSIFIED		CONFIDENTIAL	
CENTRAL INTELLIGENCE AGENCY OFFICIAL ROUTING SLIP			
TO	NAME AND ADDRESS	DATE	INITIALS
1	MD/OSA		
2	D/FA/OSA		
3	OXC/OSA		
4			
5			
6			
ACTION		DIRECT REPLY	PREPARE REPLY
APPROVAL		DISPATCH	RECOMMENDATION
COMMENT		FILE	RETURN
CONCURRENCE		INFORMATION	SIGNATURE
<b>Remarks:</b> Ref <span style="border: 1px solid black; padding: 2px;">[redacted]</span> Report of ACFT Incident for H-43B, 58-1847. <p>1. Incident report in ref is well done, thorough and meets the directive requirements; however, 396 estimated man hours to repair should put it into minor accident category. Project Hqs has two options at this point: (1) in spite of man hours involved allow <span style="border: 1px solid black; padding: 2px;">[redacted]</span> to continue to classify this mishap as an incident and require no formal report or (2) direct <span style="border: 1px solid black; padding: 2px;">[redacted]</span> to classify mishap as a minor accident, conduct a formal investigation and submit a formal report (AF Form 711). 2. Recommend option (1) i. e. continue to classify as incident.</p> <p style="text-align: right;">Continue on another page.</p>			
FOLD HERE TO RETURN TO SENDER			
FROM: NAME, ADDRESS AND PHONE NO.			DATE
C/OXC/OSA			22 June
UNCLASSIFIED		CONFIDENTIAL	SECRET

*File 2-12*

*1- Current Ops*

*2- [redacted]*

*3- T.H. 29 Jun*

*Out This sent to MD*

*DPA on 22 June 68*

*Jal.*

*Your info and pass on*

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25X1A

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USAF review(s) completed.

SENDER WILL CHECK CLASSIFICATION TOP AND BOTTOM		UNCLASSIFIED		CONFIDENTIAL		SECRET	
<b>CENTRAL INTELLIGENCE AGENCY OFFICIAL ROUTING SLIP</b>							
TO	NAME AND ADDRESS			DATE	INITIALS		
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ACTION		DIRECT REPLY		PREPARE REPLY			
APPROVAL		DISPATCH		RECOMMENDATION			
COMMENT		FILE		RETURN			
CONCURRENCE		INFORMATION		SIGNATURE			
<b>Remarks:</b>							
3. <u>For MD/OSA:</u>							
Ref para S 3 of ref. Request necessary action be initiated to install SIF/IFF transponder in							
<div style="border: 1px solid black; width: 100px; height: 20px; margin: 0 auto;"></div>							
<b>FOLD HERE TO RETURN TO SENDER</b>							
FROM: NAME, ADDRESS AND PHONE NO.						DATE	
OXC/OSA						22 June	
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DATE

20 JUN 1966

SECRET

ROUTING

ROUTING	
1	DSA 9
2	DEA 10
3	OXC 11
4	12
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6	MO 14
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TO :  
FROM :  
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	INIT	ACT	INFO
GENE			
DAVID			✓
OS			✓
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HOLD FOR: [ ]			
T.H.			
MILE 2-12			

IN 62226

ILLEGIB

TO

INFO

CITE

SECRET 172307Z CITE [ ]

[ ] 25X1A

TO: GEN LEDFORD [ ] SUBJECT: REPORT OF ACFT INCIDENT (SPECIAL HANDLING, IAW AFR 127-4)

A. 10 JUN 66, 1040 PDT.

B. [ ]

C. H-43B, 58-1847.

D. 1129TH SPACRON, DET 1.

E. [ ] LOT. , FIREFIGHTER. FIREFIGHTER,

ACTING DROPMASER.

[ ] PARAMEDIC. PARAMEDIC.

F. NONE.

G. NO PASSENGERS.

SECRET

GROUP 3  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
DECLASSIFICATION

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S E C R E T

PAGE TWO

H. TOTAL PLT HRS: 2024. TOTAL FIRST PLT (P&IP): 1449,  
PLT HRS IN LAST 30 DAYS, 43 HRS. LAST 60 DAYS: 72 HRS.  
LAST 90 DAYS: 98 HRS.

I. N/A.

J. LANDING APPROACH.

K. START AND TAKEOFF WERE CONSIDERED NORMAL. THE MSN ENTAILED POSITIONING OF CODED REFERENCE MARKERS AT SPECIFIED DISTANCES AND HEADINGS FROM THE EG&G TEST COMPLEX. THESE MARKERS WERE TO BE USED AS RECOVERY AIDS TO EXPEDITE SEARCH AND RECOVERY OF TEST ITEMS NORMALLY DROPPED BY PARACHUTE (C-47) OVER A LARGE AREA WITH FEW, IF ANY, NATURAL LANDMARKS. IT WAS CONSIDERED NECESSARY THAT POSITIONING OF THESE BE DONE BY RADAR ASSISTANCE (EG&G). DUE TO GROUND CLUTTER, IT WAS NECESSARY THAT THE ACFT CLIMB TO 5500 FEET MSL FOR POSITIVE RADAR IDENTIFICATION. IN ORDER TO ACCURATELY POSITION THESE MARKERS, IT WAS NECESSARY TO MAKE STEEP APPROACHES TO DROP LOCATIONS. FINAL DROP OF THESE MARKERS WAS ACCOMPLISHED FROM A LOW HOVER (5 FT) WITH THE DROPMASER SECURED IN A "GUNNER'S BELT". WIND CONDITIONS WERE ESTIMATED FROM DRIFT TO BE OUT OF A NORTHERLY DIRECTION AND LESS THAN 10 KTS. TWO (2) SUCCESSFUL APPROACHES AND DELIVERIES WERE ACCOMPLISHED WITH NO DIFFICULTY. OBSERVED POWER TO HOVER WAS APPROXIMATELY 25 PSI TORQUE WITH 10 PSI RESERVE. THE THIRD APPROACH WAS NORMAL TO A POINT 150 TO 200 FEET ABOVE GROUND. AT THIS POINT, DECREASE IN THE RATE OF DESCENT WAS ATTEMPTED THROUGH AN INCREASE OF POWER. IT WAS NOTED THAT THE RATE OF DESCENT CONTINUED TO INCREASE INSTEAD OF DECREASE. FROM A QUICK ASSESSMENT OF THIS DIFFICULTY THE PLT ELECTED TO ABORT THE APPROACH BY LOWERING THE NOSE AND FURTHER INCREASING POWER THUS IN-

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S E C R E T

PAGE THREE

CREASING AIRSPEED FROM AN INDICATED 20 KTS. WHILE INITIATING THE ABORT, THE RATE OF DESCENT BECAME MORE INTENSE (ESTIMATED 1000 TO 2000 FEET PER MINUTE). MAXIMUM POWER WAS APPLIED AT THIS POINT AND THE ENGINE RESPONDED NORMALLY. WHEN IT BECAME APPARENT THAT AN ABORT COULD NOT BE ACCOMPLISHED OR THE RATE OF DESCENT DECREASED, THE NOSE OF THE ACFT WAS RAISED TO IMPACT WITH THE GROUND IN A LEVEL ATTITUDE AND ZERO GROUND SPEED. THIS ACTION WAS ACCOMPLISHED IN ORDER TO MINIMIZE DAMAGE AND POSSIBLE CREW INJURY. AFTER AN ABRUPT IMPACT WITH THE GROUND, THE ACFT PITCHED SHARPLY NOSE DOWN AND TO THE RIGHT. POSITIVE CONTROL EFFECTIVENESS WAS REGAINED PRIOR TO THE ROTOR BLADES MAKING CONTACT WITH THE GROUND. A SAFE POSITION WAS THEN ATTAINED WHERE AN ASSESSMENT OF INJURY TO THE CREW AND DAMAGE TO THE AIRCRAFT WAS ACCOMPLISHED. THE ACFT WAS RETURNED TO BASE WHERE A RECOVERY PLATFORM HAD TO BE CONSTRUCTED BY USING MATTRESSES AND WOODEN PALLETS. AS MANY OF THE CREW AS POSSIBLE WERE DISEMBARKED PRIOR TO ATTEMPTING TO LAND. THE ACFT WAS THEN LANDED WITHOUT FURTHER INCIDENT. WHILE THE DAMAGE ASSESSMENT AFTER IMPACT WAS BEING ACCOMPLISHED, THE CREW MEMBER SEATED IN THE CO-PILOT'S SEAT MENTIONED NOTICING A DUST DEVIL LOCATED JUST BEHIND AND TO THE LEFT OF THE DUST CAUSED BY THE IMPACT. AT NO TIME PRIOR TO THIS WERE DUSTDEVILS OBSERVED IN THE IMMEDIATE WORKING AREA. DAMAGE TO ACFT AS FOLLOWS:

## RH AUX GEAR:

FORK BROKEN.

BEARPAW BUNGEE BOLT BENT.

BEARPAW BENT AND DEEP SCRATCHES.

BUNGEE SUPPORT HAS PULLED RIVET.

## LH AUX GEAR:

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S E C R E T

PAGE FOUR

FFORK SPRUNG.

LH MAIN GEAR:

STRUT COLLAPSED (PISTON FAILURE).

STRUT MOUNT TORN FROM FUSELAGE.

SKIN TORN OUT AT MOUNT AND STRINGERS AND REINFORCING MATERIAL BENT, BROKEN AND CRACKED.

LEG ASSEMBLY BENT.

BEARPAW BUNGEE BOLT BENT SLIGHTLY.

RH MAIN GEAR:

STRUT COLLAPSED (PISTON FAILURE)

LINK AT STRUT MOUNT BROKEN.

MOUNT PARTIALLY SHEARED.

SKIN AT, AND ABOVE, MOUNT BUCKLED.

MAIN VERTICAL STRINGER BUCKLED.

DOOR TRACK BENT AT MOUNT AREA (REPLACING APPROX 1 1/2 FT).

LEG ASSEMBLY BENT.

BRAKE LINE BROKEN AT FITTING.

STRINGER AND SKIN TORN WHERE LANDING GEAR LEG CONTACT FUSELAGE.

FUSELAGE GENERAL:

BOTTOM AFT RIGHT HAND SKIN AND STRINGERS BADLY DENTED, SCRAPPED AND BROKEN AFT OF FUEL SUMP AREA.

SMALL KINK AND OIL CANNING IN RIGHT HAND TAILEDOM ASSEMBLY JUST OVER CLAMSHELL DOOR AREA.

HORIZONTAL STABILIZER BOWED SLIGHTLY.

ESTIMATED MANHOURS TO REPAIR: 396 HRS.

L. NONE.

M. NONE.

*This makes it a minor acc not incident*

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S E C R E T

PAGE FIVE

N. UNIT SUPPORT - POSITIONING OF MARKERS TO EXPEDITE RECOVERY OF EG&G EQUIPMENT NORMALLY DROPPED IN THIS AREA.

O. N/A.

P. SKY CONDITION - CLEAR.

VISIBILITY - 15 MILES.

TEMPERATURE / DEW PT - 76/40.

WIND - CALM.

ALTIMETER - 30.00

Q. THE PRIMARY CAUSE FACTOR OF THIS INCIDENT WAS WEATHER. LIFT WAS LOST TEMPORARILY BECAUSE OF AIR DISTURBANCE. IT IS FURTHER CONCLUDED THAT THE ACFT WAS AT THE VERY EDGE OF A "DUSTDEVIL" THUS RECEIVING A DOWNDRAFT EFFECT.

R. N/A.

S. ACTION TAKEN TO PREVENT RECURRENCE:

1. BRIEF ALL AIRCREWS ON THIS INCIDENT.

2. INCLUDE AS A TOPIC OF DISCUSSION FOR THE NEXT FLYING SAFETY MEETING "VORTICES" (DUST DEVILS). THIS DISCUSSION WILL INCLUDE ALL ASPECTS, ENCOUNTERS, POSSIBLE EFFECTS AND EVASIVE ACTIONS POSSIBLE.

3. REQUEST INSTALLATION OF AN/APX-25 SIF/IFF TRANSPONDER EQUIPMENT. THIS WILL PROVIDE A LOW ALTITUDE CAPABILITY FOR RADAR ACQUISITION, THUS LOWERING THE WORKING ALTITUDE AND PERMITTING FASTER AND MORE SHALLOW APPROACHES IN THE H-43B ACFT.

T. NONE.

U. NO TDR REQUEST. NO UR SUBMITTED.

V. NO VIOLATION.

*Who has handle on this?  
Material*

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[REDACTED]

S E C R E T

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W. N/A.

X. N/A.

25X1A

Y.

[REDACTED]

FLYING SAFETY OFFICER,

[REDACTED]

25X1A

25X1A

[REDACTED]

COMMANDER'S REMARKS: PHOTOGRAPHS OF DAMAGED AREAS WILL BE POUCHED SEPARATELY.

S E C R E T TOR 180057Z JUN 66

S E C R E T