

MEMORANDUM

VP

TO : VP SVND
FROM : MSAFE SVND
SUBJECT : Safety Monthly Report - January 1975

DATE : 5 February 1975
REF. No. MSAFE- SVND/75/003

1. General

A. Pilot Meetings

The ACP/RW conducted a pilot meeting during this reporting period. Pertinent data concerning the fixed wing pilots was disseminated, via the pilots Bulleting Board, by the MFC/CP.

B. Accident Incident Investigation

On 3 January 1975 China Airlines, C-123K, ST-1 (54-625) while enroute from Dalat Cam Ly (V-08) to Nha Trang, (V-07), South Vietnam, was reported overdue at about 1645L hours. To this date, ST-1 has not been positively located. However, it is presumed that ST-1 crashed about 15 NM. Southwest of V-07. A preliminary accident report concerning ST-1 has been submitted to the appropriate parties.

2. Unfriendly Action

<u>DATE</u>	<u>A/C TYPE/NO</u>	<u>LOCATION</u>	<u>REMARKS</u>
03 Jan	VTB/N9577Z	VT 7513/150°	It was reported, by ground personnel, while the aircraft was on base leg that it appeared that small arms fire was directed at the aircraft. No personnel injuries or aircraft damage was involved.
04 Jan	204B/N1305X	VR-703 Landing	The Customer reported that while the aircraft was descending for landing small arms fire was heard by ground personnel. Aircraft landed without further incident.
06 Jan	204B/N8514F	XT-772381/ 270°	After lift off from the LZ, at about 100', 10-15 mortar rounds impacted on and in the vicinity of the LZ. No further incident involved.
06 Jan	204B/N8512F	BP 5744/270°	PIC indicated he heard small arms fire, while flying under weather, during air search for the missing C-123K (ST-1).
10 Jan	204B/N1304X	Vicinity of V-113	One small arms caliber round struck the aircraft resulting in some minor skin damage, and damage to the tail rotor drive shaft.

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11 Jan	PG6C/N192X	Vicinity of C-48	During the approach and departure, on several occasions that day, to the airstrip small arms was directed at the aircraft. Also, three mortar rounds impacted on the airstrip.
11 Jan	204B/N1306X	BT 135508 S/west	The PIC, while at 300', inadvertently overflew a contested area South of the river. The aircraft sustained one hit in the tail boom and one hit to the main rotor blade.
13 Jan	VTB/N7770B	C-51 On the ground	Upon touchdown the runway came under mortar fire. The PIC turned around and departed the area. Approximately 10 rounds impacted on the airstrip.
14 Jan	204B/N8535F	ZU 1258/ 130°	While enroute to V-202 circumnavigating a prominent mountain NE of the destination, the PIC observed a "dusty brown smoke" emanating from the mountain. The PIC believed the smoke was a DK-82 round directed at the aircraft. The PIC continued the mission without further incident.
19 Jan	UH-1H/71- 20110	C-48 On the ground	While on the ground one 107 mm rocket impacted about 200 meters from the aircraft. Immediate action was taken to depart the area. The flight continued without further incident.
19 Jan	UH-1H/71- 20104	C-48 On the ground	While on the ground 2 rockets impacted near the airstrip. No aircraft damage or personnel injuries.
19 Jan	UH-1H/70- 15916	Enroute V-13 - V-04	While flying in a westerly heading, near An Khe, two tracers passed to the left of the aircraft.
22 Jan	204B/N1307X	XR 5963 At touchdown	Upon touchdown at the LZ one mortar round impacted nearby. No injuries or aircraft damage.
22 Jan	UH-1H/71- 20110/71- 20104	C-01 ramp	While on the ground 5 rockets impacted on the main ramp of the airfield. No aircraft damage or injuries involved.
27 Jan	204B/N1307X	VA3-61 (Sanford) 270°	While on night qualification training, on downwind leg, the PIC observed 3 tracers directed at the aircraft. It is believed that the tracers originated from friendly sources. The mission was discontinued.

28 Jan	UH-1H/71-20081	ICGS Pad My Tho	The aircraft was parked on the LZ when automatic weapons fire was heard nearby, followed by 4-5 explosions. The PIC noted that mortar rounds impacted about 200 meters North of the LZ. The crew immediately started the aircraft and departed the area.
29 Jan	UH-1H/71-20093	ICGS Pad Lam Son	While on the ground two rockets impacted about 175 meters West of the aircraft. No aircraft damage or personnel injuries involved.

3. Minor Incident/Inflight Irregularity (SAFE-9)

<u>DATE</u>	<u>A/C TYPE/NO</u>	<u>LOCATION</u>	<u>REMARKS</u>
14 Dec	204B/N1307X	Vicinity of XR 6684/090°	During the approach to landing the aircraft sustained ground fire resulting in skin and main rotor blade damage. No personnel injury involved.
26 Dec	204B/N8512F	Vicinity of Ninh Hoa	While inflight at about 7000' the hydraulic pressure warning light illuminated. Next, the PIC executed a safe precautionary landing. <u>Cause:</u> Internal seal in the left hand cyclic control valve assembly ruptured, resulting in loss of all hydraulic fluid through the valve vent hole.
08 Jan	PC6C/N192X	Parking area V-02	Upon departure one of the propeller blades struck a wooden hobby horse. Investigation disclosed that the yellow wooden horse was difficult to see as the color scheme blended in with several large yellow generator units stored nearby, on the congested ramp. The PIC inspected the propeller and flew the aircraft to Saigon. <u>Action:</u> The PIC was advised by the MFC/CP to exercise extreme caution, particularly in uncontrolled areas.
09 Jan	204B/N1304X	Vicinity of V-113	After landing at V-07 it was noted that one round had penetrated the cargo compartment door, and struck the tail rotor drive shaft. <u>Cause:</u> Hostile action.
11 Jan	204B/N1306X	Vicinity of V-03	The PIC, while enroute to Tam Ky, altered his course due to weather and subsequently received ground fire.

Damage: Skin damage to the tail boom. One bullet struck the white main rotor blade - beyond repair.

4. Accident Report (SAFE-4) Damage to Aircraft

<u>DATE</u>	<u>A/C TYPE/NO</u>	<u>LOCATION</u>	<u>REMARKS</u>
11 Jan	204B/N1306X	Vicinity of V-206	Approximately 5 miles South of V-206 the aircraft sustained damage from ground fire. <u>Damage:</u> Skin damage to the tail boom and one bullet hole at the leading edge of the main rotor blade.

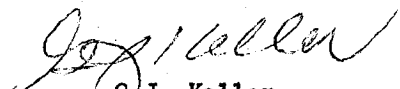
Remarks:

MSAFE visited Nha Trang (V-07) during this reporting period and conducted a safety inspection. The over-all appearance of that station is well kept. Several on-the-scene safety suggestions were pass along, and local action was taken.

Continued emphasis is being stressed concerning FOD, through our supervisors, at our up-country stations, as well as at our Tan Son Nhut facility. The over-all program is quite effective.

With the assistance of the Superintendent of Base Stores, Supply, the area adjacent to the main hangar, on the west side, is constantly kept in line with good housekeeping - proper storage of parts, boxes, etc. This allows easy passage through the areas in the event of a fire.

As in the past, occassional early morning and late evening no notice safety visits are made by MSAFE of our working areas, at Saigon. We believe that this approach is a good means of prevention - accident wise.


G.J. Keller