Sambo,

In regards to A4-173.

Departed Milton (DHC factory) on 4th ferry with Noel Bellamy as captain and Neil Boss as loadmaster.  Was delivered out of order because of post manufacture issues and still had problem on the ferry when the gear wouldn’t start to retract until about30 seconds or so; eventually parts of a cleaning rag were found in one of the main gear struts durin checks at Vung Tau.  Left Milton 30Jul64 and arrived Vung Tau 29Aug64; no ferry tanks were fitted.

My logbook shows I didn’t do may hours in 173; mainly the runs to Nha Trang and the delta (405 runs) and out of TSN (Saigon).  But on my last day of ops I found that 173 could fly (sort of) at 31,000 lbs and way aft of CG limits.  We were supposed to have a load of three 2,000 lb ammo pallets but on rechecking after takeoff I found the rear pallet had been doubled up so actually we had 8,000 lbs on board.  With cruise power we were showing 115 knots!

Cheers

Aussie

Hi, Sambo

I checked my logbook for my flights on 173, and made up the attached list of operational flights – ignoring local air tests, etc.

I hope this list is of some help.

Regards

Terry (Blue) McDonnell

CARIBOU A3-173

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| --- | --- | --- | --- | --- |
|  |  |  |  |  |
| Date | Captain | 2nd pilot |  | Hours |
| 22/06/1966 | Bellamy | McDonnell | Vung Tau - Da Nang - Vung Tau | 5.35 |
| 6/08/1966 | McDonnell | Lewino | Tan Son Nhat - Vung Tau (post 'E') | 2.00 |
| 24/08/1966 | Melchert | McDonnell | Ba To - Qui Nhon (salvage) | 0.55 |
| 25/08/1966 | Melchert | McDonnell | Qui Nhon - Vung Tau (salvage) | 2.55 |
| 20/04/1967 | McDonnell | Williams | Vung Tau - Luscombe - Tan Son Nhat - Tra Vinh - Vung Tau | 8.10 |
| 15/05/1967 | McDonnell | Williams | Vung Tau - Luscombe - Tan Son Nhat - Phan Rang - Vung Tau | 6.10 |
| 25/05/1967 | McDonnell | Cooper | Vung Tau - Luscombe - Tan Son Nhat - Binh Thuy - Vung Tau | 6.05 |
| 3/06/1967 | McDonnell | Carter | Vung Tau - Luscombe - Tan Son Nhat - Vung Tau | 4.10 |