

08 10 70 Cam Rahn

At the time of the crash, the crew was making a practice Assault Landing Approach at Cam Rahn Bay and on lowering the flaps for the approach, a flap bracket broke on one set of the flaps. As a result of that bracket breaking, we suspected the other two brackets also failed, allowing the flap to raise into an up aileron position. With the flap raised in this position, the aircraft rolled inverted and crashed short of the runway. At the time of this accident, I was the Flying Safety Officer of the 310th TAS and briefed the crews on the accident and possible recovery procedure. That if on lowering the flaps and the aircraft started into a roll, retract the flaps and correct the roll with aileron and rudder. Following this accident, all of our aircraft underwent magna-fluxing for possible cracks which could lead to a flap failure. Also, as I recall, the crew was on a regular in-country, multiple sortie supply mission and not ferrying an aircraft.

Additional Information :

Maj. Waugh (Captain at the time of the accident) was a friend and hooch mate in Hooch 626. We were both IP's assigned to the 310th. I flew as an IP with Captain Mattox (At that time a 1/Lt.) a few days prior to their crash. My flight with Lt. Mattox consisted of several in-country sorties some of which were to forward operating bases adjacent to the Cambodian border. To minimize aircraft exposure time to ground or mortar fire, we would make an assault approach to landing. Lt. Mattox was a good pilot and very receptive. The only area where I saw he needed additional practice was on his assault landings. The night prior to their flight, Capt. Waugh (I will refer to him as Reed, because that was how his Hooch mates addressed him) asked me if there were any areas to concentrate on with Lt. Mattox. Reed had his schedule and knew what his mission was for the following day. I told him the only area that I saw needing additional work was on Assault Landings. The day of the crash, I was SOF (Supervisor of Flying also referred to as Ramp Tramp). About 5 a.m. as I was leaving our Hooch, the hall telephone rang. I picked up the phone and it was OPS calling wanting to know if Reed was there. About that time, Reed stuck his head out of his room and asked "Is that for me?" Reed was known for occasionally over sleeping. I had the Wing's station wagon for Ramp Patrol, so told Reed I would run him over to Operations which I did. I was there for his takeoff to Cam Rahn and twenty minutes later was notified of one of our aircraft crashing into the sea short of the runway.

While at Phan Rang, Reed roomed with Captain Patrick Caruana, now a Retired General. Both were Academy Graduates. I don't have General Caruana's address or email, but if interested, I am sure you could locate it. He may be able to give you some confirmation on the information I have presented to you.

Respectfully;
Major Donald O. Rice USAF (Ret'd)
Phan Rang, 310th TAS January to October 1970