

**USAF MISHAP REPORT**

(Fill in all spaces applicable. If additional space is needed, use additional sheet(s).)

1. DATE OF OCCURRENCE (Day, Month and Year) Friday 24 June 1977	2. VEHICLE(S) OR MATERIEL INVOLVED (Model designation and serial no. if applicable) HH-53C 68-10368	3. FOR GROUND - LIDEN: 1 ONLY (Base Code and Report Serial No.) 77-6-24-1
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4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. Stuttgart (Echterdingen AAF) Germany - On Base	5. HOUR AND TIME ZONE LOCAL 0852 CET	6. <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
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7. ORGANIZATION POSSESSING OR OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP						
MAJOR COMMAND MAC	SUBCOMD OR AF ARRS	AIR DIVISION	WING 39ARRW	GROUP	SQ OR UNIT 67ARRS	NAME & BASE CODE RAF Wood-bridge ZFIQV

8. (List organizations of second vehicle, if they differ from item 7 above)

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9. ORGANIZATION AND BASE SUBMITTING REPORT (Do not abbreviate)  
Aerospace Rescue and Recovery Service, RAF Woodbridge, England

10. LIST OF PERSONNEL DIRECTLY INVOLVED (See AFR 127-2 for specific instructions)

LAST NAME, FIRST NAME, MIDDLE INITIAL	GRADE	ISSN	ASSIGNED DUTY	AERO RATING	DEGREE INJURY (Use Abb)	DAYS LOST ON TT ONLY
SLAYTON, TISON	Captain		Acft Cmdr	Sr Pilot	TT	3
ENGLE, JAMES T.	Captain		Copilot	Sr Pilot	TT	3
TOMB, LARRY R.	SSgt		Flt Mechanic	None	TT	3

1 (Enter applicable letter(s) in DEGREE INJURY column. None-N; Temporary Total-TT; Permanent Partial-PP; Permanent Total-PT; Fatal-F; Missing-M)

11. FACTUAL SUMMARY OF CIRCUMSTANCES. GIVE A DETAILED HISTORY OF FLIGHT OR CHRONOLOGICAL ORDER OF FACTS AND CIRCUMSTANCES LEADING TO THE MISHAP. THE RESULTS OF INVESTIGATION WILL BE CONTAINED IN THE "ANALYSIS PART" OF THE REPORT. ANALYSIS OF AND CONCLUSIONS DRAWN FROM ORAL OR WRITTEN STATEMENTS OBTAINED ONLY IN THE INTEREST OF MISHAP PREVENTION WILL NOT BE INCLUDED IN THIS SUMMARY.

The mission was scheduled to transport seven pararescuemen from RAF Woodbridge, UK, to the Pararescue Advanced Mountain Rescue Training School at Sonthofen, Germany, and to position the aircraft at St Truiden, Belgium, for static display. Stuttgart AAF was a planned enroute refueling stop. The flight was initially delayed at Woodbridge for one hour and 10 minutes for the replacement of two dampers. Flight planning, pre-flight, engine start, taxi and takeoff were all normal. The flight was cleared VFR but was changed to IFR when they encountered low clouds over Belgium. Aircraft operation and crew procedures were normal until the start of the approach at Stuttgart. Jolly 84 was initially cleared to enter right traffic for an approach to the helipad south of the runway at Stuttgart Airfield. The first clearance was amended to hold north of the field because of other traffic. The helicopter was finally cleared for, and executed, a straight in approach across the runway to the helipad. The helicopter struck the ground with a high rate of descent. The tail rotor gear box separated at the gear box attachment points and the tail boom adjacent to the ramp was damaged. This was followed by a heavier impact as the nose slammed down failing the nose landing gear. The aircraft became airborne again in a nose up attitude accompanied by a hard right rotation and pitching and rolling movements. This uncontrolled flight continued for approximately two and one half turns and resulted in the tail boom separation from the aircraft, main rotor blade to ground contact, and the fuselage coming to rest nearly inverted. A fire started in the rear of the main fuselage section but was quickly extinguished by local crash rescue personnel. A second, smaller, fire occurred near the exhaust of number two engine. Injured crew members and passengers exited the aircraft with the help of their fellow crew members and the US Army personnel who had been working near the crash site.

12. AUTHENTICATION

CERTIFICATION BY (Title) President, Investigation Board	TYPED NAME AND GRADE RICHARD F. BURDETT, Col	SIGNATURE <i>Richard F. Burdett</i>	DATE 16 July 1977
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