Aircraft Accident Investigation Report

H-2 & B-31 Accident
at L-58, Las Vegas
2 February 1967

Approval and submission of this report
is hereby made by the following members
of the Field Head Office Aircraft Accident
Review Board:

T. L. Boyd, Chairman
A. Wooten, Member
H. P. Bevans, Member
J. B. Walker, Jr., Member

July 80
# Aircraft Accident/Incident Report Checklist and Index

(Place in applicable column for each tab letter)

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<td>MAINTENANCE RECORDS</td>
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<td>DIAGRAMS (Sketches, Maps, Physical Evidence at Scene)</td>
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<td>P</td>
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REMARKS:
MEMORANDUM

TO: Head Office Board of Review
FROM: Local Board of Review
SUBJECT: H-3F and H-31, UH-34D Accident at L-5, Laos on 02 February 1967

DATE: 11 February 1967
FILE No. 128-67-001

The Local Board of Review for UH-34D, H-3F and H-31 accident of 02 February 1967 convened at 0900L on 11 February 1967 at the Air America office, Udorn, Thailand. Board members consisted of the following:

- Ben Moore Jr.
- C. J. Abadie Jr.
- R. M. Gould
- R. G. Ford

In accordance with company regulations, an opening statement was made by the Chairman.

EVENTS: At approximately 0100L on 02 February 1967, H-3F and H-31 were destroyed during an attack on the airfield at Luang Prabang (L-5) by unfriendly forces. Helicopters had been parked in designated area adjacent to a number of RIAF aircraft which were also destroyed during the attack.

ANALYSIS: The RIAF aircraft were probably the primary target of the attacking force, and destruction of H-3F and H-31 was incidental to the main attack.

FINISH: The Board agrees with the Investigating Team's analysis of the cause.

PROBABLE CAUSE: Deliberate destruction by unfriendly forces.

CONTRIBUTING FACTORS: None.

RECOMMENDATIONS AND ACTION TAKEN: Customer representative has been contacted by the Project Chief of Operations, Udorn, regarding improved security. Helicopters will be parked in the vicinity of the Radio Shack at some distance from the RIAF parking area and a separate guard force will be provided.

CHAIRMAN

Original Signed By: BEN MOORE, JR.
Ben Moore Jr.

CLARENCE J. ABAFIE
Original Signed By: CLARENCE J. ABAFIE

Original Signed By: R. M. GOULD
R. M. GOULD

Original Signed By: R. G. FORD
R. G. FORD
NARRATIVE REPORT

At approximately 0103L on 2 February 1967, B-52 and B-36 were destroyed by unfriendly forces while parked in a designated parking area at Luang Prabang (I-34) airport, Laos.

According to the pilots, whose statements are attached, the USAID customer arrived at their hotel, which is located in town, at approximately 0130. He stated that the airfield was under attack by unfriendly elements which had infiltrated into the northern portion of the airstrip where both of the UN-34s were parked adjacent to a number of KIAF aircraft.

According to all available information, the attack began at approximately 0035L and the fire fight lasted approximately 15 minutes. During the time of the attack both helicopters plus 6 KIAF aircraft were completely destroyed by direct hits from rocket launchers and automatic weapons fire. There were no injuries to Air America personnel.

Subsequent to the completion of their daily missions, Captain L. H. Green, PIC of B-5, and Captain J. J. Comissey, PIC of B-36, parked their aircraft at the normal helicopter parking area which is designated and is approximately 150 yards from the fixed wing area located at the north end of the field. After the aircraft were properly secured the crews went downtown for the night. Since Luang Prabang (I-34) is one of the larger cities of Laos and considered to be an area of complete security, no crew members remained with the aircraft. This was fortunate, because anyone who may have been in the immediate area of the aircraft would have been seriously injured or killed during the attack.

The attack was well planned and executed and was a complete surprise to all concerned. It appears that the sole object of the mission was the destruction of aircraft.

Original Signed by
Earl W. Knight
Capt. H. V. Knight

R. H. Alexander
R. B. Collins
ACCIDENT REPORT

This Report is to be submitted against all accidents involving damage to aircraft or equipment.

1. AIRCRAFT REGISTRATION NUMBER & TYPE OF EQUIPMENT INVOLVED
   N-F BN-34D

2. MANUFACTURERS SERIAL NO.
   581166

3. LOCATION OF ACCIDENT
   L-54, Laos

4. DATE & TIME OF ACCIDENT
   Feb. 2, 67 0100L

5. DESCRIPTION OF ACCIDENT (GIVE DETAILS)

Refer to narrative report

6. EXTENT OF DAMAGE (DESCRIBE AIRCRAFT OR EQUIPMENT DAMAGED)

Helicopter destroyed by fire

7. DATE AND TYPE OF LAST INSPECTIONS
   Daily INSPEL 27 Jan 67

8. OWNER
   Air America Inc., 6655+51

9. AIRWORTHINESS CERT. NO. AND DATE OF ISSUE
   N/A

10. AIRFRAME TYPE
    N/A

11. TYPE FIRE EXTINGUISHING SYSTEM (IF FIRE INVOLVED)
    N/A

12. ENGINES
    N/A

   NUMBER
   One
   Model
   Wright Aero Div., W-523323
   8-920 - W-40

   DATE OF MANUFACTURE
   W-523323
   1856+21
   564+21

   MFG SERIAL NO.
   TOTAL TIME
   ROUGH TIMES
   LAST OVERHAUL

   NOTE: N/A NOT APPLICABLE   MFG NOT OBTAINED

SAFE 4 PGS
12. WEIGHT & BALANCE INFORMATION

| CAT. MAX GROSS TAKEOFF WEIGHT | 182. | C. G. RANGE |
| TAKEOFF GROSS WEIGHT | 182. | TAKEOFF C. G. |
| O.D. MAX GROSS LANDING WEIGHT | 182. | C. G. AT TIME OF MISFIRE |
| GROSS WEIGHT AT TIME OF MISFIRE | 182. | FUEL ON BOARD AT TAKEOFF |
| CARGO WEIGHT | 182. | FUEL AT TIME OF MISFIRE |
| PASSENGER WEIGHT | N/A | OIL ON BOARD AT TAKEOFF |
| AIRCRAFT BASE WEIGHT | 182. | OIL AT TIME OF MISFIRE |

14. MALFUNCTIONING OR MECHANICAL FAILURE REPORT

The following is to be completed only if accident involved malfunctioning or mechanical failures in the aircraft structure, powerplant, equipment, or flight control equipment. This does not include engine stoppages caused by lack of fuel, oil, or improper use of engine controls by crew.

Describe specific part in sufficient detail to identify it positively. Give make, model, and serial number. Also total hours and hours since overhauled.

N/A

15. PERSONNEL INVOLVED

N/A

A. NAME

NATURE OF INJURY

DISPOSITION

B. NAME

NATURE OF INJURY

DISPOSITION

16. WHAT IS YOUR ANALYSIS OF CAUSE

Deliberate destruction by unfriendly military force.

17. CORRECTIVE ACTION BEING TAKEN TO PRECLUDE FUTURE SIMILAR ACCIDENTS.

Immediate action is an improvement in security arrangements at L54.
ACCIDENT REPORT

This Report is to be submitted against all accidents involving damage to aircraft or equipment.

1. AIRCRAFT REGISTRATION NUMBER & TYPE OF EQUIPMENT INVOLVED
   H-31 UH-34D

2. MANUFACTURER'S SERIAL NO.
   581170

3. LOCATION OF ACCIDENT
   1-26, Laos

4. DATE & TIME OF ACCIDENT
   Feb. 2, 67 0109L

5. DESCRIPTION OF ACCIDENT (GIVE DETAILS)
   Refer to narrative report

6. EXTENT OF DAMAGE (DESCRIBE AIRCRAFT OR EQUIPMENT DAMAGE)
   Helicopter destroyed by fire

7. DATE AND TYPE OF LAST INSPECTIONS
   OBB INSF 18 Dec'66
   30 HR INSF 30 Jan'67

8. AIRWORTHINESS CERT. NO. AND DATE OF ISSUE

9. OWNER
   Air America Inc.

10. AIRFRAME TIME
    5314467

11. TYPE FIRE EXTINGUISHING SYSTEM (OF FIRE INVOLVED)
    N/A

12. ENGINES

    | NO. | DATE OF MANUFACTURE | MFG. SERIAL NO. | TOTAL TIME | HOURS SINCE LAST OVERHAUL |
    |-----|---------------------|-----------------|------------|--------------------------|
    | 1   | 28 Dec'61           | W-523289        | 173hr37    | 596hr43                 |
    | 2   |                     |                 |            |                          |
    | 3   |                     |                 |            |                          |
    | 4   |                     |                 |            |                          |

NOTE: N/A NOT APPLICABLE  NCG NOT OBTAINED
**ACCIDENT REPORT**

This Report is to be submitted against all accidents involving damage to aircraft or equipment.

<table>
<thead>
<tr>
<th>1. AIRCRAFT REGISTRATION NUMBER &amp; TYPE OF EQUIPMENT INVOLVED</th>
<th>2. MANUFACTURER'S SERIAL NO.</th>
<th>3. LOCATION OF ACCIDENT</th>
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<tr>
<td>N-F 15-3LD</td>
<td>581166</td>
<td>L-2A, Laos</td>
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</table>

4. DATE & TIME OF ACCIDENT

Feb. 2, 67 0105L

5. DESCRIPTION OF ACCIDENT (GIVE DETAILS)

Refer to narrative report

6. EXTENT OF DAMAGE (DEScribe AIRCRAFT OR EQUIPMENT DAMAGED)

Helicopter destroyed by fire

7. DATE AND TYPE OF LAST INSPECTIONS

Daily INSPI 27 Jan 67

8. OWNER

Air America Inc.

9. IDENTIFICATION OF AIRCRAFT AND AIRCRAFT REGISTRATION NO.

Wichita Aero Div.

10. AIRWORTHINESS CERT. NO. AND DATE OF ISSUE

N/A

11. TYPE OF FIRE EXTINGUISHING SYSTEM (IF FIRE INVOLVED)

N/A

12. ENGINES

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<th>HOURS BETWEEN LAST OVERHAUL</th>
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<td>W-523323</td>
<td>1866+21</td>
<td>564+21</td>
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</table>

NOTE: N/A NOT APPLICABLE
N/A NOT OBTAINED
13. WEIGHT & BALANCE INFORMATION

| CARGO MAX GROSS T.O. WEIGHT | 195 | C.G. RANGE |
| CARGO MAX GROSS LANDING WEIGHT | 195 |
| GROSS WEIGHT AT TIME OF MISHAP | 585 |
| CARGO WIGHT | 195 |
| AIRCRAFT BASE WEIGHT | N/A |

14. MALFUNCTIONING OR MECHANICAL FAILURE REPORT

The following is to be completed only if accident involves malfunctioning or mechanical failures in the aircraft structure, propulsion, electrical, hydraulic, etc. This does not include engines stopped caused by lack of fuel or oil or improper use of engines continues by crew.

Describe specific part in sufficient detail to identify it positively. Give make, model, and serial number.

Also total hours and hours since overhaul.

N/A

15. PERSONNEL INVOLVED

A. NAME

B. NAME

N/A

16. WHAT IS YOUR ANALYSIS OF CAUSE

Deliberate destruction by unfriendly military force.

17. CORRECTIVE ACTION BEING TAKEN TO PRECLUDE FUTURE SIMILAR ACCIDENTS

Immediate action is an improvement in security arrangements at L54.

DISTRIBUTION:

Vice President, Technical Services

NAME OF REPORTER

Original Signed by

Earl W. Knight

Date Reported

9 February 1967
ACCIDENT REPORT

This Report is to be submitted against all accidents involving damage to aircraft or equipment.

1. ACIRCTC DESCRIPTION NUMBER & TYPE OF EQUIPMENT INVOLVED
   H-31 UH-14D

2. MANUFACTURER'S SERIAL NO.
   581710

3. LOCATION OF ACCIDENT
   1-54, Laos

4. DATE & TIME OF ACCIDENT
   Feb. 2, 67 0105L

5. DESCRIPTION OF ACCIDENT (GIVE DETAILS)

Refer to narrative report

6. EXTENT OF DAMAGE (DESCRIBE AIRCRAFT OR EQUIPMENT DAMAGE)

Helicopter destroyed by fire

7. DATE AND TYPE OF LAST INSPECTIONS
   30 HR INSPECTION 30 Jan 67

8. AIRWORTHINESS CERT. NO. AND DATE OF ISSUE

9. OWNER
   Air America Inc.

10. AIRFRAME TIME
   5314#7

11. TYPE OF EXTINGUISHING SYSTEM (IF FIRE INVOLVED)
   N/A

12. ENGINES

<table>
<thead>
<tr>
<th>NO.</th>
<th>DATE OF MANUFACTURE</th>
<th>MANUFACTURER'S SERIAL NO.</th>
<th>TOTAL TIME</th>
<th>HOURS SINCE LAST OVERHAUL</th>
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<tr>
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<td>28 Dec 61</td>
<td>W-523289</td>
<td>173hrs</td>
<td>596hrs</td>
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NOTE: N/A NOT APPLICABLE  NOS NOT OBTAINED
13. WEIGHT & BALANCE INFORMATION

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<th>WEIGHT</th>
<th>1500 lbs.</th>
<th>C. G. RANGE</th>
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<td>T/O GROSS TAKEOFF WEIGHT</td>
<td>1500 lbs.</td>
<td>T/O C.G.</td>
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<td>CERT. MAX GROSS LANDING WEIGHT</td>
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<td>1500 lbs.</td>
<td>FUEL ON BOARD AT T/O</td>
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<td>CARGO WEIGHT</td>
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<td>PASSENGER WEIGHT</td>
<td>1500 lbs.</td>
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<td>AIRCRAFT BASIC WEIGHT</td>
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<td>OIL AT TIME OF Mishap</td>
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14. MALFUNCTIONING OR MECHANICAL FAILURE REPORT

The following is to be completed only if accident involves malfunctioning or mechanical failure in the aircraft structure, control, electrical, instrument, etc. Does not include engine, propellers caused by lack of fuel. Also total hours and months since overhaul.

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15. PERSONNEL INVOLVED

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<tr>
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</table>

16. WHAT IS YOUR ANALYSIS OF CAUSE

Deliberate destruction by unfriendly military force.

17. CORRECTIVE ACTION BEING TAKEN TO PRECLUDE FUTURE SIMILAR ACCIDENTS

Immediate action is an improvement in security arrangements at L5A.

DISTRIBUTION:

Vice President, Technical Services (3)
Chief, Planning (Aircraft Accident Only)
Manager, Accident Investigation
Safety Engineer
Treasurer, Controller
Safety Division (All Occurrences)
Account Follows Aircraft (Only)

NAME OF REPORTER: Earl W. Knight

Original Signed by Earl W. Knight

TITLE: MF/ABU UDN

DATE REPORTED: 9 February 1967
STATEMENT

4 February 1967

At 0130 hours on 2 February the USAID customer at L-34 arrived at the hotel in time to transport the areas of H-5 and H-31 to the airfield in order to attempt evacuation of the helicopters as the field was under attack. Upon arrival at the USAID headquarters information was received from the field that the two helicopters and 6 other aircraft had been destroyed by fire as a result of hostile action. The PIC of H-5 proceeded to the field to confirm aircraft damage while the PIC of H-31 remained by the radio. PIC of H-5 returned and confirmed the aircraft destroyed. This information was in turn relayed to Udorn.

First hand reports from L-34 customers stated that the attack came from the North end of the runway at 0035 2 February and the ensuing fire-fight lasted about 15 minutes. During this time the enemy moved into positions and by use of rocket launchers and automatic weapons destroyed the aircraft.

No crew personnel were involved in the attack or injured. The customers at L-34 stated that the aircraft had been destroyed in the initial 15 minutes of the attack by direct hits from enemy rocket launchers.

The Air America aircraft were parked in the normal helicopter parking area as designated which is roughly 150 yards from the fixed wing parking area.

I. R. Green
PIC / H-5
STATEMENT

4 February 1967

At approximately 1:30 A.M. 2 February 1967 I was awakened by two USAID customers. They said the airfield was under attack and they wanted to take the crews to the airfield to evacuate the aircraft. We stopped at the USAID headquarters and decided that rather than everyone going to the airfield in view of the unknown situation existing there, Capt. O'Neal would confirm what we'd heard at USAID headquarters (that the two helicopters had burned) and I would stand by the radio as had been requested by Tango. While on the radio with Tango, Capt. O'Neal returned with confirmation of destruction of both aircraft. The information was passed to Tango as well as verification of safety of all personnel and a customer request for replacement ASAP.

We were informed the following morning that the aircraft had been hit by rocket launcher and small arms at close range and the aircraft burned immediately. Within several hundred yards 6 other aircraft had also been destroyed.

John J. Cooney
PIE / M-3
MEMORANDUM

TO: MFS  DATE: 7 February 1967
FROM: S/C  RJP. NO. SGC-SM-67-037
SUBJECT: Damage Report - UH-1AD, H-31, S/N 123097

I. BACKGROUND
1. Date : 2 February 1967
2. Location : L-54
3. Pilot : J. Conney
4. Cause of Damage: Helicopter was fired up with rockets and small fire arms.

II. EXTENT OF DAMAGE

Fire destroyed helicopter with the exception of the tail pylon and parts of the tail cone.

MBM/mn
MOLOT R. Woodford
Superintendent of Quality Control

cc: SAN/II
File