

Mike Law

From: Mike Law
Sent: Friday, May 29, 1998 8:35 AM
To: REDACTED
Subject: Here is the follow-up I mentioned on the phone

FIRST - While the Hornet Hueys were in Thailand - it is my guess that they were still mostly in a CONUS configuration (w/o miniguns or armored seats) and that you flew with normal USAF flight suits with a three man crew (two pilots and a flight mechanic)? Correct? Well, then when they moved to Nha Trang they had to be converted to a combat configuration. Correct? Follow on **QUESTIONS** - the Green Hornet patch was developed in Thailand - Correct? When did you guys start painting your aircraft in that camouflage pattern with only the last three numbers on the tail pylon and just the black hornet silhouette? In Thailand? - don't think so, but you tell me.

SECOND - I am looking for some more details, especially first person accounts, concerning the events on 26 March 1969. All I know so far is the following:

The CH-3 and UH-1 Flights did conduct joint operations. On 26 Mar, 18 helicopter including CH-3s and UH-1s took part in the insertion of a 230-man assault force. The infil was successfully accomplished but the recovery was delayed for operational reasons. As the aircraft began their approach to the PZ, they came under hostile fire. Three Pony CH-3s and one Hornet UH-1 received battle damage. One aircraft suffered 15 bullet holes and lost an engine. UH-1F #63-13158 was lost. Three 20th pilots were wounded in the action and the aircraft returned to Thailand to recover.

The VHPA HELICOPTER db has the CH-3C #63-9676, CH-3C #65-5690, and CH-3E #67-14718 all received battle damage and the UH-1F #63-13158 was lost to inventory on this date. I believe this is a few weeks prior to your arrival, but do you know anyone who could provide details about this event?

THIRD - I have been rereading the several articles you've written over the years. **QUESTIONS** - What date did you arrive in Nha Trang to start your second six months? How many aircraft did the Hornets have at that time? What were your living conditions like? What was the aircraft maintenance area like? Where you sending aircraft to Ban Me Thuot East yet?

FOURTH - In your USAF Huey Operations in South East Asia article, you mention the event where Ray Hoffmann and Bob Berka were seriously injured. **QUESTIONS** - do you have a date for that event? If that aircraft was destroyed, maybe I can help you a little. The database shows UH-1F #65-07945 destroyed on 6/15/67 and then UH-1F #65-07923 destroyed on 9/21/67; but we have no details about either of those events.

FYI, I reread your Ver. 10 June 1997 issue of the 20th S.O.S. Newsletter and noted Phil Rouviere has a copy of the USAF microfilm with the 20th unit history. I am very, very interesting in getting a copy of that history. This a.m. I spoke with his brother-in-law. Phil is retired and currently setting up a trailer on a lake in OK. I am writing him a letter via his sister and brother-in-law, so maybe I can update you with his status in a week or so.

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