

CLIFFORD JOHN MORLEY



24 JANUARY 2014

RE: FOLLOW UP TO "BAD DAY AT QUAN LOI:THE LOSS OF CRIMSON TIDE 106"

GARY ROUSH WEBMASTER VHPA OR TO WHOM IT MAY CONCERN:

AS I NO LONGER HAVE A COMPUTER OR EMAIL, PLEASE FIND  
ENCLOSED MY FOLLOW UP TO "BAD DAY AT QUAN LOI:THE LOSS  
OF CRIMSON TIDE 106".

SINCERELY,

CLIFFORD JOHN MORLEY

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EYEWITNESS ACCOUNTS:FOOTNOTES AND OTHER OBSERVATIONS  
REGARDING THE CRASH OF C/228TH ASHB "CRIMSON TIDE"

CH-47B CHINOOK 66-19106 FIVE CREWMEN KIA  
AT QUAN LOI SOUTH VIETNAM 09 MARCH 1970!

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COMPILED BY: SP5 CLIFFORD JOHN MORLEY

B/228TH ASHB "LONGHORNS"----MAY/1968 TO MAY/1969  
C/228TH ASHB "CRIMSON TIDE" DEC/1969 TO SEP/1970

I'VE NEVER BEEN ABLE TO FIND ANY HISTORICAL INFORMATION ABOUT DAILY--CREW, AIRCRAFT AND MISSION ASSIGNMENTS FOR C/228TH ASHB AT PHOU C VNH SOUTH VIETNAM FOR 1970. I REMEMBER THAT SUCH ACTIVITIES WERE PRETTY MUCH FLUID AND SUBJECT TO CHANGE.

SUCH WAS THE CASE OF CRIMSON TIDE CH-47B 66-19106 AND **FLIGHT ENGINEER** SP4 KEITH HAROLD REITZ, **CREW CHIEF** SP4 GEORGE ARTHUR BAMFORD AND **LEFT GUNNER** SP4 PHILLIP LESLIE CLARK ON THE MORNING OF 09 MAR 1970. THEY WERE ON STANDBY STATUS.

MY SHIP, CRIMSON TIDE CH-47B 66-19114 WAS PARKED IN THE ROW OF REVETMENTS ALMOST DIRECTLY BEHIND 106. I WAS THE **FLIGHT ENGINEER**, SP4 DAVID PETTY II WAS THE **CREW CHIEF** AND "ACE" A FORMER 11B20 WAS THE **LEFT GUNNER**. WE WERE SCHEDULED TO FLY MISSIONS OUT OF QUAN LOI WITH WO1 JOHN LYNWOOD FORTNER AS AIRCRAFT COMMANDER AND WO1 TERRANCE WESLEY ANDERSON AS PILOT.

USUALLY THE ENLISTED CREWS ARRIVED ON THE FLIGHT LINE BEFORE DAWN TO GET THE SHIPS OPENED UP, THE GUNS MOUNTED AND DO THEIR OWN PRE-FLIGHT BEFORE THE PILOTS ARRIVED TO DO THEIRS. THAT INCLUDED THE STANDBY AIRCRAFT BECAUSE OF "MURPHY'S LAW".

THE DAY BEGAN ON 09 MARCH 1970 JUST LIKE ANY OTHER "Good MORNING FUNKIE VIETNAM" DAY. JUST LIKE ALL THE ONES BEFORE IT AND JUST LIKE ALL THE ONES THAT REMAINED TO COME AFTER IT. THERE WERE A FEW EXCEPTIONS.

ACE THE LEFT GUNNER ALREADY HAD THE GUNS MOUNTED WHILE PETTY AND I WERE PERFORMING OUR PRE-FLIGHT INSPECTION UP ON TOP OF 114. I RECALL SEEING REITZ AND BAMFORD DOING THEIR PRE-FLIGHT ACROSS THE WAY ON 106. SHORTLY, MR FORTNER AND MR ANDERSON ARRIVED AND WE EXCHANGED THE APPROPRIATE PLEASANTRIES. AS THEY COMPLETED EACH ASPECT OF THEIR PRE-FLIGHT INSPECTION, PETTY AND I CLOSED UP THE ACCESS PANELS AND LOCKED DOWN THE TUNNEL COVERS.

CRIMSON TIDE CH-47B CHINOOK 66-19114 AKA "THE PUSHER" WAS GOOD TO GO FLYING COMBAT SUPPORT MISSIONS AND SORTIES OUT OF QUAN LOI, OR SO WE THOUGHT. MYSELF, FE SP5 MORLEY WAS POSITIONED AT THE REAR OF 114 PLUGGED INTO THE INTERCOM, PFC "ACE" WAS SEATED AT THE LEFT GUN AND IN THE COCKPIT AIRCRAFT COMMANDER WO1 FORTNER WAS BUCKELED UP IN THE LEFT SEAT AND PILOT WO1 ANDERSON WAS BUCKELED UP IN THE RIGHT SEAT. THEIR MAPS AND OTHER PILOT GEAR WAS IN A TOTE BAG BETWEEN THEIR SEATS. CE SP4 PETTY WAS POSITIONED SAFELY BEYOND THE REACH OF THE FRONT ROTOR BLADES.

MR FORTNER CAME ON THE INTERCOM AND SAID, "READY ON THE "P" CHIEF?". I CAME BACK, "READY ON THE "P" SIR!". THE AUXILIARY POWER UNIT FIRED UP AND WAS RUNNING GOOD FOR A FEW SECONDS, THEN JUST FIZZLED OUT AND QUIT. I PUMPED UP THE HYDRAULICS FOR ANOTHER TRY, HOWEVER THE APU CONTINUED TO FAIL WITH SUCCESSIVE ATTEMPTS. I WAS SOMEWHAT SURPRISED AND TAKEN ABACK BY THIS SINCE THE "P" ON 114 HAD NEVER FAILED PREVIOUSLY, AT LEAST ON MY WATCH. IT MUST HAVE BEEN "MURPHY'S LAW" AT WORK?

FINALLY, MR FORTNER RADIOED THE CRIMSON TIDE TACTICAL OPERATIONS CENTER AND WAS ADVISED TO TAKE OUT THE STANDBY AIRCRAFT 106. THUS, AIRCRAFT COMMANDER WO1 JOHN LYNWOOD FORTNER AND HIS PILOT WO1 TERRANCE WESLEY ANDERSON GATHERED UP THEIR GEAR AND SAUNTERED ACROSS THE TAXI-WAY BETWEEN THE ROWS OF REVETMENTS OVER TO CRIMSON TIDE CH-47B CHINOOK 66-19106 AND MET UP WITH FE SP4 KEITH HAROLD REITZ, CE SP4 GEORGE ARTHUR BAMFORD AND LEFT GUNNER SP4 PHILLIP LESLIE CLARK. THEY EXCHANGED ROBUST PLEASANTRIES BRIEFLY AND THEN TOOK THEIR POSITIONS IN AND OUT OF THE AIRCRAFT.

THEY DID NOT PERFORM ANOTHER PRE-FLIGHT INSPECTION BUT THERE WAS NOTHING OUT OF THE ORDINARY ABOUT THAT. CREW CHIEF SP4 BAMFORD WAS AT THE REAR AND FLIGHT ENGINEER SP4 REITZ WAS POSITIONED OUT FRONT.

THERE WAS NOTHING UNUSUAL ABOUT THAT EITHER SINCE ENLISTED CREWS OFTEN SWITCHED POSITIONS FOR TRAINING PURPOSES OR TO STAY ON TOP OF CREW EXPECTATIONS AND RESPONSABILITIES. I KNOW OF NO AIRCRAFT COMMANDER OR PILOT EVER RAISING OBJECTIONS TO THAT.

CRIMSON TIDE 106 CRANKED UP WITHOUT INCIDENT AND REITZ GUIDED THEIR SHIP OUT OF IT'S REVETMENT, DOWN THE TAXI-WAY WITH BAMFORD TRAILING BEHIND PLUGGED INTO THE EXTRA LONG INTERCOM CORD AT THE REAR. AT THE TAKE OFF AREA 106 PAUSED BRIEFLY FOR CLEARANCE WHICH WAS QUICKLY ACQUIRED AND THEY LIFTED OFF ON A HEADING TO QUAN LOI AND INTO THE HISTORY BOOKS OF THE VIETNAM WAR.

MEANWHILE BACK AT THE BASE CAMP, THE C/228TH ASHB FLIGHT LINE AT PHOUC VINH, 114 WAS IMMEDIATELY STOOD DOWN AND TAKEN OFF FLIGHT READY STATUS. PETTY WALKED OVER TO THE MAINTENANCE SHED AND SECURED THE HELP OF AN INDIVIDUAL HE KNEW WHO WAS GOOD AT TROUBLE SHOOTING AUXILIARY POWER UNITS TO HELP US OUT WITH GETTING IT FIXED.

WITHIN THIRTY MINUTES OF 106's DEPARTURE, THE "P" WAS UP AND RUNNING IN GOOD ORDER. 114 THEN BECAME A STANDBY AIRCRAFT FOR THE REMAINDER OF THE DAY.

SHOCK AND DISBELIEF MET US ON THE RAMP AT ABOUT 1510 HUNDRED HOURS THAT AFTERNOON WHEN A MAINTENANCE SERGEANT CAME BY AND TOLD US THAT 106 HAD GONE INVERTED IN FLIGHT OVER QUAN LOI, BROKE APART AND CRASHED AND THAT THE CREW HAD PERISHED AT 1425 HUNDRED HOURS. PETTY AND "ACE" BLURTED OUT ALMOST IN UNISON, "GAWD! THAT COULD HAVE BEEN US"! MY RESPONSE TO THEM WAS TYPICALLY PRAGMATIC AND LOGICAL. "NO IT WOULDN'T, IT WOULDN'T HAVE HAPPENED AT ALL. DIFFERENT CREW AND AIRCRAFT DYNAMICS."

WELL! MAYBE SO? MAYBE NOT? ULTIMATELY, "MURPHY'S LAW" PREVAILED WHICH MEANS THAT IF ANYTHING CAN GO WRONG, IT WILL AND SOMETIMES HORRIBLY WRONG.

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I SAID TO MYSELF BACK IN THOSE DAYS THAT I WAS GOING TO WRITE ALL THIS DOWN SOMEDAY AND I DID IN THE LATTER PART OF 2006 WITH SOME HELP FROM JIM KETCHAM WEBMASTER OF THE 228TH ASHB WEBSITE AND GARY ROUSH WEBMASTER OF THE VHPA WEBSITE. THE NET RESULT WAS "BAD DAY AT QUAN LOI:THE LOSS OF CRIMSON TIDE 106" ON OR ABOUT 11 OCT 2006.

OVER THE YEARS SINCE THEN, I HAVE RECEIVED NUMEROUS RESPONSES TO THIS WAR STORY; SOME ARE ACTUAL EYEWITNESS ACCOUNTS, SOME ARE FOOTNOTES AND OTHER OBSERVATIONS TO THIS INCIDENT AND COMMENTS AND THANKS. THEY ARE AS FOLLOWS BY DATE RECEIVED AND IN NUMERICAL SEQUENCE, VERBATIM.

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[21] ON [ 16 OCT 2009 ] TNHILLS@COMCAST.NET WROTE:

MY NAME IS DON HILL. I WAS A GRUNT WITH BRAVO COMPANY 2/5, 1ST ACD, IN 1970. I WITNESSED A CRASH OF A "HOOK" AT QUAN LOI. SOMETIMES DURING 1970, I WAS ON LZ ANDY, AND SAW THE SHIP STRUGGLE AND FALL. BEING SOME DISTANCE AWAY FROM THE AIRSTRIP, I DIDN'T SEE ALL THAT HAPPENED, BUT DID SEE IT FALL. WHAT I WAS WONDERING, WAS IF THERE WAS ANOTHER CRASH BESIDES THE ONE YOU DESCRIBED, SINCE THE ONE I SAW DIDN'T MATCH ALL THAT HAPPENED TO THE ONE YOU DESCRIBED. I GUESS THERE WAS A LOT OF SIMILAR INCIDENTS. I DO KNOW IT WAS A TERRIBLE SIGHT, SO MANY TIMES EVEN THE MOST MUNDANE OF CHORES COULD TURN DEADLY. THANKS FOR YOUR SERVICE AND "WELCOME HOME".

DON HILL

ON [ 20 OCT 2009 ] ONECELT99@aol.com WROTE BACK:

HELLO DON,

THANKS FOR WRITING AND RESPONDING TO "BAD DAY AT QUAN LOI".

I KNOW OF NO OTHER CHINOOKS THAT CRASHED AT QUAN LOI OTHER THAN 66-19106 ON 09 MARCH 1970.

HOWEVER, THERE WERE OTHER CHINOOKS THAT WENT DOWN OR WERE SHOT DOWN IN THE 1ST CAV'S AO THAT I AM AWARE OF FROM DEC/1969 TO SEP/1970 WHEN I WAS THERE.

AGAIN, THANKS FOR WRITING AND THANK YOU FOR YOUR SERVICE.

SINCERELY,

CLIFF MORLEY

YARNELL ARIZONA

[22] ON [ 23 OCT 2009 ] TED.LEWIS@CIO.NY.GOV WROTE:

I WAS THE AIR TRAFFIC CONTROLLER WORKING WHEN THIS HAPPENED. PROBABLY THE MOST TRAGIC ACCIDENT I HAVE EVER EXPERIENCED.

IF YOU WANT ADDITIONAL INFORMATION, I CAN PROVIDE MY "EYEWITNESS" ACCOUNT. (I RESPONDED AND REQUESTED IT BUT NO FURTHER CONTACT.)

TED LEWIS

TLEWIS04@NYCAP.RR.COM

AIR TRAFFIC CONTROLL

322 ADD, QUAN LOI

APRIL/1969 TO APRIL/1970

[23] On [ 17 NOV 2009 ] VANCEARNOLD@CONSOLENERGY.COM WROTE:

CLIFFORD,

JUST TO LET YOU KNOW, I READ YOUR ARTICLE ON THE LOSS OF 106, A VERY GOOD ARTICLE AND A TRIBUTE TO THE CREW. YOU MAY NOT REMEMBER ME BUT I WAS THE COMPANY ARMORER, THE HOOCH MAIDS CALLED ME CHICKEN MAN. (I TRANSFERRED FROM THE 101ST AIRBORNE, THEY COULDN'T TELL THE DIFFERENCE BETWEEN AN EAGLE AND A CHICKEN). ANYWAY, I ISSUED THOSE GUYS THEIR WEAPONS THAT MORNING ON THE DAY THEY WERE KILLED. IF I RECALL ONE WAS A NEW GUY IN COUNTRY. I HAVE VERY FOND MEMORIES AND MANY PICTURES OF C/228TH ASHB. I EXTENDED TWICE WITH C COMPANY AND MADE THE TRIP NORTH TO PLEIKU WHEN THEY TRANSFERRED US TO THE 1ST AVIATION BRIGADE. I JOINED THE RESERVES AFTER GETTING OFF ACTIVE DUTY AND RECENTLY RETIRED AFTER SPENDING MOST OF THAT TIME IN A CAVALRY REGIMENT. C COMPANY 228TH ASHB CRIMSON TIDE WAS MY FAVORITE. THANKS FOR YOUR SERVICE TO THIS COUNTRY AND WELCOME HOME.

VANCE ARNOLD  
MSG, USAR RETIRED

[24] On [ 05 APRIL 2010 ] SMOESER@MOBILMAIL.NET WROTE:

DEAR CLIFF,

ARE YOU STILL OUT THERE? THANKS FOR THE GREAT ACCOUNT OF THE LAST DAY OF CRIMSON TIDE 106. MY NAME IS STEPHEN LINDHOLM. I WAS A PILOT WITH C/228TH ASHB. PERHAPS YOU REMEMBER ME? I HAD A BIG HANDLEBAR MOUSTACHE. THEY CALLED ME SNIDELY WHIPLASH. DO YOU REMEMBER WHEN CRIMSON TIDE 487 GOT SHOT DOWN ON 21 JAN 1970? I WAS THE AIRCRAFT COMMANDER AND CAPTAIN WILLIAM NORTON WAS THE FIRST OFFICER. DO YOU HAPPEN TO REMEMBER WHO WAS THE FLIGHT ENGINEER OF THAT BIRD? BY THE WAY, WHAT WAS THE NUMBER OF YOUR CHINOOK?

I WAS FLYING WITH CW2 STEVE CONAWAY ON THAT FATEFUL DAY WHEN 106 WENT DOWN. IN FACT WE WERE ON DOWNWIND WAITING FOR 106 TO DEPART SO THAT WE COULD PICK UP THE NEXT LOAD.

I WATCHED THE ENTIRE HORRIBLE INCIDENT HAPPEN IN WHAT SEEMED LIKE SLOW MOTION. I CAN STILL REMEMBER THAT DAY LIKE IT HAPPENED YESTERDAY. IT STILL HAUNTS ME TO THIS DAY. AS 106 WAS PORPOISING THROUGH THE SKY I CALLED JOHN FORTNER OVER THE RADIO, " JOHN, WHATS HAPPENING? ". HE SCREAMED, " HELP ME! ". THEN 106 ROLLED OVER ON HER BACK INVERTED AND BROKE APART IN MID AIR. AS THE FUSELAGE FELL TO THE GROUND, TERRANCE ANDERSON CALLED OUT, " I LOVE YOU MOM! ". THEN 106 SLAMMED INTO THE GROUND KILLING EVERYONE ON BOARD.

IN 1995 I WAS ABLE TO LOCATE THE FAMILIES OF TERRANCE ANDERSON AND JOHN FORTNER. I NEEDED TO TELL THEM EXACTLY WHAT HAPPENED TO THEIR LOVED ONES THAT HORRIBLE DAY IN VIETNAM. TERRY'S MOM HAD DIED FROM BREAST CANCER A FEW YEARS BEFORE AND HIS DAD WAS GONE TOO, BUT I WAS ABLE TO LOCATE TERRY'S BRIDE. LIKE ME, SHE STILL HAD ISSUES WITH TERRY'S DEATH. IT WAS VERY CATHARTIC RELEASING ALL THAT PAIN. I LOCATED JOHN FORTNER'S FAMILY IN FLORIDA. HIS DAD HAD DIED OF CANCER A FEW YEARS EARLIER AND HE WAS BURIED NEXT TO HIS BELOVED SON. JOHN'S MOM WAS GONE ALSO. I WAS ABLE TO TALK WITH JOHN'S AUNT. THAT WAS COMFORTING.

TWO WEEKS LATER I GOT A CALL FROM JOHN'S SON! HE WAS TRYING TO FIND OUT EVERYTHING THAT HE COULD ABOUT HIS FATHER THAT HE HAD NEVER KNOWN. EVIDENTLY JOHN HAD GOTTEN MARRIED DURING FLIGHT SCHOOL AND HE HAD IMPREGNATED HIS BRIDE DURING HIS 30 DAY LEAVE BEFORE SHIPPING OUT TO VIETNAM. LESS THAN THREE MONTHS LATER JOHN WAS DEAD. IT IS POSSIBLE THAT HE NEVER KNEW THAT HIS WIFE WAS PREGNANT.

I WAS ABLE TO FIND QUITE A FEW OF THE OFFICERS THAT I SERVED WITH IN C/228TH ASHB. DO YOU REMEMBER MAJOR ROBERT LANZOTTI, CAPTAIN LARRY MOHLER, CAPTAIN RICHARD STORM, CW2 JOHN "NUNU" DEARING? ALL OF US GOT TOGETHER IN THE RESTAURANT OF THE SEATTLE SPACE NEEDLE FOR THE 1996 FOURTH OF JULY CELEBRATION. WE INVITED JOHN'S SON TO JOIN US. HE SAID THAT GETTING TO KNOW THE GUYS WHO KNEW AND LOVED HIS DAD WAS THE MOST AMAZING EXPERIENCE OF HIS LIFE! A YEAR LATER I WENT TO HIS WEDDING IN TELLURIDE COLORADO. HE IS DOING JUST FINE.

THANKS AGAIN FOR THE GREAT TRIBUTE TO THE BRAVE AIRMEN WHO LOST THEIR LIVES IN CRIMSON TIDE 106 THAT FATEFUL DAY ON 09 MARCH 1970 AT THE QUAN LOI AIRFIELD DURING THE VIETNAM WAR.

SINCERELY YOURS,  
STEPHEN LINDHOLM



[25] ON [ 24 AUG 2010 ] JKIRK@COX.NET WROTE:-

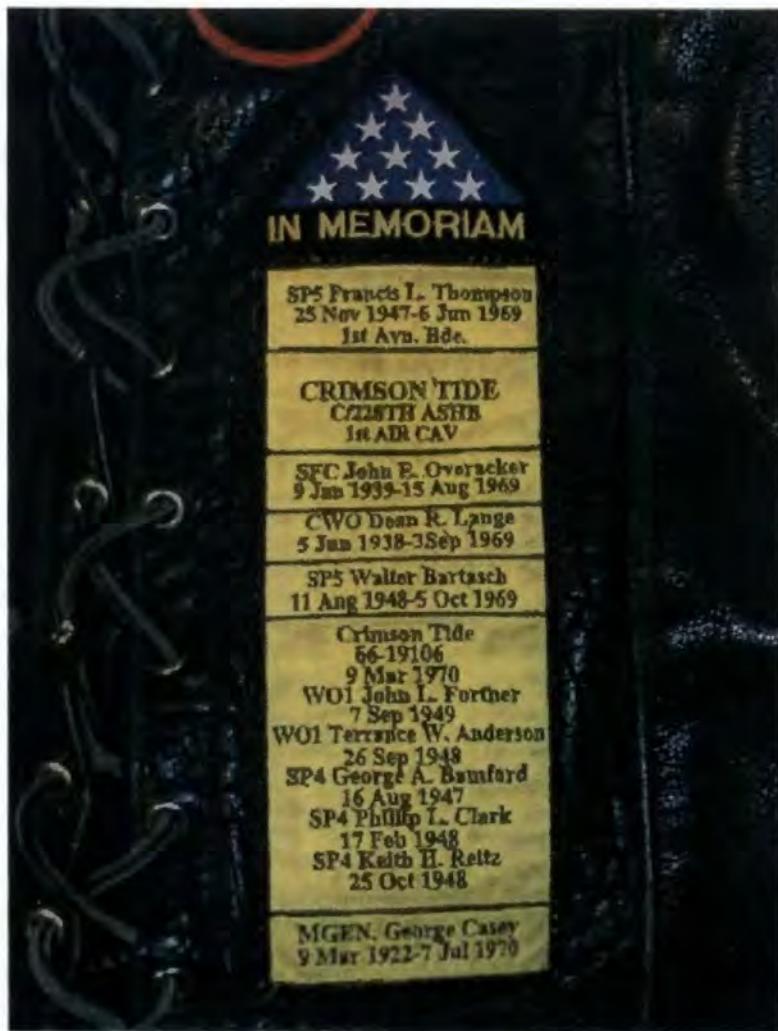
THE PHOTOGRAPH ON THIS PAGE AND ON THE NEXT PAGE ARE COURTESY OF JERRY KIRK C/228TH ASHB 1ST AIR CAVALRY NOV/1968 TO AUG/1970 MAINTENANCE ELECTRICIAN AND AVIONICS. ALSO INVOLVED IN RESCUE OPERATIONS OF CHINOOKS DOWN WITH MAINTENANCE PROBLEMS OR ALL SHOT UP.

I WAS THE FIRST FNG TO ARRIVE IN PHOUOC VINH NOV/1968 TO AUG/1970!

66-19106 VERY TRAGIC LOSS. 09 MARCH 1970

67-18487 WHATEVER HAPPENED? 21 JAN 1970

67-18472 WALTER BARTASCH KIA 05 OCT 1969 I RECOVERED THIS AIRCRAFT. ONE ROUND IN THE LEFT BREAKER PANEL, ONE ROUND IN RADIO CONSOLE, AND BARTASCH.



67-18473 CW3 DEAN RICHARD LANGE KIA 03 SEP 1969 ONE OF MY FAVORITE PILOTS. VERY EASY TO WORK WITH.

MAJOR GENERAL GEORGE WILLIAM CASEY ---- KIA 07 JULY 1970 WHO WERE THE CREW MEMBERS ON 08 JULY 1970 THAT INSERTED THE RECOVERY TEAM. RICHARD WOODS APPARENTLY FE ON THE SECURITY TEAM INSERTED ON 07 JULY 1970 BUT KNOWS NOTHING ABOUT EVENTS ON 08 JULY 1970.

THESE ARE PICS OF VIETNAM MEMORIAL "THE WALL" AND THOSE KIA WHILE I WAS IN COUNTRY. (TWO FROM THE SERIES SHOWN HERE) THE FIRST KIA FRANCIS I THOMPSON WAS A SCHOOL FRIEND OF MINE.

## [IN MEMORIAM] OF FALLEN HEROES

SP5 FRANCIS I THOMPSON KIA 06 JUN 1969 1ST AVIATION BRIGADE

=====

CRIMSON TIDE C/228TH ASHB 1ST AIR CAVALRY DIVISION

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SFC JOHN E OVERACKER KIA 15 AUG 1969 IN A MORTAR ATTACK AT PHOUC VINH. ONE INCOMING ROUND. ONE PIECE OF SHRAPNEL THROUGH THE PAY HOOCH NOT TWO MINUTES AFTER BOB SELBY (AVIONICS) AND I WERE THERE. WE HAD HARDLY PASSED THE NCO HOOCH WHEN IT HIT ON OUR WAY TO THE CHOW HALL.

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CW3 DEAN R LANGE KIA 03 SEP 1969 WAS THE AIRCRAFT COMMANDER OF CH-47B 67-18473 EXTRACTING ARVNS FROM A HOT LZ WHEN AN RPG B40 ROCKET WHICH DID NOT EXPLODE CAME THROUGH THE COCKPIT STRIKING MR LANGE IN THE UPPER BODY.

AC CW3 DEAN R LANGE KIA

IP CPT LARRY D MOHLER

FE SP5 PETER McGOWAN

CE SP4 GARY A MYERS

GN IDENTITY UNKNOWN

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SP5 WALTER BARTASCH KIA 05 OCT 1969 WAS THE FLIGHT ENGINEER OF CH-47B 67-18472 WHEN THE AIRCRAFT TOOK THREE HITS WHILE FLYING NEAR NUI BA DEN IN TAY NINH PROVINCE, ONE OF THEM STRIKING SP5 BARTASCH.

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THE CREW OF CRIMSON TIDE CH-47B 66-19106 KIA 09 MAR 1970 WHEN THEIR AIRCRAFT WENT INVERTED IN FLIGHT, BROKE APART AND CRASHED AT QUAN LOI.

AC WO1 JOHN L FORTNER KIA

-P WO1 TERRANCE W ANDERSON KIA

FE SP4 KEITH H REITZ KIA

CE SP4 GEORGE A BAMFORD KIA

GN SP4 PHILLIP L CLARK KIA

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MGN GEORGE W CASEY KIA 07 JULY 1970 He was the Commanding General of the 1st Air Cavalry Division. His UH-1H HUEY HELICOPTER, WITH CREW AND PASSENGERS SLAMMED INTO A MOUNTAIN NEAR BAO LUC FLYING IFR FROM PHOUVNH TO CAM RANH BAY TO VISIT WOUNDED TROOPS. ALL ON BOARD PERISHED.  
UH-1H 69-15138

AC 1LT WILLIAM FREDERICK MICHEL KIA  
-P MGN GEORGE WILLIAM CASEY KIA  
CE SGT RONALD FRANCIS FULLER KIA  
GN SGT WILLIAM LEE CHRISTENSEN KIA  
PX MAJ JOHN A HOTTELL III KIA  
PX SGT VERNON KENNETH SMOLIK KIA  
PX SGM KENNETH WILLIAM COOPER KIA

=====

JERRY KIRK  
PATRIOT GUARD  
AMERICAN LEGION RIDERS  
Post 136  
MULVANE KANSAS

C/228TH ASHB 1ST AIR CAVALRY  
NOV/1968 TO AUG/1970

NOTE=SOME MORE EXTENSIVE INFORMATION REGARDING KIA'S, AND CHINOOK AND HUEY HELICOPTERS COMES FROM THE VHPA CD ROM "VIETNAM HELICOPTER HISTORY"  
GARY ROUSH WEBMASTER.

CLIFF MORLEY  
25 NOV 2010

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[26] ON [30 NOV 2011] [RHEIL@PEOPPLEPC.COM](mailto:RHEIL@PEOPPLEPC.COM) WROTE:

CLIFF, RAY HERE, I AM AN EYEWITNESS, I WAS WORKING HOOKING UP LOADS TO THE CHOPPERS AT QUAN LOI, I WAS WITH SUPPLY 11TH ACR LOADING UP ICE AND DRINKS TO BE TAKEN OUT TO THE FIREBASE, WHEN THE BIG CHOPPER WENT DOWN, SO MANY YEARS AGO....IF YOU LIKE YOU CAN CALL ME...812-951-3355.

HAVE A GOOD DAY

RAY

[27] ON [24 APRIL 2012] [JFORTNER@FARALLONCAPITAL.COM](mailto:JFORTNER@FARALLONCAPITAL.COM) WROTE:

CLIFFORD,

I HOPE YOU ARE WELL.

MY NAME IS JOHN FORTNER. MY FATHER IS THE VERY SAME JOHN FORTNER YOU WROTE ABOUT IN "BAD DAY AT QUAN LOI".

I JUST WANTED TO LET YOU KNOW SINCE I FOUND THIS ARTICLE, (MAYBE A COUPLE YEARS AGO) I HAVE READ IT 100 TIMES OR MORE. I THINK EVERY TIME I READ IT, IT BRINGS TEARS TO MY EYES AND AT THE SAME TIME A GREAT DEAL OF PRIDE TO MY LIFE. I NEVER ACTUALLY MET MY FATHER BUT I THINK ABOUT WHAT HE MUST HAVE BEEN LIKE ALL THE TIME. IN FACT, I LIVE IN SAN FRANCISCO AND I OFTEN DRIVE BY THE VA CEMETERY IN SAN BRUNO; WHICH IS THE FINAL RESTING PLACE OF TERRANCE ANDERSON. I AM NOT SURE I REALLY UNDERSTAND WHY THIS GIVES ME BOTH COMFORT AND PRIDE BUT IT DOES.

ANYHOW, AS I DON'T EVEN KNOW IF THIS EMAIL WILL REACH YOU, I WILL KEEP THIS SHORT. I SIMPLY WANTED TO SAY THAT I THANK YOU AND SO DOES MY FAMILY FOR WHAT YOU WROTE. WE'VE ALL READ IT MANY TIMES. MY MOM SAYS THERE WAS SO MUCH CONFUSION AND LACK OF UNDERSTANDING. YOU'VE HELPED HER IN MANY WAYS AS WELL.

THANK YOU,

JOHN

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ONE

CONTRIBUTORS AND REFERENCES

228TH ASHB WEBSITE  
JIM KETCHAM WEBMASTER

VIETNAM HELICOPTER PILOTS ASSOCIATION WEBSITE  
VHPA CD ROM "VIETNAM HELICOPTER HISTORY"  
GARY B. ROUSH WEBMASTER

FLYING THROUGH THE YEARS  
A TRILOGY OF SHORT TOURS AND COLLECTION OF SHORT STORIES  
LTC BOB LANZOTTI (RET.) AUTHOR

CONTRIBUTORS

[01] DARRELL D. ALLMAN, SCOUT PILOT "SABER 12", B TROOP 1ST/9TH CAV.  
1ST CAVALRY DIVISION, QUAN LOI 1970

[02] BOB LANZOTTI FKA MAJOR ROBERT E. LANZOTTI "CRIMSON TIDE 6"  
C/228TH ASHB, PHUOC VINH 1969/1970

[03] ANGIE BYRUM, WIFE OF FORMER SP4 HERBERT BYRUM "Now SFC RETIRED"  
G TROOP 11TH ARMORED CAVALRY, QUAN LOI 1970

[04] WILSON HUBBELL, A COMPANY 15TH TC BATTALION, 1ST CAVALRY DIV.  
AN KHE 1966/1967. 196TH ASHC, 1ST AVIATION BRIGADE, QUI NHON 1968

[05] KEITH ANDREW REITZ, SON OF SP4 KEITH HAROLD REITZ WHO WAS THE  
FLIGHT ENGINEER ON BOARD CRIMSON TIDE CH-47B 66-19106 THAT FATEFUL  
DAY AT QUAN LOI 09 MARCH 1970

[06] DAN MURPHY, POINT MAN, A-1ST/5TH CAV, 1ST CAVALRY DIVISION  
QUAN LOI JUNE 1969 To JULY 1970

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TWO

CONTRIBUTORS CONTINUED

- [07] PHIL GIOIA, FORMER "FOGGY DAY 6", A-1ST/5TH CAV, 1ST CAVALRY DIV. ALSO S-4 OF 1ST BATTALION, 5TH CAVALRY, QUAN LOI 1970
- [08] DAVE BARKER, A-1ST/5TH CAV. 1ST CAVALRY DIVISION, QUAN LOI 1970
- [09] ROBERT AHERN, A-1ST/5TH CAV. 1ST CAVALRY DIVISION, QUAN LOI 1970
- [10] DONALD R. JONES, A-1ST/5TH CAV. 1ST CAVALRY DIVISION, QUAN LOI 1970
- [11] TOM "ALOHAKI", WAS WORKING THE LOG PADS AT SONG BE WHEN THE 106 TRAGEDY OCCURED BUT WAS PREVIOUSLY AT QUAN LOI BEFORE MOVING TO LZ BUTTONS WITH THE 2ND BRIGADE
- [12] GARY CHAPMAN FKA SP5 GERALD A. CHAPMAN "MEDIC", "C" COMPANY, 15TH MEDICAL BATTALION, QUAN LOI 1970
- [13] NORMAN SEMERJIAN, "AIR TRAFFIC CONTROLER" QUAN LOI 1970
- [14] JOHN P. DEARING, CHINOOK PILOT, C/228TH ASHB, PHUOC VINH 1970 1ST CAVALRY DIVISION
- [15] JIM LEATHERWOOD, LOH GUNNER 11TH ARMORED CAVALRY, QUAN LOI 1970
- [16] PAUL CHRISTENSEN, "CRIMSON TIDE 3" TACTICAL OPERATIONS, C/228TH ASHB, PHUOC VINH, 1ST CAVALRY DIVISION 1970
- [17] BOB McBRIDE, D COMPANY 1ST/5TH CAV. 1ST CAVALRY DIVISION, QUAN LOI 1970
- [18] THOMAS C. SMITH, QUAN LOI 1970

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THREE

CONTRIBUTORS CONTINUED

[19] LACH BROWN, AKA "CHARLIE BROWN""SMILING TIGER 33", D/229TH AHB,  
DAU TIENG, QUAN LOI, BEAR CAT, 1ST CAVALRY DIVISION JAN/1970 TO DEC/1970  
CLASS 69-31/69-33

[20] MIKE GARBER, 1ST/7TH CAV. 1ST CAVALRY DIVISION, QUAN LOI 1970

[21] DON HILL, B-2ND/5TH CAV. 1ST CAVALRY DIVISION, QUAN LOI 1970

[22] TED LEWIS, AIR TRAFFIC CONTROL 322ND ADD, QUAN LOI APRIL/1969  
TO APRIL/1970

[23] VANCE ARNOLD FKA "CHICKEN MAN" ARMORER AND GUNNER C/228TH ASHB  
AND LATER THE 1ST AVIATION BRIGADE 1970/1971. MSG, USAR RETIRED

[24] STEPHEN LINDHOLM, CHINOOK PILOT AKA "SNIDELY WHIPLASH" C/228TH ASHB  
HE WAS THE AIRCRAFT COMMANDER ON BOARD CH-47B 67-18487 WHEN IT WAS SHOT  
DOWN IN THE IRON TRIANGLE ON 21 JAN 1970 AND ALSO A DIRECT EYEWITNESS TO  
THE TRAGIC CRASH OF CH-47B 66-19106 AT QUAN LOI ON 09 MAR 1970.

[25] JERRY KIRK, MAINTENANCE AND RECOVERY, C/228TH ASHB, PHUOC VINH  
1968/1969/1970

[26] RAY, LAST NAME NOT INDICATED. HE WAS WITH THE 11TH ARMORED  
CAVALRY BASED AT QUAN LOI IN 1970.

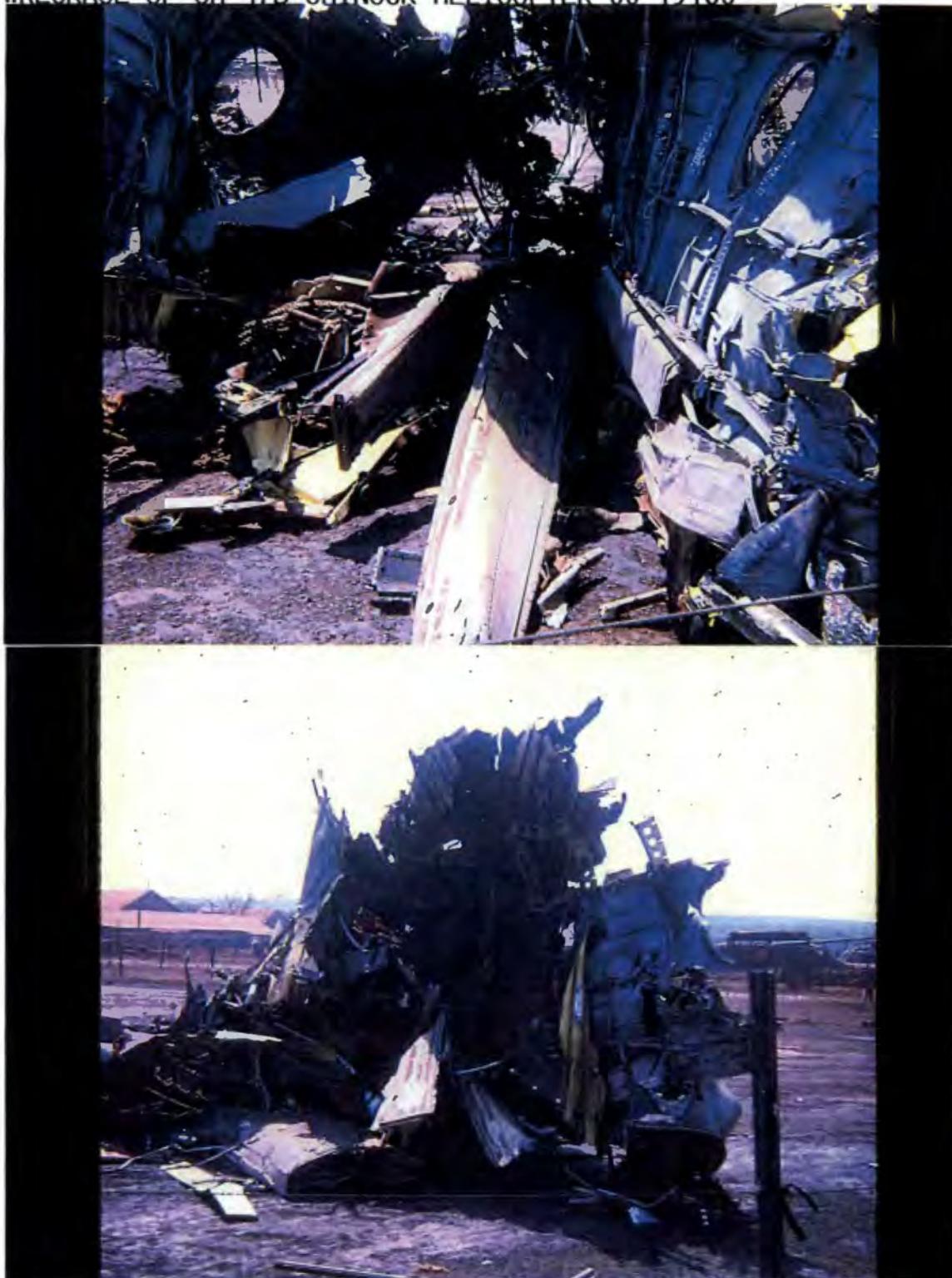
[27] JOHN FORTNER, SON OF WO1 JOHN LYNWOOD FORTNER WHO WAS THE  
AIRCRAFT COMMANDER OF THE ILL-FATED CH-47B CHINOOK HELICOPTER  
66-19106 WHICH WENT INVERTED IN FLIGHT, BROKE APART AND CRASHED AT  
QUAN LOI, SOUTH VIETNAM ON 09 MARCH 1970. THE CREW OF FIVE PERISHED.

WRECKAGE OF CH-47B CHINOOK HELICOPTER 66-19106



QUAN LOI SOUTH VIETNAM 10 MARCH 1970: PHOTOGRAPH OF THE WRECKAGE OF C/228TH ASHB 1ST AIR CAVALRY DIVISION CH-47B CHINOOK HELICOPTER CRIMSON TIDE 66-19106 WHICH WENT INVERTED IN FLIGHT OVER QUAN LOI ON 09 MARCH 1970: WO1 ANDERSON: SP4 BAMFORD: SP4 CLARK: SP4 REITZ AND WO1 FORTNER WERE ALL KILLED IN ACTION THAT DAY:::::::::::::::

WRECKAGE OF CH-47B CHINOOK HELICOPTER 66-19106



QUAN LOI SOUTH VIETNAM 10 MARCH 1970: PHOTOGRAPHS OF THE WRECKAGE OF C/228TH ASHB 1ST AIR CAVALRY DIVISION CH-47B CHINOOK HELICOPTER CRIMSON TIDE 66-19106 WHICH WENT INVERTED IN FLIGHT OVER QUAN LOI ON 09 MARCH 1970: WO1 ANDERSON: SP4 BAMFORD: SP4 CLARK: SP4 REITZ AND WO1 FORTNER WERE ALL KILLED IN ACTION:::::::-----