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Vietnam Helicopter Pilots Association

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SECTION XII - Helicopters Destroyed

This is a new section this year. It was put together by Gary Roush with the help of Mike Sloniker. Types of helicopters are listed together and are in order by date destroyed. The first number is the date destroyed. To save space it is displayed YYMMDD. The first 2 digits are the year, the second 2 digits are the month, and the third 2 digits are the day. Following the date is the service owning the helicopter and following that is the helicopter tail number.

Like most "official" information from the Vietnam War, this information requires editing for accuracy. For example about 100 duplicates have been removed and other changes made that appear to make more sense. We would like to have any corrections, additions, or stories related to these losses.

TYPE	ARMY	MARINE	AIR FORCE	NAVY	AIR AMERICA	TOTAL
UH-1	2648	99	9	4	0	2760
OH-6A	954	0	1	0	0	955
AH-1	289	10	0	0	0	299
H-34	6	152	0	2	39	199
OH-13	171	0	0	0	0	171
CH-46	0	166	0	0	0	166
CH-47	138	0	0	0	0	138
OH-23	95	0	0	0	0	95
OH-58A	46	0	0	0	0	46
H-3	0	0	31	12	0	43
H-53	0	19	13	0	0	32
H-43	0	0	14	0	0	14
CH-21	12	0	0	0	0	12
UH-2	0	0	0	12	0	12
CH-54	9	0	0	0	0	9
CH-37	3	1	0	0	0	4
TOTALS	4371	447	68	30	39	4955

** TYPE AH-1

680307 AR 6615347	690413 AR 6615308	690821 AR 6815059	700127 AR 6817039	700504 AR 6715620
680314 AR 6615320	690416 AR 6715677	690829 AR 6715734	700128 AR 6817057	700505 AR 6715634
680503 AR 6615332	690416 AR 6715753	690903 AR 6715588	700204 AR 6815175	700506 AR 6815043
680509 AR 6715500	690501 AR 6715558	690905 AR 6715861	700211 AR 6817021	700509 AR 6815184
680516 AR 6615276	690512 AR 6615329	690906 AR 6715728	700215 AR 6715686	700510 AR 6815008
680516 AR 6615334	690515 AR 6615314	690914 AR 6715699	700218 MC 815072	700511 AR 6715858
680602 AR 6715453	690515 AR 6715814	690915 AR 6715853	700219 AR 6815154	700613 AR 6817050
680606 AR 6615351	690516 AR 6715527	690916 AR 6715584	700222 AR 6817029	700615 AR 6815078
680718 AR 6615326	690518 AR 6715778	690917 AR 6815061	700224 AR 6715526	700621 AR 6715846
680718 AR 6715484	690522 AR 6715673	690919 MC 815170	700226 MC 815198	700624 AR 6715786
680718 AR 6715529	690529 AR 6815033	690921 AR 6715704	700303 AR 6815098	700626 AR 6815026
680822 AR 6715552	690609 AR 6715557	6909108 AR 6815044	700305 AR 6815098	700629 AR 6715581
680829 AR 6715596	690610 AR 6715696	6909108 AR 6815145	700306 MC 817027	700701 AR 6815025
680905 AR 6715585	690610 AR 6715818	6909123 AR 6815109	700309 AR 6815020	700704 AR 6715573
680912 AR 6715517	690615 AR 6715461	691102 AR 6715616	700311 AR 6715671	700707 AR 6815136
681012 AR 6615349	690616 AR 6715763	691107 AR 6715694	700322 AR 6815070	700715 AR 6715604
681103 AR 6615311	690625 AR 6715561	691107 AR 6715712	700323 AR 6715602	700715 AR 6715729
681201 AR 6715598	690704 AR 6715454	691108 AR 6815056	700325 MC 815213	700721 AR 6715466
681202 AR 6715713	690710 AR 6715638	691111 AR 6615323	700325 MC 817045	700723 AR 6815124
681211 AR 6715751	690710 AR 6715707	691112 MC 815080	700327 AR 6715764	700723 AR 6815125
681214 AR 6715631	690712 AR 6715514	691116 AR 6715592	700327 AR 6815024	700724 AR 6815087
681219 AR 6715605	690714 AR 6815075	691123 AR 6715667	700401 AR 6815060	700728 AR 6615305
690106 AR 6715582	690721 AR 6715539	691129 AR 6815188	700404 AR 6715609	700730 AR 6715709
690115 AR 6715651	690722 AR 6715615	691204 AR 6715525	700408 AR 6817030	700801 AR 6715519
690125 AR 6715556	690730 AR 6715566	691207 AR 6815114	700417 AR 6815082	700816 AR 6715538
690126 AR 6715632	690731 AR 6815006	691207 AR 6815119	700423 AR 6715612	700825 AR 6715719
690127 AR 6715451	690806 AR 6715788	691216 AR 6715799	700423 AR 6815005	700906 AR 6715868
690203 AR 6715518	690810 AR 6815099	691219 AR 6715739	700502 AR 6715554	700908 AR 6817032
690217 AR 6715695	690812 AR 6715723	691222 AR 6715812	700502 AR 6815121	700909 AR 6715706
690306 AR 6715845	690814 AR 6615272	691227 AR 6815065	700502 AR 6815162	700912 AR 6715849
690314 AR 6615301	690816 AR 6715733	691228 AR 6815187	700503 AR 6715545	700913 AR 6815193
690318 AR 6715580	690817 AR 6715765	700113 AR 6715583	700503 AR 6815050	700917 AR 6715862
690327 AR 6715559	690820 AR 6815032	700119 AR 6715756	700503 AR 6815107	700918 AR 6715746
		700126 AR 6615274	700503 AR 6815141	700922 AR 6815333

700928	AR	6615325	711110	AR	6615260	660715	MC	157961	680902	MC	153966	710331	MC	154802
701001	MC	915071	720111	AR	6817110	660902	MC	151928	680921	MC	152557	710419	MC	154839
701008	AR	6715458	720117	AR	6817081	660914	MC	152506	681003	MC	153320	750429	MC	0
701010	AR	6815161	720130	AR	6715802	661006	MC	151960	681009	MC	150275	90828	MC	151916
701101	AR	6715672	720402	AR	6817033	670125	MC	152558	681009	MC	150934			
701114	AR	6817038	720405	AR	6715594	670128	MC	150272	681010	MC	152517			
701204	MC	815073	720411	AR	6715869	670128	MC	150959	681011	MC	151917			
701214	AR	6715806	720419	AR	6615342	670128	MC	152514	681017	MC	153995			
701224	AR	6815171	720419	AR	6715343	670128	MC	3999999	681017	MC	154794	651118	AR	6413110
710105	AR	6816083	720421	AR	6715510	670221	MC	150945	681025	MC	152547	660129	AR	6307913
710114	AR	6916419	720424	AR	6615336	670303	MC	46	681107	MC	152568	660324	AR	6313114
710118	AR	6715569	720424	AR	6817020	670312	MC	152516	681120	MC	151938	660406	AR	6413114
710118	AR	6715576	720428	AR	6815201	670313	MC	46	681209	MC	152570	660505	AR	6413138
710205	AR	6615340	720506	AR	6715747	670427	MC	152551	690107	MC	152552	660509	AR	6202120
710209	AR	6615294	720509	AR	6815053	670501	MC	150268	690110	MC	150935	660530	AR	6413156
710209	AR	6817106	720511	AR	6715674	670512	MC	152550	690112	MC	150961	660627	AR	6413162
710210	AR	6715848	720511	AR	6815009	670522	MC	152527	690118	MC	154006	660808	AR	6413151
710210	AR	6817059	720524	AR	6715836	670531	MC	152549	690125	MC	153386	661112	AR	6413131
710210	AR	6817102	720618	AR	6615258	670603	MC	150955	690126	MC	153997	661118	AR	6307910
710212	AR	6715755	720620	AR	6715670	670611	MC	150270	690207	MC	150269	661218	AR	6307901
710212	AR	6817089	720620	AR	6715718	670616	MC	150939	690207	MC	153334	670115	AR	6600072
710214	AR	6715487	720621	AR	6715725	670616	MC	151730	690302	MC	152537	670202	AR	6508007
710214	AR	6715515	720624	AR	6815206	670620	MC	150936	690305	MC	152556	670309	AR	6600071
710218	AR	6715698	720626	AR	6916447	670630	MC	152501	690307	MC	154041	670505	AR	6413145
710220	AR	6715579	720708	AR	6715606	670703	MC	153532	690314	MC	154841	670511	AR	6507976
710224	AR	6817097	720712	AR	6815163	670720	MC	151944	690326	MC	154813	670518	AR	6600088
710227	AR	6815120	720716	AR	7016036	670727	MC	154018	690401	MC	154814	670625	AR	6413153
710305	AR	6715780	720718	AR	6817068	670728	MC	57	690411	MC	153332	670818	AR	6413158
710306	AR	6715464	720719	AR	6815189	670730	MC	151945	690414	MC	153361	670922	AR	6413107
710306	AR	6715832	720720	AR	6715648	670803	MC	151561	690419	MC	154835	671102	AR	6600083
710307	AR	6916438	720722	AR	6615304	670803	MC	151923	690422	MC	154840	671123	AR	6619046
710312	AR	6815062	720726	AR	6815103	670829	MC	150948	690423	MC	153336	671228	AR	6619006
710315	AR	6615337	720815	AR	6715531	670831	MC	152569	690424	MC	154021	680104	AR	6619032
710315	AR	6817073	720816	AR	6815047	671110	MC	152548	690502	MC	152559	680208	AR	6413139
710316	AR	6615310	720816	AR	6815074	680120	MC	152544	690502	MC	154795	680208	AR	6619062
710316	AR	6715743	720903	AR	6715801	680123	MC	151954	690510	MC	152580	680213	AR	6619076
710317	AR	6715676	720907	AR	7105396	680124	MC	150943	690512	MC	152523	680222	AR	6619050
710317	AR	6815035	721006	AR	0	680201	MC	150444	690602	MC	153970	680226	AR	6413154
710317	AR	6817035	721012	AR	0	680201	MC	150944	690603	MC	153384	680419	AR	6413124
710317	AR	6915035	721105	AR	6815182	680205	MC	153986	690605	MC	153315	680419	AR	6619063
710318	AR	6815077	721124	AR	7016030	680221	MC	153984	690607	MC	152525	680425	AR	6413109
710320	AR	6715597	721203	AR	6817107	680227	MC	153396	690607	MC	153397	680425	AR	6413152
710321	AR	6815019	730115	AR	6815055	680228	MC	153360	690607	MC	153951	680425	AR	6619080
710321	AR	6815029	730116	AR	6715626	680306	MC	151909	690607	MC	153963	680430	AR	6619069
710321	AR	6815798				680306	MC	151943	690614	MC	152529	680509	AR	6619126
710323	AR	6815111				680314	MC	153988	690621	MC	154811	680512	AR	6718469
710323	AR	6815150				680317	MC	150274	690716	MC	150949	680512	AR	6718475
710328	AR	6815199				680328	MC	152571	690720	MC	152548	680528	AR	6600066
710329	AR	6715820	620630	AR	61962	680329	MC	131906	690731	MC	153991	680619	AR	6718455
710331	AR	6715807	621229	AR	121962	680329	MC	151922	690803	MC	154843	680701	AR	6718457
710411	AR	6815108	630629	AR	61963	680329	MC	152524	690811	MC	152536	680723	AR	6619011
710422	AR	6916418	630828	AR	5602136	680415	MC	150956	690826	MC	153392	680822	AR	6507989
710429	AR	6715468	630830	AR	5504212	680418	MC	152507	691009	MC	153319	680905	AR	6619113
710430	AR	6715625	630831	AR	5208636	680505	MC	152531	691113	MC	154791	680915	AR	6619081
710512	AR	6916421	631019	AR	5602025	680505	MC	154024	691130	MC	153996	681003	AR	6619041
710513	AR	6815137	631124	AR	5208625	680506	MC	152497	691207	MC	153964	681005	AR	6619067
710517	AR	6715847	631125	AR	5602024	680510	MC	151907	691228	MC	153379	681009	AR	6507969
710527	AR	6815168	631126	AR	5208661	680510	MC	152505	700111	MC	153401	681020	AR	6619053
710529	AR	6817094	631227	AR	5602114	680513	MC	151919	700212	MC	154007	681022	AR	6600120
710601	AR	6815002	640517	AR	5602117	680514	MC	153399	700216	MC	153954	681030	AR	6619039
710616	AR	6916414				680518	MC	154798	700306	MC	153390	681104	AR	6619047
710703	AR	6715760				680524	MC	150952	700307	MC	154043	681121	AR	6619019
710703	AR	6815185				680525	MC	150933	700310	MC	153987	681126	AR	6413163
710704	AR	6715748				680529	MC	154025	700405	MC	154830	680113	AR	6619118
710711	AR	6715644	631212	AR	5500627	680602	MC	152545	700601	MC	154797	690113	AR	6619128
710715	AR	6715735	651102	MC	145874	680606	MC	0	700604	MC	153403	690113	AR	6718481
710727	AR	6715636	660320	AR	5400995	680606	MC	151940	700807	MC	154809	690117	AR	6619061
710727	AR	6715730	660502	AR	5500611	680611	MC	150960	700825	MC	152576	690210	AR	6718501
710728	AR	6715575				680619	MC	151925	700825	MC	153955	690223	AR	6718470
710816	AR	6715793				680619	MC	153381	700825	MC	154009	690223	AR	6718543
710901	AR	6815041				680703	MC	150937	700907	MC	154793	690224	AR	6619091
710911	AR	6715816				680711	MC	154019	700917	MC	154044	690225	AR	6413106
710928	AR	6715478	660528	MC	151946	680806	MC	154017	700921	MC	152577	690225	AR	6413146
710930	AR	6715501	660611	MC	151935	680815	MC	150278	701027	MC	154838	690225	AR	6508024
711012	AR	6715637	660708	MC	151947	680819	MC	152563	701118	MC	154837	690225	AR	6619012
711022	AR	6715752	660715	MC	151930	680819	MC	152566	701219	MC	153351	690225	AR	6619013
711023	AR	6815341	660715	MC	151936	680824	MC	152502	710121	MC	153364	690225	AR	6619014
711106	AR	6715770	660715	MC	152500	680824	MC	154022	710205	MC	153376	690225	AR	6619015

**** TYPE CH-47**

**** TYPE CH-46**

690225	AR	6619016	700724	AR	6818445	650316	MC	150569	670127	MC	148114	700309	AA	156597
690225	AR	6619022	710201	AR	6818444	650328	MC	148812	670128	MC	149400	700519	AA	153695
690228	AR	6619090	720424	AR	6818442	650331	MC	150572	670202	AA	148057	700616	AA	156593
690322	AR	6718461				650413	MC	150564	670224	MC	150563	700927	AA	156595
690402	AR	6718523	** TYPE H-3			650606	MC	148791	670226	MC	143968	710120	AA	150555
690418	AR	6718536				650606	MC	148820	670303	MC	150244	710216	AA	143879
690506	AR	6619029				650702	MC	150565	670313	MC	150574	710819	AA	144647
690515	AR	6718458	651106	AF	639685	650714	MC	149384	670322	MC	147198	710819	AA	150727
690623	AR	6718544	651107	NA	148993	650715	MC	148795	670322	MC	149331	710903	AA	39
690716	AR	6619001	660112	NA	149909	650719	MC	149324	670326	MC	145796	710903	AA	153126
690802	AR	6718513	660205	NA	0	650725	MC	147159	670328	AA	145799	711001	AA	143911
690822	AR	6815824	660205	NA	149926	650818	MC	148780	670424	MC	148258	720410	AA	143952
690830	AR	6413161	660901	AF	6414227	650820	AA	148808	670427	MC	148071	720519	MC	153116
690916	AR	6815841	661016	NA	150618	650826	MC	147163	670504	MC	149336	721019	AA	62
691031	AR	6619045	661020	AF	6512778	650831	MC	145771	670508	MC	148771	721019	AA	154892
691101	AR	6413128	661129	AF	6414231	650918	MC	145774	670511	MC	148769	730114	AA	143952
691108	AR	6619084	670206	AF	6512779	650925	MC	47	670512	MC	147190	730410	MC	156598
691210	AR	6600109	670523	NA	148985	651017	MC	148790	670514	MC	148613	731206	AA	150237
700110	AR	6718524	670719	NA	151538	651018	AR	0	670602	MC	147166	740418	AA	150556
700118	AR	6507988	670823	AF	6414236	651018	AR	0	670625	MC	148077			
700211	AR	6619095	670827	NA	148982	651026	MC	148817	670707	AA	153697			
700309	AR	6619106	671023	NA	151522	651027	MC	70	670724	MC	149395			
700317	AR	6718442	671027	AF	6613283	651027	MC	148779	670725	MC	150728			
700320	AR	6718535	671109	AF	6613279	651027	MC	150196	670803	AA	153125			
700413	AR	6619101	671230	AF	639678	651027	MC	150197	670808	AA	153130			
700503	AR	6718480	680115	AF	6414233	651027	MC	150231	670812	MC	147164	660708	AF	591587
700505	AR	6718435	680330	AF	6613294	651027	MC	150251	670812	MC	147188	661028	AF	624511
700509	AR	6718508	680523	AF	6613295	651027	MC	150726	670829	MC	148088	670508	AF	639715
700513	AR	6815837	680609	AF	6714710	651101	MC	150205	670902	MC	148056	670521	AF	639711
700517	AR	6718497	681005	AF	6512782	651113	MC	150575	670908	MC	149366	680207	AF	624525
700530	AR	6600076	681016	AF	6512786	651118	MC	150552	670914	AA	153557	681010	AF	581845
700531	AR	6718485	681020	AF	6613282	651122	MC	147180	670916	MC	147149	690126	AF	639712
700609	AR	6619142	690115	AF	6714702	651203	MC	14872	670923	MC	149342	690628	AF	591590
700623	AR	6507966	690117	AF	6212582	651203	MC	148762	671005	MC	148783	690710	AF	600278
700624	AR	6619059	690119	AF	639689	651208	MC	145768	671009	MC	150561	690719	AF	591562
700625	AR	6816022	690220	AF	639682	651212	MC	145742	671021	MC	149372	690807	AF	600282
700710	AR	6507999	690226	AF	6414237	660124	MC	148793	671026	MC	149325			
700718	AR	6815810	690627	AF	6556691	660204	MC	148065	671028	MC	145763			
700723	AR	6718507	691004	AF	6714721	660217	MC	149380	671130	MC	148810			
700813	AR	6815823	691006	AF	6212579	660221	MC	149381	671206	MC	148819			
700826	AR	6718445	691006	AF	6414222	660302	MC	145762	671210	MC	149337			
700831	AR	6815994	691024	AF	6613281	660309	MC	149297	671221	MC	148058			
700911	AR	6619064	700117	AF	6613278	660310	MC	149340	671222	MC	150243			
700916	AR	6917100	700203	AF	6613288	660310	MC	149347	680108	MC	150559			
701221	AR	6713433	700208	NA	149707	660311	MC	45	680118	AA	55	680304	MC	153276
710130	AR	6815869	700220	NA	149908	660320	MC	149351	680208	MC	168069	680425	MC	151697
710206	AR	6718493	700415	AF	6613280	660321	MC	145802	680225	MC	148059	680501	MC	153281
710215	AR	6718468	700813	AF	639681	660325	MC	148772	680315	MC	148072	680519	MC	152413
710215	AR	6718506	701024	AF	6613287	660403	MC	145781	680322	AA	153698	680728	MC	153284
710215	AR	6815835	720508	NA	149699	660416	MC	149365	680322	MC	147168	690118	AF	6614430
710227	AR	6718449				660427	MC	149401	680326	MC	144654	690409	MC	153738
710305	AR	6718518				660509	AA	149393	680331	MC	148792	690704	MC	153280
710318	AR	6718502				660514	MC	150233	680410	AR	540925	690901	MC	153282
710402	AR	6718545				660519	AA	153124	680411	MC	145804	691101	MC	152394
710404	AR	6619075	620825	MC	145675	660606	MC	147193	680414	MC	149177	700128	AF	6614434
710513	AR	6413116	621006	MC	145790	660618	MC	147195	680425	MC	147150	700630	AF	688283
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** TYPE UH-2

SECTION XIII - After Action Reports

This is a new section this year. It is a sampling of a series of reports that the database committee has collected over the last two years. We would like to have your feedback on whether or not you would like to see more of this type of information. If the VHPA membership is interested, we could publish most of this information in a separate directory sometime in the future. This sampling was compiled by Gary Roush from eye witness accounts, accident reports, official documentation, and special interest groups. Sources of the information range from the Defense Intelligence Agency, the Joint Casualty Resolution Center, the State Department, the POW Network (Task Force of Illinois, Inc.), to direct inputs from VHPA members. It is an attempt to accurately document specific events that involved loss of life and/or destruction of helicopters during the Vietnam war. It is not an attempt to incite or promote political issues. Some of the information used for this section contains opinions that may not accurately describe the events as they occurred. We have tried to remove these when they are obvious. Like everything in this Directory, this information is only as accurate as the members of the VHPA can make it, so please send in your additions and corrections to the VHPA Headquarters.

This information is in order by date of the event.

After Action Report for: 10 June 1965

HALL, WALTER LOUIS

Name: Walter Louis Hall
Rank/Branch: O2/US Army
Unit: 118 AHC 145 CAB
Date of Birth: 25 February 1940 (Bangor ME)
Home City of Record: Old Town, ME
Country of Loss: South Vietnam
Loss Coordinates: 113521N 1065309E (YT056817)
Status (in 1973): Killed/Body Not Recovered
Aircraft: UH-1B

SAEGAERT, DONALD RUSSELL

Name: Donald Russell Saegaert
Rank/Branch: W1/US Army
Unit: 118 AHC 145 CAB
Date of Birth: 3 May 1940
Home City of Record: Berlin, CT
Country of Loss: South Vietnam
Loss Coordinates: 113521N 1065309E (YT056817)
Status (in 1973): Killed/Body Not Recovered
Acf/Vehicle/Ground: UH-1B

Other Personnel In Incident: Joseph J. Compa; Robert L. Curlee; Craig L. Hagen; Bruce G. Johnson; Fred M. Owens (all missing)

SYNOPSIS: On May 25, 1965, Special Forces Detachment A-342 was airlanded at Dong Xoai, a district capital of Phuoc Long Province, through which the Viet Cong supply lifeline from Cambodia into War Zone D tracked. The Special Forces Detachment, together with Navy Seabees, built a camp and among other duties, assumed the MACV subsector role for Don Luan district.

Intermittent Viet Cong mortar rounds lobbed into the new camp, and were considered only the usual harassment, but sightings of large VC formations nearing the town increased. At 2310 hours on the night of June 9, CIDG teams around the camp's perimeter were silenced by the 762nd and 763rd VC Regiments. There was no opportunity to warn the camp, and only a few survived. At 2330, the camp was heavily mortared, and came under a heavy ground assault. The camp was overrun, and most of the CIDG and LLDB withdrew. At the camp, 2Lt. Charles Q. Williams, seriously wounded, was directing the defense of the compound with singular valor and would later be awarded the Congressional Medal of Honor for his actions at Dong Xoai. Before South Vietnamese relief forces could arrive, a team of advisors was sent in from Son Nhut, where MACV was headquartered. The team was aboard a UH-1B helicopter from the 188th Aviation Company flown by Lt. Walter L. Hall. The crew consisted of Sgt. Craig L. Hagen, gunner; SSgt. Joseph J. Compa, crew chief; and WO Donald Saegaert, co-pilot. The advisors from MACV Special Detachment 5891 were SSgt. Robert L. Curlee, the medic; and Capt. Bruce G. Johnson and SFC Fred M. Owens, advisors. When the helicopter was disembarking troops on a plantation landing zone, it came under heavy mortar and small arms fire. The helicopter took off and started a climbing turn. Upon clearing some buildings left of the landing zone, the helicopter went into uncontrolled flight and in crashing, skidded into some parked vehicles and burst into flames.

A circling pilot immediately established radio contact with Johnson, who stated that he was standing by the downed helicopter, and that the crew and other two advisors with him were dead. He reported that the situation was very bad - not to send anyone else in. Johnson stated that he was under heavy fire, and two mortar shells were subsequently seen to land in his vicinity.

A subsequent search of the crash site was conducted when the area was resecured (on June 15), but no American remains were found, nor was Johnson seen. Villagers in the area reported that an American had been captured on that day, but no verifiable information has surfaced since that time. Villagers also stated that the Viet Cong had carried away the bodies of 7 Americans and had buried them.

A captured Viet Cong film entitled "Dong Xoai in Flames" pictured the bodies of five or six Americans as well as several crashed helicopters. One of these helicopters bore the serial number 38557. The name tag "Owens" and the last two letters of another name tag, "ll" (possibly Hall's) are shown in the film, lending some more credence to the report that the Viet Cong took possession of the aircraft and that all aboard were killed.

After Action Report for: 22 November 1965

MILLER, RICHARD ARTHUR

Name: Richard Arthur Miller

Rank/Branch: Major USMC
 Unit:
 Date of Birth: 01 July 1939
 Home City of Record: New York, NY
 Country of Loss: South Vietnam
 Loss Coordinates: 151605N 1085022E
 Status (in 1973): Missing In Action
 Acft/Vehicle/Ground: UH-34D

VISCONTI, FRANCIS EDWARD

Name: Francis Edward Visconti
 Rank/Branch: Major USMC
 Unit:
 Date of Birth: 16 November 1934
 Home City of Record: Syracuse, NY
 Country of Loss: South Vietnam
 Loss Coordinates: 151605N 1085022E
 Status (in 1973): Missing In Action
 Acft/Vehicle/Ground: UH-34D

Other Personnel In Incident: Victor J. Pirker (missing)

SYNOPSIS: The helicopter piloted by Francis Visconti on November 22, 1965 went down with four aboard. All were declared missing in action. Their last known location was about halfway between the cities of Chu Lai and Quang Ngai in South Vietnam.

After Action Report for: 28 December 1965

PHELPS, JESSE DONALD

Name: Jesse Donald Phelps
 Rank/Branch: W2/US Army
 Unit: 299 CAB 1 CAV
 Date of Birth: 01 October 1937
 Home City of Record: Boise, ID
 Country of Loss: South Vietnam
 Loss Coordinates: 135702N 1084955E
 Status (in 1973): Killed/Body Not Recovered
 Aircraft/Vehicle/Ground: UH-1D

STANCIL, KENNETH LEON

Name: Kenneth Leon Stancil
 Rank/Branch: W3/US Army
 Unit: 299 CAB 1 CAV
 Date of Birth: 20 January 1934
 Home City of Record: Chattanooga, TN
 Country of Loss: South Vietnam
 Loss Coordinates: 135702N 1084955E
 Status (in 1973): Killed/Body Not Recovered
 Aircraft/Vehicle/Ground: UH-1D
 Other Personnel In Incident: Thomas Rice; Donald Grella (all missing)

SYNOPSIS: The large influx of American combat and support battalions arriving in Vietnam in the mid-1960's afforded the Army Special Forces a wealth of potential military backup and engineer support. Airmobile infantry promised quick and decisive response to CIDG patrolling opportunities or adverse camp situations. The availability of engineers assured required camp construction and defensive strengthening of existing sites.

In exchange, the Special Forces provided support, regional intelligence and area indoctrination for the arriving Army formations. In mid to late December 1965, Special Forces Major Brewington's B-22 Detachment helped the 1st Cavalry Division to settle into the An Khe area. Assisting, was the 299th Attack Helicopter Battalion of the Aviation Company of 7th Special Forces Group (Assault Helicopter).

On December 28, 1965 a UH-1D helicopter from the Aviation Company departed An Khe on a supply mission to a combat unit in the early hours. Radio transmissions revealed that flight was difficult because of weather and darkness. The pilot, CW2 Jesse Phelps, radioed for weather reports. The other crew of the aircraft consisted of SP5 Donald Grella, crewchief; CW3 Kenneth Stancil, co-pilot; and SP4 Thomas Rice, door gunner.

When the aircraft was about 10 minutes flying time from An Khe, radio contact was suspended, and no further word was received from the aircraft. When the UH-1D failed to return, an intensive search was conducted, with no sign of either the lost aircraft or its crew.

After Action Report for: 25 September 1966

DUCAT, PHILLIP ALLEN

Name: Phillip Allen Ducat
 Rank/Branch: O3/US Marine Corps

Unit: HMM 161, MAG 16
 Date of Birth: 04 September 1939
 Home City of Record: Ft. Wayne, IN
 Country of Loss: South Vietnam
 Loss Coordinates: 164656N 1065421E
 Status (in 1973): Killed/Body Not Recovered
 Aircraft/Vehicle/Ground: UH-34D

REITER, DEAN WESLEY

Name: Dean Wesley Reiter
 Rank/Branch: 02/US Marine Corps
 Unit: HMM 161, MAG 16
 Date of Birth: 10 October 1942
 Home City of Record: Manchester, MO
 Country of Loss: South Vietnam
 Loss Coordinates: 164656N 1065421E
 Status (in 1973): Killed/Body Not Recovered
 Aircraft/Vehicle/Ground: UH-34D
 Other Personnel In Incident: Peter R. Bossman (missing)

SYNOPSIS: Capt. Phillip A. Ducat and 1Lt. Dean W. Reiter was assigned to HMM 151, 16th Marine Aircraft Group in South Vietnam.

On September 25, 1966, the helicopter to which they were assigned was sent on a medical evacuation mission. The crew consisted of co-pilot Dean W. Reiter, Pilot Phillip A. Ducat, and Corpsman Peter Bossman. At approximately 22 miles west of Dong Ha, Quang Tri Province, South Vietnam, his aircraft was hit by enemy ground fire, burst into flames and exploded prior to impact with the ground. The crew aboard was killed, and the intense fire of the crash consumed all remains.

After Action Report for: 1 May 1967

ANDREWS, JOHN MICHEAL

Name: John Micheal Andrews
 Rank/Service: WO1/US Army
 Unit: 335 AHC
 DOB: 07/26/45 Age: 21.8
 Home City & State: Dayton, OH
 Status: Killed In Action
 Flight Class: 66-19
 Aircraft Type: UH-1D
 MOS: 062B
 Started Tour: 02/10/67

BROCKWELL, LEYBURN W JR

Name: Leyburn W. Brockwell, Jr.
 Rank/Service: LTC/US Army
 Unit: 335 AHC
 DOB: 11/27/27 Age: 39.4
 Home City & State: Spartanburg, SC
 Status: Killed In Action
 Flight Class: UH-1D
 Aircraft Type: 1983
 MOS: 1022
 Started Tour: 10/22/66

JONES, CHARLES CLIFTON

Name: Charles Clifton Jones
 Rank/Service: MAJ/US Army
 Unit: 335 AHC
 DOB: 01/16/35 Age: 32.3
 Home City & State: San Antonio, TX
 Status: Killed In Action
 Flight Class: UH-1D
 Aircraft Type: 03/01/67
 Started Tour: 03/01/67

LEGG, JOHN DUANE

Name: John Duane Legg
 Rank/Service: 2LT/US Army
 Unit: 335 AHC
 DOB: 07/05/44 Age: 22.8

Home City & State: Chickasaw, AL
 Status: Killed In Action
 Flight Class:
 Aircraft Type: UH-1D
 MOS: 0624
 Started Tour: 08/21/66

REPORT: At approximately 1316 hours, 1 May 1967, Army helicopters number 66-1159 and 64-13738 had a mid-air collision while formation flying at approximately 1500 feet in the vicinity of YT086035, 5 miles South East of Bien Hoa. The two aircraft were part of a flight of nine helicopters of the 335th Assault Helicopter Company flying in a staggered trail left formation from Bien Hoa to Bear Cat. On arrival at Bear Cat, the 335th Assault Helicopter Company was to participate in a combat assault operation in support of the 9th Infantry Division. The two aircraft involved in the accident were flying in the number one and two positions in the formation. After take off, the flight had climbed to 1500 feet, had leveled off and was flying at an airspeed of 80 knots. The trail aircraft, number 9, had told the lead aircraft number 1, that the flight was joined and lead had acknowledged. The trail aircraft had checked on artillery firing out of Bear Cat and had passed the information on to the lead aircraft. At this time, the aircraft commander flying the aircraft in the number three position in the formation noticed that the number two aircraft had moved in very tight and slightly to the rear and above the lead air craft. The tip path plane of the number one and two aircraft were overlapping at times. Because of this, the aircraft commander in the number three position decided to increase the distance between his aircraft and the aircraft in the number one and two positions. Shortly there after the lead aircraft rose a few feet, almost struck the number two aircraft's rotor blades with his rotor blades, then gradually descended again. The number two aircraft made no adjustments for the rise and fall of the lead aircraft. Again the lead aircraft began to gain a few feet of altitude and banked very slightly to the right. The number two aircraft again made no adjustment and the two aircraft's rotor blades struck each other approximately four feet inboard of the tip plain. The air was immediately filled with debris, the lead aircraft rolled approximately 15 degrees to the right, went into a nose high altitude, then fell to the ground. The number two aircraft rolled approximately 20 degrees to the left, assumed a nose low altitude and fell to the ground. Both aircraft lost their transmissions and rotor blades prior to striking the ground. The number two aircraft was burning prior to hitting the ground. There were no survivors.

After Action Report for: 19 May 1967

EIDUKAITIS, GEDIMINAS JUST

Name: Gediminas Just Eidukaitis
 Rank/Service: WO1/US Army
 Unit: 336 AHC
 DOB: 10/28/39 Age: 27.6
 Home City & State: Cleveland, OH
 Status: Killed In Action
 Flight Class:
 Aircraft Type: UH-1D Tail Number: 64-13521
 Call Sign: Gold 2
 Started Tour: 06/18/66

KIGHT, MICHAEL AARON

Name: Michael Aaron Kight
 Rank/Service: WO1/US Army
 Unit: 336 AHC
 DOB: 03/22/46 Age: 21.2
 Home City & State: Waterbury, CT
 Status: Killed In Action
 Flight Class:
 Aircraft Type: UH-1D Tail Number: 64-13521
 Call Sign: Gold 2
 Started Tour: 02/10/67

DESCRIPTION OF THE ACCIDENT: After the completion of a combat support mission, eight aircraft departed Vi Thanh for home base and formed up in a vee of five (Gold Flight) and a vee of three (White Flight). Warrior Lead suggested a fly-by over Soc Trang Airfield. Clearance was given for the fly-by with instructions to call two miles out for final clearance. At five to seven miles north of Soc Trang the flight went into column as a preliminary to forming up into an echelon right. As the flight approached a position five miles northeast of Soc Trang, they made a descending right turn to a heading of 220 degrees with instructions to form into an echelon right and level off at 500 feet. With a minimum of trouble the flight formed into a tight eight ship echelon right. Within this formation, 64-13521 was Gold 2 and 66-1154 was Gold 3. Two miles out Warrior Lead called Soc Trang tower for final clearance. It was granted. The wind was given as 220 degrees at two knots and the altimeter setting was 2972. Gold 2, 64-13521, was requested by White Lead to move slightly to the rear, because it appeared he was forward of a 45 degree angle off Warrior Lead. Gold 2 complied. One mile from the airfield the flight looked good from the trail aircraft's position. A loud "crack" was heard. The air between Gold 2 and Gold 3 filled with debris. Gold 2 fell from the formation. The term "mid-air" was transmitted and the flight broke in various directions. Gold 2's descent was immediate, in a combination left turn and roll. Its tail boom and main rotor assembly separated from the aircraft in the air. The main fuselage fell on a general heading of 200 degrees, turning and rolling. Ground contact was made nose low, upright, and turning left. Point of contact was a water hole approximately seven feet deep. The tail boom came to rest 99 feet to the rear of the fuselage mass. The main rotor assembly, in two pieces, made ground contact 161 feet forward of the fuselage mass on a bearing of 175 degrees. All crew members of Gold 2 were found in the water hole with the fuselage mass. Gold 3, 66-1154, yawed right, pitched up and started to roll left after impact with Gold 2. The aircraft commander, who was at the controls of Gold 3, estimated his separation from Gold 2, just prior to impact, to have been four or five feet between main rotor tip paths and slightly above Gold 29. He relates that at impact he felt a jolt in the controls and that his attention was forward and not on Gold 2. His low rpm light came on and he lowered collective pitch, corrected the yaw and roll, lowered the nose and entered autorotation in a slight left turn to a final heading of 150 degrees. During the descent the aircraft commander states the aircraft was extremely rough and he could see that a portion of one rotor blade pocket was missing near the tip. Gold 3 made ground contact tail low and at a very high sink rate. It moved forward about 15 feet, yawed left and stopped on a heading of 120 degrees some 300 yards from the center of Gold 2's fuselage mass. The aircraft started to burn shortly after impact, with the origin somewhere on the upper right transmission pylon area. An attempt was made to extinguish the fire, but was terminated because of the severity of the fire, the lack of adequate extinguishers and the danger of the exploding ammunition. It is suspected that one of the main rotor blades of Gold 3 swept through the upper right corner of the pilot's compartment. The mast sheared just below the main rotor hub and one main rotor blade remained intact. The gunner of Gold 3 departed the aircraft through the right cargo door and while attempting to get away from the aircraft was struck by the rotor blade that remained intact. His injuries proved to be fatal. The crew chief exited the aircraft through the left cargo door, aided the aircraft commander and then helped remove the pilot, who was seriously injured. The aircraft commander received minor facial and major spinal injuries.

Note: It has been alleged that the battery of 64-13521 fell through the roof of a Vietnamese school. The board visited this scene some 250 feet to the rear of the fuselage mass of the aircraft. The battery was not present, however, it has since been returned by persons unknown. The path of the battery through the roof was alleged to have been such that it struck a rafter causing it to splinter. A piece of this rafter inflicting fatal injuries to Tran Thi Nohiem, a Vietnamese school girl.

After Action Report for: 26 May 1967

COOK, ROBERT WILKINSON

Name: Robert Wilkinson Cook
Rank/Service: WO1/US Army
Unit: 9 INF
DOB: 06/18/37 Age: 29.9
Home City & State: Claiborne, MD
Status: Killed In Action
Flight Class: 66-5FW RWQC
Aircraft Type: UH-1C
MOS: 061B
Started Tour: 01/15/67

DODSON, JACK LEROY

Name:	Jack Leroy Dodson
Rank/Service:	1LT/US Army
Unit:	
DOB:	02/14/38 Age: 29.3
Home City & State:	Kimberly, ID
Status:	Killed In Action
Flight Class:	66-20
Aircraft Type:	UH-1C
MOS:	1981
Started Tour:	05/22/67

KIDD, NORMAN RICHARD JR

Name: Norman Richard Kidd, Jr.
Rank/Service: CPT/US Army
Unit: 191 AHC
DOB: 09/06/36 Age: 30.7
Home City & State: Monrovia, CA
Status: Killed In Action
Flight Class: 66-20
Aircraft Type: UH-1C
MOS: 1981
Started Tour: 05/22/67

MATTHEWS, GENE FLETCHER

Name: Gene Fletcher Matthews
Rank/Service: CPT/US Army
Unit: 9 INF
DOB: 01/11/42 Age: 25.4
Home City & State: Anson, ME
Status: Killed In Action
Flight Class:
Aircraft Type: UH-1C
MOS: 1981
Started Tour: 02/06/67

MOSHER, ROBERT LLOYD

Name: Robert Lloyd Mosher
Rank/Service: CPT/US Army
Unit: 9 INF
DOB: 02/05/38 Age: 29.3
Home City & State: Newport, RI
Status: Killed In Action
Flight Class:
Aircraft Type: UH-1C
MOS: 51204?
Started Tour: 02/04/67

DESCRIPTION OF THE ACCIDENT: On 26 May 1967, at approximately 2100 hours, the light fire team consisting of aircraft 66-677 and 66-673 were called out by the 51st ranger battalion (ARVN), Ben Luc RVN, to investigate some suspected Viet Cong activity. The team arrived on the scene at approximately 2130 hours. They began a visual reconnaissance of the area with the assistance of flares fired by the artillery. At 2230 hours the two aircraft met in an apparent head on collision. There was an explosion and the aircraft fell to the ground in flames. All eight crew members and one passenger was killed.

After Action Report for: 3 June 1967

GARDNER, JOHN GARRETT

Name: John Garrett Gardner
Rank/Branch: O3/US Marine Corps
Unit: HMM 165, Marine Air Group 36
Date of Birth: 20 July 1940
Home City of Record: Hot Springs, NC
Country of Loss: Laos
Loss Coordinates: 161914N 1064049E (XD795050)
Status (in 1973): Missing In Action
Acf/Vehicle/Ground: CH-46A

HANSON, STEPHEN PAUL

Name: Stephen Paul Hanson
Rank/Branch: O3/US Marine Corps
Unit: HMM 165, Marine Air Group 36
Date of Birth: 04 January 1940
Home City of Record: Burbank, CA
Country of Loss: Laos
Loss Coordinates: 161914N 1064049E (XD795050)
Status (in 1973): Missing In Action
Acf/Vehicle/Ground: CH-46A
Other Personnel In Incident: Frank E. Cius (returned POW 1973); Timothy R. Bodden; Ronald J. Dexter; Billy Laney; (all missing); Mr. Ky (Nung Cdr. - wounded and rescued); Charles F. Wilklow (rescued)

SYNOPSIS: On June 3, 1967, Capt. Steven P. Hanson, pilot; 1Lt. John G. Gardner, co-pilot; Sgt. Timothy R. Bodden, crew chief/door gunner; LCpl. Frank E. Cius, doorgunner; SFC Billy R. Laney, SFC Ronald J. Dexter, SFC Charles F. Wilklow and an unknown number of ARVN personnel, all passengers, were aboard a CH-46A helicopter (serial #150955) on an extraction mission in Laos.

The USMC aircraft picked up a U.S. Army Special Forces team attached to MACV-SOG, Command and Control, and the ARVN troops they were working with. Military Assistance Command Vietnam Studies and Observation Group (MACV-SOG) was a joint service high command unconventional warfare task force engaged in highly classified operations throughout Southeast Asia. The 5th Special Forces channeled personnel into MACV-SOG (not a Special Forces group) through Special Operations Augmentation (SOA) which provided their "cover" while under secret orders to MACV-SOG. These teams performed deep penetration missions of strategic reconnaissance and interdiction which were called, depending on the time frame, "Shining Brass" or "Prairie Fire" missions.

The aircraft received extensive automatic small arms fire upon takeoff from the Landing Zone, took numerous hits and crashed 350 meters from the LZ, located about 15 miles inside Laos west of the A Shau Valley. The helicopter did not burn on impact, and continued to receive fire. Three ARVN troops were able to return to the LZ where the troops remaining at the LZ were extracted the following day.

The troops waiting at the LZ could not search because of the hostile threat in the area. Air searches located the survivors of the crash, but they could not be evacuated. The only America found to be in a position to be safely evacuated was SFC Wilklow. He gave the following account of what happened to the crew and passengers aboard the CH-46:

SFC Dexter appeared uninjured and left the wreckage with a large number of ARVN troops. Capt. Hanson was wounded and outside the helicopter, but stated that he had to return to get his carbine. The Marine Corps believes he died of the wounds he received when the aircraft was overrun, although Hanson's wife later identified her husband in a widely distributed Vietnamese propaganda photograph of a pilot being captured. When last seen, all the other Americans were still in the wreckage, and enemy troops (the U.S. Army says they were Viet Cong; the U.S. Marines say they were North Vietnamese Army - possibly a joint force of both) were tossing grenades toward the aircraft with no attempt to capture the personnel inside. Wilklow left the crash site, and noted that gunfire suddenly stopped. He continued to evade the enemy and was picked up 3 days later.

When Mr. Ky, the Nung Commander was being evacuated by the last helicopter out, he noted several men (undoubtedly Dexter and the ARVN) in a large bomb crater firing red star clusters from a flare gun. Frank Cius was taken prisoner and released from Hanoi in 1973. He was one of the dozen or so captured by the Vietnamese and taken immediately to Hanoi claimed to be the "Laos" prisoners. In reality, none of the dozen had been held in Laos. Ronald Dexter, according to Frank Cius, was captured, and died in captivity on July 29, 1967. John Gardner, according to the USMC, died on the ground after the crash of the aircraft due to intense enemy fire. Billy Laney was last seen lying wounded on the floor of the aircraft between a crewmember with a broken back and the door gunner with a head wound.

After Action Report for: 11 June 1967

BEECHER, QUENTIN RIPPETOE

Name: Quentin Rippetoe Beecher
Rank/Branch: W2/US Army
Unit: B/227 CAB 11 CAG 1 CAV
Date of Birth: 14 September 1942
Home City of Record: Terre Haute, IN
Country of Loss: South Vietnam - Over Water
Loss Coordinates: 131800N 1094000E (CQ555705)

Status (in 1973): Missing In Action
Acft/Vehicle/Ground: UH-1D

CLINTON, DEAN EDDIE

Name: Dean Eddie Clinton
Rank/Branch: W1/US Army
Unit: C/227 CAB 11 CAG 1 CAV
Date of Birth: 26 November 1946 (Whittington IL)
Home City of Record: Dix, IL
Country of Loss: South Vietnam - Over Water
Loss Coordinates: 131800N 109400E (CQ555705)
Status (in 1973): Missing In Action
Acft/Vehicle/Ground: UH-1D

RIGGS, THOMAS FREDERICK

Name: Thomas Frederick Riggs
Rank/Branch: W2/US Army
Unit: C/227 CAB 11 CAG 1 CAV
Date of Birth: 24 July 1946 (Wayne MI)
Home City of Record: Farmington, MI
Country of Loss: South Vietnam - Over Water
Loss Coordinates: 131800N 109400E (CQ555705)
Status (in 1973): Missing In Action
Acft/Vehicle/Ground: UH-1D
Other Personnel In Incident: Ralph E. Uhlmansiek; James R. Nelson (all missing)

SYNOPSIS: The 227th Aviation Battalion (Assault Helicopter), 11th Aviation Group was organic to the 1st Cavalry Division (Airmobile). From the end of October 1966 into February 1967, the 1st Cavalry Division battled clearing Binh Dinh Province in Operations THAYER II and PERSHING, the latter concentrated in the rich northern coastal plain as well as the Kim Son and Luoi Cl Valleys to the west. Throughout the rest of 1967 the division combated the North Vietnamese Army's 610th Division and Viet Cong Units in the II Corps Tactical Zone. There were over 7100 known enemy casualties in the two operations.

On June 11, 1967, WO1 Thomas F. Riggs, pilot; WO Dean E. Clinton, co-pilot; SP5 James R. Nelson, crew chief; and passengers WO1 Quentin R. Beecher and SP4 Ralph E. Uhlmansiek; departed Landing Zone Uplift, Qui Nhon airfield in the southern coastal region of Binh Dinh Province, South Vietnam.

The crew and passengers were aboard a UH1D helicopter (serial #63-12958), call sign "Bamboo Viper 47", on an operations mission in the province. At 1900 hours, Bamboo Viper 47 left the LZ at Qui Nhon. While en route, bad weather was encountered, and the pilot requested assistance in determining his position.

Efforts by Tuy Hoa and Qui Nhon airfields, and airborne search and rescue control aircraft failed to locate the aircraft to guide it to the airfield. At 2057 hours, the pilot reported that he was out of fuel, and was willing to make a water landing. Search and rescue efforts started immediately, and continued until 13 June, but was unsuccessful in locating either the helicopter or its crew and passengers.

After Action Report for: 11 June 1967

BOHLSCHEID, CURTIS RICHARD

Name: Curtis Richard Bohlscheid
Rank/Branch: O3/USMC
Unit:
Date of Birth: 09 December 1936
Home City of Record: Pocatello, ID
Country of Loss: South Vietnam
Loss Coordinates: 165454N 1065530E
Status (in 1973): Killed In Action/Body Not Recovered
Aircraft: CH-46A

OLDHAM, JOHN SANDERS

Name: John Sanders Oldham
Rank/Branch: Captain/USMC
Unit:
Date of Birth: 03 July 1933
Home City of Record: Tinnie, NM
Country of Loss: South Vietnam
Loss Coordinates: 165454N 1065530E
Status (in 1963): Killed In Action/Body Not Recovered
Aircraft: CH-46A
Others in Incident: Charles D. Chomel; John J. Foley; Jose J. Gonzales; Michael W. Havranek; James W. Koo; Jim E. Moshier; Thomas Harratty; James E. Widener (all missing)

SYNOPSIS: Curtis Bohlscheid and John Oldham were crewmembers aboard a CH-46A helicopter inserting a seven-man Marine Force Recon team into a predesignated area 11 1/2 miles northwest of Dong Ha, Vietnam. A total of four aircraft were involved in the mission - two CH-46A's and two UH-1E helicopter gunships. Bohlscheid and Oldham were on the lead aircraft.

The flight departed Dong Ha at about 11:15 a.m. on June 11, 1967 and proceeded to the insert location. The gunships made low strafing runs over the landing zone to detonate any booby traps and locate enemy troops in the area. No enemy fire was received and no activity was observed. The lead aircraft then began its approach to the landing zone. At an estimated altitude of 400-600 feet, the helicopter was observed climbing erratically, resembling an aircraft beginning a loop. Portions of the rear blades were seen to separate from the aircraft and a radio transmission was received from the aircraft indicating that it had been hit. The helicopter became inverted and then continued out of control until it was observed to crash by a stream located in a steep ravine.

Subsequent efforts by ground units to reach the crash site failed due to a heavy bunker complex surrounding the site. The ground teams were able to observe the crash site from within 500 meters, but detected no survivors. The eleven personnel aboard were therefore classified Killed In Action/Body Not Recovered.

After Action Report for: 8 November 1967

BROWER, RALPH WAYNE

Name: Ralph Wayne Brower
Rank/Branch: O3/US Air Force
Unit: 37 ARRS - Da Nang
Date of Birth: 24 November 1939
Home City of Record: Stow, OH
Country of Loss: Laos
Loss Coordinates: 161458N 1065258E
Status (in 1973): Killed/Body Not Recovered
Aircraft/Vehicle/Ground: HH-3E
Others In Incident: Joseph Kusick; Bruce Baxter; Eugene Clay; Larry Maysey (all missing); Gerald Young (rescued - awarded Congressional Medal Of Honor for action); 3 indigenous personnel with Special Forces team (rescued)

SYNOPSIS: On November 8, 1967, two Air Force "Jolly Greens" (#26 and #29) from the 37th Aerospace Rescue and Recovery Squadron were scrambled from Da Nang Air Base at 1505 hours for an emergency extraction of 5 surviving members of a Special Forces reconnaissance team which had suffered heavy casualties while operating deep in a denied area in Laos. The recovery effort was to be recorded by the Squadron as one of the largest and most hazardous on record.

The two Air Force helicopters were advised by forward air control to hold while three Army UH-1B gunships softened the area with rockets and machine gun fire. An Air Force C-130 gunship, meanwhile, provided flare support for the mission. At 1630Z, Jolly Green 29 picked up the three indigenous personnel before being driven off by hostile fire. Damaged, Jolly Green 29 left and made an emergency landing at Khe Sanh. 20 minutes later, Jolly Green 26, with its crew consisting of Sgt. Larry Maysey, rescue specialist; Captain Ralph Brower, co-pilot; and SSGt. Eugene Clay, flight engineer; picked up Kusick and Baxter, both wounded, and was hit by automatic weapons fire, crashed and burst into flames. Capt. Young was rescued 17 hours later.

By the afternoon of November 9, a recovery team was inserted into the area and reached the crash site of the burned HH3. Because of fading light, it was impossible to inspect the wreckage at that time.

On 10 November, the wreckage was searched and 3 charred remains were found. Two of the remains had identification tags which identified them as members of the crew. The third remains had no tags, but were identified as SP4 Kusick, radio operator of the reconnaissance team, as the long antenna from his PRC-25 radio were found on his body. Although the loss coordinates on record for Kusick are the same as the rest of the crew, he is listed as lost in South Vietnam, while the others are listed as lost in Laos.

About 34 meters downhill from the wreckage, another set of remains were found which were readily identified as MSG Baxter from the facial features. No trace was found of the third crew member. The remains of the 2 crew and Kusick were removed from the aircraft and placed with MSG Baxter's remains so they could be hoisted as one lift into a hovering helicopter. The identification tags of the crewmembers were placed with the remains. Weather conditions and enemy action would not permit helicopters to make the extraction either that day or the day following.

After Action Report for: 2 December 1967

LEEPER, WALLACE WILSON

Name: Wallace Wilson "Skeeter" Leeper
Rank/Branch: W2/US Army
Unit: 48 AHC 268 CAB 17 CAG
Date of Birth: 24 April 1947
Home City of Record: Wellington, CO
Country of Loss: South Vietnam
Loss Coordinates: 125807N 1092417E
Status (in 1973): Missing In Action
Aircraft/Vehicle/Ground: UH-1D

STRANGE, FLOYD WAYNE

Name: Floyd Wayne Strange
Rank/Branch: W1/US Army
Unit: 48 AHC 268 CAB 17 CAG
Date of Birth: 01 May 1946
Home City of Record: Chico, CA
Country of Loss: South Vietnam
Loss Coordinates: 125807N 1092417E
Status (in 1973): Missing In Action
Aircraft/Vehicle/Ground: UH-1D
Other Personnel In Incident: Manuel J. Moreida; Richard A. Crosby (all missing)

SYNOPSIS: On December 2, 1967, WO Wallace Leeper, aircraft commander; WO Floyd W. Strange, co-pilot; SP4 Manuel J. Moreida, crewchief, and SP4 Richard A. Crosby, door gunner, were crewmembers aboard a UH-1D helicopter (serial #66-00811). The helicopter departed Phu Hiep airfield, Phu Khanh (formerly Phu Yen) Province, Vietnam, in marginal weather, to return Captain Woo Shik Pak, a Korean, to his unit which was located about 25 miles south along the coast.

When the aircraft did not return to Phu Hiep at the scheduled time, a communications and ramp check was initiated without success. Further unsuccessful search and rescue efforts were conducted along the coastal and mountain area from December 3-9. The aircraft was last seen as it departed Phu Hiep airfield and headed in a southeasterly direction along the coast. Subsequent information indicates that the aircraft crashed and burned in the mountains north of Vung Ro Bay.

On September 3, 1973, a source reported that 3 local villagers of Hoa Xuan village reported that they discovered a U.S. helicopter with 2 or 3 remains in uniform at the crash site. Other reports were received that possibly correlated with this incident, but were resolved to other cases.

After Action Report for: 5 January 1968

HAMILTON, DENNIS CLARK

Name: Dennis Clark Hamilton
Rank/Branch: WO/US Army
Unit: 176 AHC 14 CAB 23 INF (American)
Date of Birth: 04 May 1946 (Oscaloosa, AL)
Home City of Record: Barnes City, IA
Country of Loss: Laos
Loss Coordinates: 161907N 106344E (XD701021)
Status (in 1973): Missing In Action
Aircraft: UH-1D

SCHULTZ, SHELDON DUANE

Name: Sheldon Duane Schultz
Rank/Branch: WO/US Army
Unit: 176 AHC 14 CAB 23 INF (American)
Date of Birth: 19 April 1948
Home City of Record: Altoona, PA
Country of Loss: Laos
Loss Coordinates: 161907N 106344E (XD701021)
Status (in 1973): Missing In Action
Aircraft: UH-1D
Other Personnel In Incident: James Williamson; John T. Gallagher; Ernest F. Briggs (all missing); (indigenous team members, names, numbers, fates unknown)

SYNOPSIS: On January 5, 1968, WO Dennis C. Hamilton, aircraft commander; WO Sheldon D. Schultz, pilot; SP5 Ernest F. Briggs, Jr., crew chief; SP4 James P. Williamson, crewman, and SSgt. John T. Gallagher, passenger; were aboard a UH-1D helicopter (tail # 66-1172) on a mission to infiltrate an indigenous reconnaissance patrol into Laos.

The reconnaissance patrol and SSgt. Gallagher were operating under orders to Command & Control North, MACV-SOG (Military Assistance Command, Vietnam Studies and Observation Group). MACV-SOG was a joint service high command unconventional warfare task force engaged in highly classified operations throughout Southeast Asia. The 5th Special Forces channeled personnel into MACV-SOG (although it was not a Special Forces group) through Special Operations Augmentation (SOA), which provided their "cover" while under secret orders to MACV-SOG. The teams performed deep penetration missions of strategic reconnaissance and interdiction which were called, depending on the time frame, "Shining Brass" or "Prairie Fire" missions.

As the aircraft approached the landing zone about 20 miles inside Laos south of Lao Bao, it came under heavy 37mm anti-aircraft fire while at an altitude of about 300 feet above ground level. The aircraft immediately entered a nose-low vertical dive and crashed.

Upon impact with the ground, the aircraft burst into flames which were 10 to 20 feet high. No radio transmissions were heard during the helicopter's descent, nor were radio or beeper signals heard after impact. Four attempts to get into the area of the downed helicopter failed due to intense ground fire.

During the next two days more attempts to get to the wreckage failed. The pilot of one search helicopter maneuvered to within 75 feet of the crash site before being forced out by enemy fire. The pilot who saw the wreckage stated that the crashed helicopter was a mass of burned metal and that there was no part of the aircraft that could be recognized. No signs of life were seen in the crash area.

Weather delayed further search attempts for a couple of days. After the weather improved, the successful insertion of a ground team was made east of the crash site to avoid enemy fire. The team was extracted after the second day, finding nothing. The crash site was located near the city of Muong Nong in Savannakhet Province, Laos.

After Action Report for: 12 February 1968

GUNN, ALAN WENDELL

Name: Alan Wendell Gunn
Rank/Branch: W2/US Army
Unit: 50 MED DET 43 MED GRP 44 MED BDE
Date of Birth: 28 May 1948 (Watt, OK)
Home City of Record: San Antonio, TX
Country of Loss: South Vietnam
Loss Coordinates: 121721N 107471E (ZU030600)
Status (in 1973): Missing In Action
Aircraft: UH-1H

ROE, JERRY LEE

Name: Jerry Lee Roe
Rank/Branch: O2/US Army
Unit: 50 MED DET 43 MED GRP 44 MED BDE
Date of Birth: 16 March 1943 (New Boston, TX)
Home City of Record: Houston, TX
Country of Loss: South Vietnam
Loss Coordinates: 121721N 1074713E (ZU030600)
Status (in 1973): Missing In Action
Aircraft: UH-1H
Other Personnel In Incident: Wade L. Groth, Harry W. Brown (all missing)

SYNOPSIS: On February 12, 1968, SP5 Harry Brown, medic; 1Lt. Jerry Roe, aircraft commander; WO Alan Gunn, pilot; and SP4 Wade Groth, crewchief, were flying A UH-1H (tail #66-17027) dispatched on a night medical evacuation mission (dustoff). Dustoff 90 departed Ban Me Thuot, South Vietnam for Gia Nghai Special Forces camp.

As U.S. Air Force Tactical Control Radar operators at Ban Me Thuot tracked the flight, the blip that was the UH-1H dustoff chopper disappeared from the screen at 2019 hours. The helicopter apparently went down 20 minutes outbound from its base in a mountainous region of Quang Duc Province.

An Army Infantry unit searched the apparent crash site near the Cambodian border for 36 hours, but found neither the helicopter nor its crew. Snipers were not known to be in the area, and it is not believed the helicopter was shot down, according to an Army report, indicating possible mechanical trouble. In April 1969, CIA was asked to analyze the positive identifications made by a rallier of a number of photographs of missing Americans. The rallier selected the photos of both Harry Brown and Jerry Roe as two men he believed to have been prisoners of war. CIA could not determine why the source selected them.

In 1979, Sean O'Toolis, an Irish-American, was touring Bong Song Camp, 40 miles south of Hanoi, on an IRA gun-buying mission, when he alleges he met and spoke with American prisoners, Brendon Foley and Wade Groth, a prison workmate of Foley's. He also claims to have talked to men named MacDonald, Jenning and an O'Hare or O'Hara. He brought a message to Foley's brother and fingerprints of Foley and O'Hara. He identified old photos of Groth, and gave believable descriptions of Foley and Groth. Neither family knows whether or not to believe O'Toolis, as much of his account of his travels seems incorrect.

After Action Report for: 6 March 1968

SEWARD, WILLIAM HENRY

Name: William Henry Seward
Rank/Branch: O4/US Marine Corps
Unit: HMM 165 MAG 36
Date of Birth: 11 April 1937
Home City of Record: Atlanta, GA
Country of Loss: South Vietnam
Loss Coordinates: 145208N 1075713E
Status (in 1973): Killed/Body Not Recovered
Aircraft: CH-46A
Other Personnel In Incident: Robert Lopez; indigenous personnel; (all missing)

SYNOPSIS: On March 6, 1968, Maj. William H. Seward, pilot and LtCol. Robert Lopez, passenger, were aboard a US Marine Corps CH-46A helicopter (tail # 151909 call sign Yankee Whiskey 17) as lead aircraft in a flight of 2 in company with several other support aircraft on an insertion mission in South Vietnam. Also on board Seward's helicopter were an unknown number of indigenous personnel working with the Special Forces team to be inserted.

While hovering above an 80 foot canopy to insert a the reconnaissance team, the aircraft received moderate small arms fire and began settling. The aircraft continued its descent until the rotor blades struck the trees and the aircraft twisted and fell, coming to rest on the right side in a nose low attitude.

Following the crash of the helicopter, both Seward and the co-pilot were helplessly trapped in the twisted wreckage of the cockpit. The personnel who were able to get out of the burning aircraft succeeded in freeing the co-pilot. Maj. Seward was unconscious and trapped in the opposite side of the cockpit. Every effort to free him failed. LtCol. Lopez appeared to be trapped between the aircraft and the ground, and efforts to free him were useless.

Once flames reached the cockpit and ammunition began exploding, the men were forced to abandon rescue efforts. Within 30 seconds, the aircraft exploded and was completely consumed by fire. A short while later, the survivors were extracted by rescue helicopters and evacuated. A recovery team entered the crash area about 2 hours later. The remains of one passenger, believed to be those of Lopez were found, but were charred beyond recognition, and it was decided not to attempt recovery. Other remains were apparently destroyed by fire and explosion. The other men reported missing were indigenous, names unknown.

After Action Report for: 13 March 1968

WATSON, JIMMY LEE

Name: Jimmy Lee Watson
Rank/Branch: W2/US Army
Unit: A/1/9 CAV 1 CAV
Date of Birth: 28 July 1946
Home City of Record: Lucama, NC
Country of Loss: South Vietnam
Loss Coordinates: 163650N 1072618E
Status (in 1973): Missing In Action
Aircraft: UH-1B
Other Personnel In Incident: Cleveland Evans; Steven Heitman (both missing)

SYNOPSIS: On March 13, 1968, SP5 Heitman, Sgt. Evans, passengers, WO Jimmy Watson, pilot, SFC Eugene Gubbins, PFC Larry Moore and Lt. Purda, crewmembers and 4 unidentified passengers of the 101st Airborne Division were aboard a UH-1H helicopter (tail #67-17254) which proceeded north from Phu Bai airfield on a logistics mission to Camp Evans, Republic of Vietnam.

About 3-5 miles southeast of Camp Evans, the helicopter was hit by enemy fire and was forced to land. All 10 persons exited the aircraft and split into two 5-man teams in an attempt to evade to friendly lines.

Lt. Purda and the four 101st Airborne personnel walked into Camp Evans at 2000 hours. An intensive search was initiated, but failed to reveal any trace of the aircraft or the 5 missing. On March 28, elements of the 1st Cavalry Division found 2 bodies in a shallow grave in the area of the crash site. They were later identified as those of SFC Gubbins and PFC Moore. The fates of the other 3 remained a mystery and the three were classified Missing in Action.

After Action Report for: 7 April 1968

MCMURRAY, FRED HOWELL JR.

Name: Fred Howell McMurray Jr.
Rank/Branch: O2/US Army
Unit:
Date of Birth: 16 November 1943
Home City of Record: Charleston, SC
Country of Loss: South Vietnam
Loss Coordinates: 164413N 1064814E
Status (in 1973): Missing In Action
Aircraft: OH-13S

Other Personnel In Incident: James J. Powers (rescued) @REMARKS = SYNOPSIS: At 1600 hours on April 7, 1968, 1Lt. McMurray was the pilot of an OH13S helicopter, tail number 63-9084, with one observer/door gunner, Sgt. James J. Powers. The aircraft departed the 1st Air Cavalry Division base at Landing Zone Stud with an AH1G armed helicopter escort for a reconnaissance mission in the support of an operation. 1Lt. McMurray was flying low-level when he reported seeing several recently repaired weapons positions and freshly used trails.

1Lt. McMurray marked the location with a smoke grenade to allow the AH-1G to identify and fire rockets on the target. He also reported sighting NVA soldiers, whom he engaged. The escort helicopter continued to place suppressive fire in the area, and transmitted a request for a rifle platoon which was launched and was over the area in about 15 minutes. During the fighting, 1Lt. McMurray's aircraft received enemy fire, began burning in flight, and crashed. Sgt. Powers was subsequently rescued, but 1Lt. McMurray was not.

After Action Report for: 19 April 1968

LORD, ARTHUR JAMES

Name: Arthur James Lord
Rank/Branch: O3/US Army
Unit: 478 HHC 11 CAG 1 CAV
Date of Birth: 06 January 1941 (Athens, GA)
Home City of Record: Savannah, GA
Country of Loss: South Vietnam
Loss Coordinates: 162127N 1070642E (YD255095)
Status (in 1973): Missing In Action
Aircraft: CH-54

MILLARD, CHARLES WORTH

Name: Charles Worth Millard
Rank/Branch: W3/US Army
Unit: 478 HHC 11 CAG 1 CAV
Date of Birth: 08 August 1933
Home City of Record: Wilson, NC
Country of Loss: South Vietnam
Loss Coordinates: 162127N 1070642E (YD255095)
Status (in 1973): Missing In Action
Aircraft: CH-54
Other Personnel In Incident: Philip R. Shafer; Michael R. Werdehoff (missing on CH-54, coordinates YD255095-LZ Tiger); Jesus A. Gonzales, Douglas R. Blodgett, William R. Dennis; (missing from CH-47A, coordinates YD290105, pilot and co-pilot survived); Michael J. Wallace, Anthony F. Housh; (missing from CH-47, coordinates YD291087-LZ Tiger; pilot, co-pilot and gunner survived)

SYNOPSIS: On April 19, 1968 three Army helicopters were shot down in the A Shau Valley of South Vietnam. All three were making supply runs to Landing Zone Tiger in Quang Tri Province. Five men survived the three crashes, and nine men remain missing.

The CH-47A on which Douglas Blodgett was a crewman, William Dennis was flight engineer, and Jesus Gonzales was crewchief was resupplying ammunition at the LZ when it received small arms fire from the ground and crashed. The pilot and co-pilot were able to crawl away, but the rest of the crew was never found. They were declared Missing In Action.

The CH-47 on which Anthony Housh was flight engineer and Michael Wallace was crewchief was hit by 50 calibre and 37 mm ground fire on its approach to the LZ. Housh and Wallace jumped from the aircraft from an altitude of 50-100 feet above the jungle canopy. The others were rescued. No trace of Housh and Wallace was ever found. They were declared Missing In Action.

The CH-54 "Flying Crane" on which Arthur Lord was aircraft commander, Charles Millard pilot, Michael Werdehoff flight engineer, and Philip Shafer crewchief was carrying a bulldozer into the recently resecured LZ Tiger when the aircraft was hit and crashed. All the crew were classified Missing In Action.

Thorough searches for the 3 helicopters were not immediately possible because of the enemy situation. A refugee later reported that he had found the wreckage of two U.S. helicopters, one with 3 sets of skeletal remains, in Quang Tri Province. The U.S. Army believes this could correlate with any of the three helicopters lost on April 19, 1968.

After Action Report for: 21 April 1968

LINK, ROBERT CHARLES

Name:	Robert Charles Link
Rank/Branch:	W2/US Army
Unit:	17 AHC 10 CAB 16 CAG
Date of Birth:	10 April 1935 (Davidson County, NC)
Home City of Record:	Washington, DC
Country of Loss:	South Vietnam
Loss Coordinates:	161810N 1071956E (YD481033)
Status (in 1973):	Missing In Action
Aircraft:	UH-1H

OLSEN, FLOYD WARREN

Name:	Floyd Warren Olsen
Rank/Branch:	O3/US Army
Unit:	17 AHC 10 CAB 16 CAG
Date of Birth:	03 September 1938 (Chicago, IL)
Home City of Record:	Wheaton, IL
Country of Loss:	South Vietnam
Loss Coordinates:	161810N 1071956E (YD481033)
Status (in 1973):	Missing In Action
Aircraft:	UH-1H
Other Personnel In Incident:	James E. Creamer; Larry C. Jamerson; Lyle MacKedanz, Frankie B. Johnson (all missing)

SYNOPSIS: On April 21, 1968, Capt. Floyd W. Olsen, aircraft commander; WO1 Robert C. Link, pilot; SP5 Frankie B. Johnson, Jr., crew chief; SP4 Larry C. Jamerson, door gunner; SSgt. Lyle E. MacKedanz and SP4 James E. Creamer, passengers; were aboard a UH-1H helicopter (serial #66-16209) which was flying a combat mission with other aircraft in South Vietnam.

The aircraft remained with the assault aircraft during most of the operation until it was required to depart from Phu Bai, South Vietnam with rigging equipment for a recovery from LZ Zeghel. During the flight, Capt. Olsen acknowledged a radio transmission which stated the aircraft's secondary mission, the recovery operation at LZ Zeghel, had been cancelled because of the tactical situation and inclement weather conditions. Following acknowledgement of the cancelled mission, the aircraft was lost. Although there were several unsuccessful attempts to contact him, and ramp checks of all airfields and camps in the area were conducted, no further contact was made with Capt. Olsen.

On April 22, an extensive, though unsuccessful air search was conducted from dawn until 1830 hours. On May 8, elements of the 8th ARVN Airborne Division found the ID tags of SP5 Johnson in a 3/4-ton truck, non-U.S. On May 25, a UH-1C gunship of the 101st Airborne Division sighted a tail boom of a crashed helicopter. On May 26, the downed aircraft was positively identified by its tail number by a gunship of the 17th Armored Cavalry Armored Helicopter Company.

On May 27, an on-ground inspection was conducted by Company A, 1st Battalion, 327th Airborne Infantry. The Company found the main rotor blades of the missing helicopter in a river bed 200 meters west of the tail boom. The area became insecure, and a search team came under enemy fire, curtailing search efforts prior to finding the main cabin section of the UH1H. Further investigation revealed that the helicopter was downed due to anti-aircraft artillery fire. Although the cabin section was not located, and no remains were found, the families of the men were informed that all aboard had been killed. No explanation was given as to why Johnson's dog tags had been found in a non-U.S. truck.

In the fall of 1985, a CIA document was declassified which contained drawings of a Viet Cong detention center which held U.S. servicemen in 1969 prior to their being sent north to Hanoi. It was located just 20 miles southwest of Camp Eagle, a major American base near Hue, South Vietnam. In the document were greatly detailed drawings, lists of personnel and lists of U.S. servicemen identified from photographs. Lyle MacKedanz' name was on a list of positively identified prisoners. Along with MacKedanz were the names of several POWs who were released in 1973. One of them has verified the authenticity of the report as far as the camp itself is concerned.

The MacKedanz family was given the document by a private citizen who had obtained it through the Freedom of Information Act. They had never been told there was even the remotest possibility that Lyle had been captured. The Defense Department maintains that the report was a fabrication, even though much of it has been verified by returned POWs who were held there.

After Action Report for: 1 May 1968

WHITMIRE, WARREN TAYLOR, JR.

Name:	Warren Taylor Whitmire, Jr.
Rank/Branch:	W1/US Army
Unit:	B/1/9 CAV 1 CAV
Date of Birth:	02 December 1945
Home City of Record:	Fairfax, VA
Country of Loss:	South Vietnam
Loss Coordinates:	162105N 1070535E
Status (in 1973):	Missing In Action
Aircraft:	OH-6A

Other Personnel In Incident: Donald P. Gervais; Richard D. Martin (both missing)

SYNOPSIS: Sgt. Donald Gervais, gunner; CPL Richard D. Martin, crewchief; and WO1 Warren T. Whitmire, pilot comprised the crew of a OH-6A helicopter on a visual reconnaissance mission over the A Shau Valley in South Vietnam.

At 1800 hours, another aircrew saw Whitmire's aircraft crash into a ravine. It appeared to the crew of the other aircraft that Whitmire's helicopter hit a dead tree. The other aircraft received gunfire as it flew closer to the site.

Visual reconnaissance of the site was difficult because of enemy fire and it was determined that search crews could not be inserted because of the presence of enemy troops and rugged terrain.

An infantry platoon that was on the ground had encountered the enemy troops, and had observed the crash through binoculars from 300 meters away. The platoon leader tried to move closer to the site, but encountered enemy activity and had to withdraw. Heavy enemy activity continued in the area, making it impossible to reach the site again.

After Action Report for: 3 May 1968

CHANAY, ARTHUR FLETCHER

Name:	Arthur Fletcher Chaney
Rank/Branch:	W1/US Army
Unit:	A1/9 CAV 1 CAV
Date of Birth:	27 June 1947
Home City of Record:	Vienna, VA
Country of Loss:	South Vietnam
Loss Coordinates:	163736N 1063605E
Status (in 1973):	Killed/Body Not Recovered
Aircraft:	AH-1G

MCKAIN, BOBBY LYN

Name:	Bobby Lyn McKain
Rank/Branch:	CWO/US Army
Unit:	A1/9 CAV 1 CAV
Date of Birth:	11 February 1946
Home City of Record:	Garden City, KS
Country of Loss:	South Vietnam
Loss Coordinates:	163736N 1063605E
Status (in 1973):	Killed/Body Not Recovered
Aircraft:	AH-1G

SYNOPSIS: On the afternoon of May 3, 1968, CWO Bobby McKain, pilot, and WO Arthur Chaney, co-pilot, were flying aboard an AH-1G helicopter on an armed escort mission for a reconnaissance team operating west of Khe Sanh. At about 1405 hours, while making a pass on an enemy gun position, they were hit by 37mm anti-aircraft fire from the gun emplacement and the helicopter exploded in mid-air. They were about 1500 feet above the ground when the explosion occurred, separating the tail boom and one main rotor blade from the aircraft.

The aircraft spun to the ground on fire and impacted, and seconds later, the ammunition onboard detonated. Other pilots in the area immediately flew to the site and observed the aircraft engulfed in flames with no visible signs of life. Shortly thereafter, they were driven from the area by other heavy automatic weapons fire. Air searches were made, but revealed no signs of the crew. No radio contact was made.

After Action Report for: 8 May 1968

CONDREY, GEORGE THOMAS III

Name:	George Thomas Condrey III
Rank/Branch:	W1/US Army
Unit:	281 AHC 10 CAB 17 CAG
Date of Birth:	12 February 1944
Home City of Record:	Atlanta, GA
Country of Loss:	South Vietnam
Loss Coordinates:	155117N 1073857E
Status (in 1973):	Killed/Body Not Recovered
Aircraft:	UH-1C

DAYTON, JAMES LESLIE

Name:	James Leslie Dayton
Rank/Branch:	W1/US Army
Unit:	281 AHC 10 CAB 17 CAG
Date of Birth:	23 February 1947
Home City of Record:	Granite City, IL
Country of Loss:	South Vietnam
Loss Coordinates:	155117N 1073857E

Status (in 1973): Killed/Body Not Recovered
Aircraft: UH-1C
Other Personnel In Incident: Robert E. Jenne; Daniel E. Jureck (all missing)

SYNOPSIS: George Condrey, pilot, James Dayton, aircraft commander, Daniel Jurecko, crewchief and Robert Jenne, crewman were on a combat support mission 35 nautical miles southwest of Da Nang on May 8, 1968.

During the mission, the helicopter was completing a turn from the east to the west when it exploded in midair and plunged into the Buong River bank. The violent midair explosion of the aircraft indicated that it had been hit by an explosive projectile.

Shortly after the incident, recovery personnel landed in the vicinity of the crash, but were unable to find any signs of life. On 12 May a ground patrol located the remains of 4 bodies. Two bodies were found in the wreckage, one along side, and one was 2 meters forward of the aircraft. All bodies were burned beyond recognition. Due to enemy activity and the badly deteriorated state of the remains, the remains were not recovered.

After Action Report for: 10 May 1968

FLEMING, HORACE HIGLEY III

Name: Horace Higley Fleming III
Rank/Branch: O2/US Marine Corps
Unit: HMM 256, MAG 16
Date of Birth: 13 May 1941
Home City of Record: Pensacola, FL
Country of Loss: South Vietnam
Loss Coordinates: 152200N 1074500E (YC965009)
Status (in 1973): Missing In Action
Aircraft: CH-46A
Other Personnel in Incident: Ngok Tavak; Thomas J. Blackman; Joseph F. Cook; Paul S. Czerwonka; Thomas W. Fritsch; Barry L. Hempel; Raymond T. Heyne; Gerald E. King; Robert C. Lopez; William D. McGonigle; Donald W. Mitchell; James R. Sargent (members of USMC search team - all missing); Glenn E. Miller; Thomas H. Perry (USSF teammembers - missing); Kham Duc; Richard E. Sands (missing from CH-47); Bernard L. Bucher; Frank M. Hepler; George W. Long; John L. McElroy; Stephan C. Moreland (USAF crew of C-130 - all missing); Warren R. Orr (USSF on C-130 - missing); Harry B. Coen; Andrew J. Craven; Juan M. Jimenez; Frederick J. Ransbottom; Maurice H. Moore; Joseph L. Simpson; William E. Skivington; John C. Stuller; Imlay S. Widdison; Danny L. Widner; Roy C. Williams (all missing); Julius W. Long (released POW).

SYNOPSIS: Kham Duc Special Forces camp (A-105), was located on the western fringes of Quang Tin ("Great Faith") Province, South Vietnam. In the spring of 1968, it was the only remaining border camp in Military Region I. Backup responsibility for the camp fell on the 23rd Infantry Division (Americo), based at Chu Lai on the far side of the province.

The camp had originally been built for President Diem, who enjoyed hunting in the area. The 1st Special Forces detachment (A-727B) arrived in September 1963 and found the outpost to be an ideal border surveillance site with an existing airfield. The camp was located on a narrow grassy plain surrounded by rugged, virtually uninhabited jungle. The only village in the area, located across the airstrip, was occupied by post dependents, camp followers and merchants. The camp and airstrip were bordered by the Ngok Peng Burn ridge to the west and Ngok Pe Xar mountain, looming over Kham Duc to the east. Steep banked streams full of rapids and waterfalls cut through the tropical wilderness. The Dak Mi River flowed past the camp over a mile distant, under the shadow of the Ngok Pe Xar.

Five miles downriver was the small forward operating base of Ngok Tavak, defended by the 113-man 11th Mobile Strike Force Company with its 8 Special Forces and 3 Australian advisors. Since Ngok Tavak was outside friendly artillery range, 33 Marine artillerymen of Battery D, 2nd Battalion, 13th Marines, with two 105mm howitzers were located at the outpost.

Capt. Christopher J. Silva, commander of Detachment A-105 helicoptered into Ngok Tavak on May 9, 1968 in response to growing signs of NVA presence in the area. Foul weather prevented his scheduled evening departure. A Kham Duc CIDG platoon fleeing a local ambush also arrived and was posted to the outer perimeter. It was later learned that the CIDG force contained VC infiltrators.

Ngok Tavak was attacked by an NVA infantry battalion at 0315 hours on May 10. The base was pounded by mortars and direct rocket fire. As the frontal assault began, the Kham Duc CIDG soldiers moved toward the Marines in the fort yelling, "Don't shoot, don't shoot! Friendly, friendly!" Suddenly they lobbed grenades into the Marine howitzer positions and ran into the fort, where they shot several Marines with carbines and sliced claymore mine and communication wires.

The defenders suffered heavy casualties but stopped the main assault and killed the infiltrators. The NVA dug in along the hill slopes and grenade the trenches where the mobile strike force soldiers were pinned by machine gun and rocket fire. An NVA flamethrower set the ammunition ablaze, banishing the murky flare-lighted darkness for the rest of the night. SFC Harold M. Swicegood and the USMC platoon leader, Lt. Adams, were badly wounded and moved to the command bunker. Medical Spec4 Blomgren reported that the CIDG mortar crews had abandoned their weapons. Silva tried to operate the main 4.2 inch mortar but was wounded. At about 0500 hours, Sgt. Glenn Miller, an A-105 communications specialist, was shot through the head as he ran over to join the Marine howitzer crews.

The NVA advanced across the eastern side of Ngok Tavak and brought forward more automatic weapons and rocket-propelled grenade launchers. In desperation, the defenders called on USAF AC-47 "Spooky" gunships to strafe the perimeter and the howitzers, despite the possible presence of friendly wounded in the gun pits. The NVA countered with tear gas, but the wind kept drifting the gas over their own lines. After three attempts, they stopped. A grenade fight between the two forces lasted until dawn.

At daybreak Australian Warrant Officers Cameron and Lucas, joined by Blomgren, led a CIDG counterattack. The North Vietnamese pulled back under covering fire, and the howitzers were retaken. The Marines fired the last nine shells and spiked the tubes. Later that morning medical evacuation helicopters supported by covering airstrikes took out the seriously wounded, including Silva and Swicegood. Two CH46's were able to land 45 replacements from the 12th Mobile Strike Force Company, accompanied by Capt. Euge E. Makowski (who related much of this account to Shelby Stanton, author of "Green Berets at War"), but one helicopter was hit in the fuel line and forced down. Another helicopter was hit by a rocket and burst into flames, wrecking the small helipad. The remaining wounded were placed aboard a hovering helicopter. As it lifted off, two Mike Force soldiers and 1Lt. Horace Fleming, one of the stranded aviation crewmen, grabbed the helicopter skids. All three fell to their deaths after the helicopter had reached an altitude of over one hundred feet.

The mobile strike force soldiers were exhausted and nervous. Ammunition and water were nearly exhausted, and Ngok Tavak was still being pounded by sporadic mortar fire. They asked permission to evacuate their positions, but were told to "hold on" as "reinforcements were on the way". By noon the defenders decided that aerial reinforcement or evacuation was increasingly unlikely, and night would bring certain destruction. An hour later, they abandoned Ngok Tavak.

Thomas Perry, a medic from C Company, arrived at the camp at 0530 hours the morning of the 10th. He cared for the wounded and was assisting in an attempt to establish a defensive perimeter when the decision was made to evacuate the camp. As survivors were leaving, Perry was seen by Sgt. Cordell J. Matheney, Jr., standing 20 feet away, as Australian Army Capt. John White formed the withdrawal column at the outer perimeter wire on the eastern Ngok Tavak hillside. It was believed that Perry was going to join the end of the column.

All the weapons, equipment and munitions that could not be carried were hastily piled into the command bunker and set afire. The helicopter that had been grounded by a ruptured fuel line was destroyed with a LAW. Sgt. Miller's body was abandoned.

After survivors had gone about 1 kilometer, it was discovered that Perry was missing. Efforts were conducted to locate both Perry and Miller, including a search by a group from Battery D. They were searching along the perimeter when they were hit by enemy grenades and arms fire. Neither the men on the team nor Perry was ever found. Included in this team were PFC Thomas Blackman; LCpl. Joseph Cook; PFC Paul Czerwonka; LCpl. Thomas Fritsch; PFC Barry Hempel; LCpl. Raymond Heyne; Cpl. Gerald King; PFC Robert Lopez; PFC William McGonigle; LCpl. Donald Mitchell; and LCpl. James Sargent. The remaining survivors evaded through dense jungle to a helicopter pickup point midway to Kham Duc. Their extraction was completed shortly before 1900 hours on the evening of May 10.

In concert with the Ngok Tavak assault, the Kham Duc was blasted by a heavy mortar and recoilless rifle attack at 0245 hours that same morning. Periodic mortar barrages ripped into Kham Duc throughout the rest of the day, while the Americal Division airmobiled a reinforced battalion of the 196th Infantry Brigade into the compound. A Special Forces command party also landed, but the situation deteriorated too rapidly for their presence to have positive effect.

The mortar attack on fog-shrouded Kham Duc resumed on the morning of May 11. The bombardment caused heavy losses among the frightened CIDG soldiers, who fled from their trenches across open ground, seeking shelter in the bunkers. The LLDB commander remained hidden. CIDG soldiers refused orders to check the rear of the camp for possible North Vietnamese intruders. That evening the 11th and 12th Mobile Strike Force companies were airlifted to Da Nang, and half of the 137th CIDG Company from Camp Ha Thanh was airlanded in exchange.

The 1st VC Regiment, 2nd NVA Division, began closing the ring around Kham Duc during the early morning darkness of 12 May. At about 0415 to 0430 hours, the camp and outlying positions came under heavy enemy attack. Outpost #7 was assaulted and fell within a few minutes. Outposts #5, #1 and #3 had been reinforced by Americal troops but were in North Vietnamese hands by 0930 hours.

OP1 was manned by PFC Harry Coen, PFC Andrew Craven, Sgt. Joseph Simpson, and SP4 Julius Long from Company E, 2nd of the 1st Infantry. At about 0415 hours, when OP1 came under heavy enemy attack, PFC Coen and SP4 Long were seen trying to man a 106 millimeter recoilless rifle. Survivors reported that in the initial enemy fire, they were knocked off their bunker. Both men again tried to man the gun, but were knocked down again by RPG fire.

PFC Craven, along with two other men, departed the OP at 0830 hours on May 12. They moved out 50 yards and could hear the enemy in their last position. At about 1100 hours, as they were withdrawing to the battalion perimeter, they encountered an enemy position. PFC Craven was the pointman and opened fire. The enemy returned fire, and PFC Craven was seen to fall, with multiple chest wounds. The other two men were unable to recover him, and hastily departed the area. PFC Craven was last seen lying on his back, wounded, near the camp.

OP2 was being manned by 1Lt. Frederick Ransbottom, SP4 Maurice Moore, PFC Roy Williams, PFC Danny Widner, PFC William Skivington, PFC Imlay Widdison, and SP5 John Stuller, from the 2nd of the 3rd Infantry when it came under attack. Informal questioning of survivors of this position indicated that PFC Widdison and SP5 Stuller may have been killed in action. However, the questioning was not sufficiently thorough to produce enough evidence to confirm their deaths.

The only information available concerning 1Lt. Ransbottom, SP4 Moore, PFC Lloyd and PFC Skivington that Lt. Ransbottom allegedly radioed PFC Widner and PFC Williams, who were in the third bunker, and told them that he was shooting at the enemy as they entered his bunker.

SP4 Juan Jimenez, a rifleman assigned to Company A, 2nd of the 1st Infantry, was occupying a defensive position when he was severely wounded in the back by enemy mortar fire. SP4 Jimenez was declared dead by the Battalion Surgeon in the early morning hours of May 12. He was then carried to the helipad for evacuation. However, due to the situation, space was available in the helicopter for only the wounded, and SP4 Jimenez's remains were left behind.

At noon a massive NVA attack was launched against the main compound. The charge was stopped by planes hurling napalm, cluster bomb units and 750 pound bombs into the final wire barriers. The decision was made by the Americal Division officers to call for immediate extraction.

The evacuation was disorderly, and at times, on the verge of complete panic. One of the first extraction helicopters to land was exploded by enemy fire, blocking the air-strip. Engineers of Company A, 70th Engineer Battalion, frantically reassembled one of their dozers (previously torn apart to prevent capture) to clear the runway. Eight more aircraft were blown out of the sky.

PFC Richard E. Sands was a member of Company A, 1st Battalion, 46th Infantry, 198th Light Infantry Brigade being extracted on a CH-47 helicopter (serial #67-18475). The helicopter was hit by 50 caliber machine gun fire at an altitude of 1500-1600 feet shortly after takeoff.

Sands, who was sitting near the door gunner, was hit in the head by an incoming rounds. The helicopter made a controlled landing and caught fire. During the evacuation from the burning helicopter, four personnel and a medic checked PFC Sands and indicated that he had been killed instantly. Because of the danger of incoming mortar rounds and the fire, personnel attempting to remove PFC Sands from the helicopter were ordered to abandon their attempt. The remaining personnel were evacuated from the area later by another helicopter.

Intense antiaircraft fire from the captured outposts caused grave problems. Control over the indigenous forces was difficult. One group of CIDG soldiers had to be held in trenches at gunpoint to prevent them from mobbing the runway.

As evacuation was in progress, members of Company A, 1/46, who insisted on boarding the aircraft first, shoved Vietnamese dependents out of the way. As more Americal infantry tried to clamber into the outbound planes, the outraged Special Forces staff convinced the Air Force to start loading civilians onboard a C130, then watched as the civilians pushed children and weaker adults aside.

The crew of the U.S. Air Force C-130 aircraft (serial #60-0297) consisted of Maj. Bernard Bucher, pilot; SSgt. Frank Hepler, flight engineer; Maj. John McElroy, navigator; 1Lt. Steven Moreland, co-pilot; George Long, load master; Capt. Warren Orr, passenger, and an undetermined number of Vietnamese civilians.

The aircraft reported receiving ground fire on takeoff. The Forward Air Control (FAC) in the area reported that the aircraft exploded in mid-air and crashed in a fire ball about one mile from camp. All crew and passengers were believed dead, as the plane burned quickly and was completely destroyed except for the tail boom. No remains were recovered from the aircraft.

Capt. Orr was not positively identified by U.S. personnel as being aboard the aircraft. He was last seen near the aircraft helping the civilians to board. However, a Vietnamese stated that he had seen Capt. Orr board the aircraft and later positively identified him from a photograph. Rescue efforts were impossible because of the hostile threat in the area.

At the time the order was given to escape and evade, SP4 Julius Long was with Coen and Simpson. All three had been wounded, and were trying to make their way back to the airfield about 350 yards away. As they reached the airfield, they saw the last C130 departing. PFC Coen, who was shot in the stomach, panicked and started running and shooting his weapon at random. SP4 Long tried to catch him, but could not, and did not see PFC Coen again. Long then carried Sgt. Simpson to a nearby hill, where they spent the night.

During the night, the airfield was strafed and bombed by U.S. aircraft. SP4 Long was hit twice in the back by fragments, and Sgt. Simpson died during the night. SP4 Long left him lying on the hill near the Cam Duc airfield and started his escape and evasion toward Chu Lai, South Vietnam. SP4 Long was captured and was released in 1973 from North Vietnam.

The Special Forces command group was the last organized group out of the camp. As their helicopter soared into the clouds, Kham Duc was abandoned to advancing NVA infantry at 4:33 p.m. on May 12, 1968. The last Special Forces camp on the northwestern frontier of South Vietnam had been destroyed.

Two search and recovery operations were conducted in the vicinity of OP1 and OP2 and the Cam Duc airfield on July 18, 1970 and August 17, 1970. In these operations, remains of personnel previously reported missing from this incident were recovered and subsequently identified. (SP4 Bowers, PFC Lloyd, Sgt. Sisk, PFC Guzman-Rios and SSgt. Carter). However, extensive search and excavation could not be completed at OP1 and OP2 because of the tactical situation.

After Action Report for: 20 October 1968

DEITSCH, CHARLES EDWARD

Name:	Charles Edward Deitsch
Rank/Branch:	W3/US Army
Unit:	243 AHC 10 CAB
Date of Birth:	08 May 1922
Home City of Record:	Mt. Dora, FL
Country of Loss:	South Vietnam
Loss Coordinates:	122945N 1090753E
Status (in 1973):	Missing In Action
Aircraft:	CH-47

KNIGHT, HENRY CLAY

Name:	Henry Clay Knight
Rank/Branch:	W1/US Army
Unit:	243 AHC 10 CAB
Date of Birth:	18 March 1943
Home City of Record:	La Habra, CA
Country of Loss:	South Vietnam
Loss Coordinates:	122945N 1090753E
Status (in 1973):	Missing In Action
Aircraft:	CH-47
Other Personnel In Incident:	Jerry G. Bridges; Charles H. Meldahl; Ronald V. Stanton (all missing)

SYNOPSIS: On October 20, 1968, CW3 Deitsch, aircraft commander; WO1 Knight, pilot; SP5 Meldahl, crewchief; SP4 Bridges, flight engineer; and SP4 Stanton, door gunner, departed Dong Ba Thien Airfield, South Vietnam, in a CH-47A helicopter (serial #66-19053) on a resupply mission to Ban Me Thuot, South Vietnam.

The CH-47 "Chinook" helicopter was one of the workhorses of the Army's air fleet. As a cargo lift, the Chinook could carry up to 28,000 pounds on its external cargo hook, and is credited with the recovery of 11,500 disabled aircraft worth more than \$3 billion. As troop carrier, the aircraft could be fitted with 24 litters for medical evacuation, or carry 33-44 troops in addition to the crew. On one occasion, a Chinook evacuated 147 refugees and their possessions on a single flight. The Chinook could be outfitted for bombing missions, dropping tear gas or napalm in locations fixed wing aircraft could not reach. The big bird could carry a large cargo of supplies.

Deitsch radioed at 0700 hours on October 20 that his aircraft was over the Ninh Ho Valley. That was the last anyone heard of the CH-47. At about 0800 hours, it was determined that the helicopter was overdue.

An intensive search effort was made, but no wreckage was ever found of the CH-47, and search efforts were concluded on October 28. Villagers were later canvassed throughout the Ninh Ho Valley, and literature was distributed asking about the crash of the Chinook, but no new information was ever discovered.

After Action Report for: 5 December 1968

BERRY, JOHN ALVIN

Name:	John Alvin Berry
Rank/Branch:	W1/US Army
Unit:	HHC 1 BDE 1 CAV
Date of Birth:	14 February 1946
Home City of Record:	Naturita, CO
Country of Loss:	South Vietnam
Loss Coordinates:	113045N 105532E
Status (in 1973):	Killed/Body Not Recovered
Aircraft:	OH-6A
Other Personnel In Incident:	Billy K. Evans (missing)

SYNOPSIS: On December 5, 1968, SP4 Evans, observer, and WO1 Berry, pilot were aboard the lead OH-6A helicopter (tail #67-16341), in a flight of 2 OH-6A's on a reconnaissance mission on a suspected enemy bunker complex in Tay Ninh Province, South Vietnam, very near the border of Cambodia. During a pass over the complex, Berry's aircraft received fire, and he notified his wingman of the situation. Berry's helicopter then turned left, nosed over, crashed and burned. The wingman and his observer had continuous observation of the incident and saw no one thrown from the aircraft or departing the wreckage.

An aerial search of the open area around the crash site indicated no survivors. No ground search was possible due to enemy anti-aircraft weapons and extensive enemy bunkers in the area. At the time of the crash, Berry's OH-6A had half a tank of fuel and more than 3000 rounds of ammunition aboard. A small portion of the tail boom and a piece of the tail rudder were the only recognizable portions of the aircraft remaining.

On October 18, 1973, a message from DIA cited a captured enemy film of a crash site which showed 2 deceased American helicopter crewmembers. Based on the analysis of this film, the status of Evans and Berry was changed to Killed by the U.S. Army.

A hearsay report was later received indicating that a set of remains had been found in a crashed helicopter in the jungles of Tay Ninh Province. Allegedly, the remains were those of a 2nd Lt. named Bill. This may correlate to SP4 Billy Evans, Jr.

After Action Report for: 6 February 1969

PADGETT, DAVID EUGENE

Name:	David Eugene Padgett
Rank/Branch:	O2/US Army
Unit:	282 AHC 212 CAB 16 CAG
Date of Birth:	02 January 1944
Home City of Record:	Washington, IN
Country of Loss:	South Vietnam
Loss Coordinates:	162750N 1070238E (YD182212)
Status (in 1973):	Missing In Action
Aircraft:	UH-1H

STANLEY, CHARLES IRVIN

Name:	Charles Irvin Stanley
Rank/Branch:	W1/US Army
Unit:	282 AHC 212 CAB 16 CAG
Date of Birth:	25 September 1946
Home City of Record:	Cleveland, OH
Country of Loss:	South Vietnam
Loss Coordinates:	162750N 1070238E (YD182212)
Status (in 1973):	Missing In Action
Aircraft:	UH-1H
Other Personnel In Incident:	Robert C. O'Hara; Ronald D. Briggs; Eugene F. Christiansen; Donald E. Parsons (all missing)

SYNOPSIS: On February 6, 1969, CW2 Charles I. Stanley, pilot; 1Lt. David E. Padgett, aircraft commander; SP5 Robert C. O'Hara, crew chief; PFC Eugene F. Christiansen, door gunner; LtCol. Donald E. Parsons, 1Lt. Ronald D. Briggs, and Maj. Vu Van Phao, ARVN, all passengers, were aboard a UH-1H (serial #67-17499) on a resupply mission in Quang Tri Province, South Vietnam.

While in route from Landing Zone Vandergrift to LZ Tornado, 1Lt. Padgett contacted the LZ Tornado radio operator at about 1100 hours and stated that due to poor weather conditions and poor visibility, the flight was returning to LZ Vandergrift.

At that time, the radio operator at LZ Tornado could hear the helicopter northeast of his location, which sounded as if it were heading in a northerly direction. When the aircraft failed to return to LZ Vandergrift, a coordinated search and rescue operation was initiated and continued for seven consecutive days, finding nothing. However, on the morning of February 7, Crown, an airborne control aircraft, reported receiving radio beeper signals several times from the general vicinity of where Lt. Padgett's aircraft was last reported. The beeper signals were estimated to emanate from that general direction. The source of the signals was never determined.

In December 1979, an alleged "gun-runner", Sean O'Toolis reported that he had the fingerprints of Robert O'Hara, and that O'Hara was at that time being held south of Hanoi near Bong Song. O'Toolis' information was summarily dismissed by the U.S. Government and he was thoroughly discredited, thus it is not clear how much credence can be given to his information.

After Action Report for: 2 April 1969

POWERS, LOWELL STEPHEN

Name:	Lowell Stephen Powers
Rank/Branch:	W1/US Army
Unit:	A/159 CAB 101 ABN
Date of Birth:	25 September 1946 (Oakland, CA)
Home City of Record:	Scottsdale, AZ
Country of Loss:	South Vietnam
Loss Coordinates:	162903N 1064717E (XD908232)
Status (in 1973):	Missing In Action
Aircraft:	CH-47

SYNOPSIS: At 1240 hours on April 2, 1969, WO1 Lowell Powers was the pilot of a CH-47 helicopter (serial #67-18523). He landed at an LZ in Quang Tri Province, South Vietnam, near Khe Sanh, where about 73 members of the ARVN 9th Popular Forces Company were loaded onto his aircraft.

Powers left the LZ, the aircraft lost power, settled to earth, but touched down on the side of a ravine and then rolled down to the bottom of the ravine, coming to rest on its left side. Upon landing, Maj. Butler, the aircraft commander, asked WO1 Powers if he was all right, and received a positive response. Maj. Butler later reported that WO Powers released his harness and called back through the companionway to the passenger compartment. Maj. Butler left the aircraft through the left window, but never saw WO1 Powers again.

A short time later, the aircraft began to explode. The area was reached quickly by a Republic of Vietnam Popular Forces and their American/Australian advisors from Advisory Team 19. A series of searches was undertaken in the immediate area for any survivors. Later, it was determined that WO1 Powers was missing. Search efforts were made for him. The other members of the flight crew were able to reach safety.

The result of the crash was one American missing in action, 23 ARVN killed in action, and 50 ARVN wounded. That night, the area was secured by an ARVN company, and the next morning an ARVN and 3rd Marine Division Graves Registration team started the recovery of the remains.

The ARVN team recovered what was thought to be 17 bodies, and the Marine team recovered 3 bodies. At Quang Tri on April 4, it was found that the ARVN had taken what they recovered and divided it into 21 caskets, which were turned over to the next of kin. The ARVN believed that Americans could keep one of the bodies they had recovered and turn the other 2 over to the ARVN. The ARVN would then have accounted for all their known losses.

It was later determined that all 3 of the remains recovered by the Marines were Vietnamese. Efforts were made by the U.S. Army mortuary officer to exhume the ARVN remains to determine if WO1 Powers was among those remains turned over to the Vietnamese next of kin, but his efforts were unsuccessful because of Vietnamese religious restraints.

After Action Report for: 3 April 1969

ECKLUND, ARTHUR GENE

Name:	Arthur Gene Ecklund
Rank/Branch:	O2/US Army
Unit:	183 AHC 223 CAB 17 CAG
Date of Birth:	05 May 1943 (Galesburg, IL)
Home City of Record:	Phoenix, AZ
Country of Loss:	South Vietnam
Loss Coordinates:	115111N 108584E (BP750005)
Status (in 1973):	Missing In Action
Acft/Vehicle/Ground:	O-1G
Other Personnel in Incident:	Perry H. Jefferson (missing)

SYNOPSIS: Arthur Gene Ecklund was born in Galesburg, Illinois and lived there until he was ten years old when his family moved to Phoenix, Arizona. He graduated from Central High School there and attended Phoenix College and Arizona State University.

Artie entered the Army in September 1966 and took his basic training at Ft. Bliss, Texas. He was chosen for Officers Candidate School and was commissioned at Ft. Sill, Oklahoma. He took helicopter training, then attended fixed wing pilot training, and was deployed to Vietnam shortly after.

On April 3, 1969, 1Lt. Arthur Ecklund and an Air Force observer, Capt. Perry Jefferson, were flying a visual reconnaissance mission out of Phan Rang airbase. They left the base at 0700 hours in an O-1G aircraft (serial #51-12078) and reported in by radio at 0730 hours giving their location, destination and information concerning a convoy they were going to check out. No further communication was heard, except for a signal "beeper".

Extensive search efforts began at 0950 hours with all available aircraft, and continued for three days without success. The aircraft is believed to have occurred in an area occupied by enemy forces, thus preventing a ground search.

On April 15, 1969, a Vietnamese source reported that he had been in contact with a communist Montagnard who claimed the Viet Cong had shot down an aircraft with two Americans in it, and the Americans had been wounded, but were alive, and being held in captivity. He said the aircraft was shot down between Phan Rang and Cam Ranh City. A later report indicated that two men fitting the description of Ecklund and Jefferson were seen on a trail being guarded by Viet Cong, and that they appeared to be in good health.

The U.S. Defense Department list Jefferson's loss coordinates near the coastline of Vietnam, about 20 miles south of Cam Ranh, while Ecklund's loss coordinates are listed about 10 miles southwest of Cam Ranh and about 15 miles northwest of those of Jefferson. Both men are listed as lost in Ninh Thuan Province, South Vietnam. According to Joint Casualty Resolution Center (JCRC) records (considered by many to be of superior content than those of DOD), grid coordinates (BP750005) are the same for both men, and province of loss is listed as Tuyen Duc Province, which is about 50 miles away from their approximate locations in Ninh Thuan Province. No reason for this discrepancy can be determined.

After Action Report for: 16 April 1969

KONYU, WILLIAM MICHAEL

Name:	William Michael Konyu
Rank/Branch:	W1/US Army
Unit:	B/101 AVN 101 ABN
Date of Birth:	18 March 1947
Home City of Record:	Phillipsburg, NJ
Country of Loss:	South Vietnam
Loss Coordinates:	155349N 1073414E (YC752591)
Status (in 1973):	Killed/Body Not Recovered
Aircraft:	UH-1H

SYNOPSIS: On April 16, 1969, WO William M. Konyu was the pilot of a UH-1H helicopter on a combat mission in northern Quang Nam Province, South Vietnam, about 10 miles from the border of Laos.

As WO Konyu made his short, final approach to the landing zone (LZ), he received intense enemy fire. The windshield on the pilot's side was shattered. Konyu was seen to throw up his hands and slump forward over the controls. The co-pilot was wounded in his legs, and lost control of the aircraft. The helicopter subsequently crashed, rolled over on its side and burned. Attempts to reach the helicopter by personnel on the ground were impossible because of the intense heat of the burning aircraft.

U.S. ground teams inspected the aircraft later, and reported a burned form in the pilot's seat. Three crewmen and passengers had been rescued. (If other personnel were aboard and killed, no mention is made in public record.) The team was uncertain how to recover what they believed were the remains of the pilot, and left the area, but returned later in the day to prepare to extract the remains.

When the extraction team arrived four days later to recover the remains, they had disappeared. Evidence that enemy forces had been at the site were discovered, and it was assumed that the enemy buried the pilot somewhere nearby, but no graves were located. Konyu was listed among the missing because his remains were never found.

After Action Report for: 13 August 1969

HANSEN, LESTER ALAN

Name: Lester Alan Hansen
Rank/Branch: W2/US Army
Unit: 170 AHC 17 CAG
Date of Birth: 01 July 1942 (Durango, CO)
Home City of Record: Pueblo, CO
Country of Loss: South Vietnam
Loss Coordinates: 141512N 1074200E (YA912773)
Status (in 1973): Missing In Action
Aircraft: UH-1C

SYNOPSIS: CW2 Hansen was the pilot of a UH-1C on a reconnaissance team insertion mission on August 13 1969. The team was to be inserted at a LZ in southern Kontum Province, South Vietnam at a point where the Sang Sung River turns sharply to the east.

As the helicopter approached the landing zone in the lead position, it was struck with small arms fire and crashed. Another helicopter in the flight immediately responded and began extracting the crew. Small arms fire caused the rescue helicopter to take off early, and CW2 Hansen was not able to get aboard. However, he did grab the skid, but as the aircraft gained altitude, CW2 Hansen was unable to maintain his grip and fell about 100-500 feet.

Extensive air and ground searches were conducted for the next 4 days without revealing any trace of CW2 Hansen. He was listed Missing In Action.

After Action Report for: 8 October 1969

WATKINS, ROBERT JAMES JR.

Name: Robert James Watkins, Jr.
Rank/Branch: W2/US Army
Unit: D/158 CAB 160 CAG 101 ABN
Date of Birth: 10 June 1942
Home City of Record: Ft. Mehoe, MD
Country of Loss: Laos (some lists say South Vietnam)
Loss Coordinates: 161003N 1070758E (YC280885)
Status (in 1973): Killed/Body Not Recovered
Aircraft: AH-1G

SYNOPSIS: Capt. Robert T. Andrews was the pilot and CW2 Robert J. Watkins the copilot in a 2 gunship flight providing protective cover for a downed aircraft in the A Shau Valley, South Vietnam. After the flight had completed its mission, and was returning to Camp Evans, Capt. Andrews determined that because of approaching darkness, bad weather and low fuel, he would attempt to land in the A Shau rather than attempt to continue the hazardous trip.

As the aircraft was descending through a cloud layer in a landing attempt, it apparently hit some trees, and Andrews was knocked unconscious. Andrews regained consciousness the following morning, and saw that Watkins was hanging from the helicopter. He was unable to find any heartbeat or pulse and reported that the remains were cold.

Andrews was rescued 5 days later during which time he attempted to walk to a recognized area, walking away from the crash in what he believed to be a westerly direction.

Andrews was rescued in Laos, but was unable to determine where the helicopter had crashed. It is for this reason, and for the reason that the helicopter's last known location was on the border of Laos and South Vietnam at a point where the Lao Province of Saravane meets Thua Thien Province in South Vietnam, that some lists vary as to the country of loss.

An attempt to find the crash site by air was unsuccessful. An attempt at map tracking by intelligence specialists located the probable crash site location, but because of enemy presence, that site has never been visited.

After Action Report for: 4 November 1969

TERRY LANIER ALFORD

Name: Terry Lanier Alford
Rank/Branch: W1/US Army
Unit: 281 AHC 17 CAG
Date of Birth: 22 October 1947 (Houston, TX)
Home City of Record: Pasadena, TX

Country of Loss: South Vietnam
Loss Coordinates: 123327N 1085304E (BP702890)
Status (in 1973): Missing In Action
Aircraft: UH-1H

JIM RAY CAVENDER

Name: Jim Ray Cavender
Rank/Branch: W1/US Army
Unit: 281 AHC 17 CAG
Date of Birth: 28 December 1948 (Gladewater, TX)
Home City of Record: Santa Paula, CA
Country of Loss: South Vietnam
Loss Coordinates: 123327N 1085304E (BP702890)
Status (in 1973): Missing In Action
Aircraft: UH-1H
Other Personnel In Incident: James Klimo; John A. Ware (all missing)

SYNOPSIS: On November 4, 1969, WO Terry L. Alford, aircraft commander; WO1 Jim R. Cavender, pilot; SP4 John A. Ware, crew chief; and SP4 James R. Klimo, door gunner; were flying a series of combat support missions in a UH-1H helicopter (serial #67-19512) in South Vietnam.

WO Alford was returning to his base at Nha Trang from Duc Lap at about 1920 hours when he made his last known radio contact with the 48th Aviation Company Operations at Ninh Hoa. Either the pilot or aircraft commander gave his approximate location as Duc My Pass, and stated he was in the clouds and instrument meteorological conditions (IMC). Shortly afterwards, the controller at Ninh Hoa heard a radio transmission that WO1 Alford was in trouble. The pilot reported, inexplicably, that the helicopter was flying upside down.

The Defense Department has told family members that the helicopter was on a secondary mission heading toward a buffer zone between Cambodia and South Vietnam, an area in the Central Highlands the helicopter was in by mistake. The helicopter is not believed to have been shot at. Search efforts were conducted for six consecutive days, but nothing was found.

According to the Defense Department, one crewmember's body was recovered at a later time, but no remains were ever found that could be identified as Alford, Klimo, Ware or Cavender.

After Action Report for: 2 December 1969

DUNLAP, WILLIAM CHARLES

Name: William Charles Dunlap
Rank/Branch: W2/US Army
Unit: 129 AHC 17 CAG
Date of Birth: 21 September 1946 (Westline, AR)
Home City of Record: Tucson, AZ
Country of Loss: South Vietnam
Loss Coordinates: 141944N 1085447E (BR750850)
Status (in 1973): Missing In Action
Aircraft: UH-1B

VANDEN EYKEL, MARTIN DAHLBER II

Name: Martin Dahlber Vanden Eykel II
Rank/Branch: W2/US Army
Unit: 129 AHC 17 CAG
Date of Birth: 04 October 1943 (Chicago, IL)
Home City of Record: Wheaton, IL
Country of Loss: South Vietnam
Loss Coordinates: 141944N 1085447E (BR750850)
Status (in 1973): Missing In Action
Aircraft: UH-1B
Other Personnel In Incident: William Sanderlin; Michael Shanley (all missing)

SYNOPSIS: On December 2, 1969, CW2 Martin VandenEykel, aircraft commander; CW2 William C. Dunlap, pilot; SP5 Michael H. Shanley, gunner; and SP5 William D. Sanderlin, crew chief, were flying in the second UH-1B gunship (serial #64-13959) in a flight of two in a night ground support mission in Binh Dinh Province, South Vietnam. (Note: some records place this incident in Kontum Province, but according to coordinates, it is in Binh Dinh Province.)

At 2030 hours, CW2 Dunlap's aircraft and the flight leader's aircraft departed LZ English to provide fire support for a long range reconnaissance patrol (LRRP) that had radioed for help.

The two helicopters were led to the reported LRRP location by another helicopter equipped to drop flares. Upon arrival at the target area, the flare ship began dropping flares, while the two gunships tried to make radio contact with the LRRP team. CW2 Vanden Eykel radioed that he had made a turn to avoid crashing into a mountain, and the ground forces lost contact with him. CW2 Vanden Eykel's acknowledgement was the last known radio transmission in the vicinity.

The Bong Son region of South Vietnam, which is where the operation was taking place was so well-known for its treachery to aircraft that it became known as the "grave yard of helicopters." Many had been lost in that area.

Following the loss of the helicopter and crew, a board of inquiry was held. A Vietnamese woman stated at the hearing that she had seen the helicopter go down and the crew was captured by the Viet Cong.

In July 1973, Vietnamese woodcutters reported finding the wreckage of a helicopter in that vicinity. Investigation disclosed that the aircraft was not a helicopter, but a fixed wing airplane and not related to this case.

In December 1974, another source reported finding aircraft wreckage in this area, but upon investigation, it was found that the wreckage was that of a Vietnamese helicopter, rather than one that was involved in this case.

After Action Report for: 22 December 1969

BURRIS, DONALD DEANE JR.

Name:	Donald Deane Burris, Jr.
Rank/Branch:	W2/US Army
Unit:	57 AHC 52 CAB 17 CAG
Date of Birth:	26 December 1946 (Philadelphia, PA)
Home City of Record:	Wayne, PA
Country of Loss:	Laos (some records say Cambodia)
Loss Coordinates:	152029N 1072941E (YA678975)
Status (in 1973):	Killed/Body Not Recovered
Aircraft:	UH-1C
Others In Incident:	James E. Kennedy (missing); John H. Hunsicker, Timothy A. Purser (both rescued)

SYNOPSIS: On December 22, 1969 SP4 James E. Kennedy, door gunner; WO Donald D. Burris Jr., pilot; WO John H. Hunsicker, aircraft commander; and SP5 Timothy A. Purser, crew chief; were the crew of a UH-1C helicopter (serial #66-00587) on a combat support mission when it developed mechanical problems and crashed landed.

Official records differ as to the location of the crash. U.S. Army casualty and Joint Casualty Resolution Center records indicate that the crash was in Cambodia, yet Defense Department, State Department and other records indicate that the crash occurred near the border of Attapeu and Saravane Provinces in Laos, some 30-35 miles north of the closest point in Cambodia. Coordinates 152029N 1072941E are that location. The locality of YA678975 is undoubtedly Cambodia. It is possible that their combat support mission was in Cambodia, and the subsequent rescue flight took a circular northwesterly course around the mountains in northern Cambodia along the Laos border, circled back east towards Dak To (its destination), and that some records pinpoint the actual location of loss at the beginning of the flight, while others record it during flight.

Regardless, when the aircraft landed, Burris, Purser and Hunsicker had survived the crash, but they could not locate the door gunner, James Kennedy. WO Hunsicker and WO Burris escaped through the left cargo door uninjured. They found the crew chief (Purser), who had also scrambled free of the wreckage. He had a broken arm. A search of the general area around the crashed helicopter revealed no trace of SP4 Kennedy, and he was not trapped in the wreckage. (As door gunner, and at a position on the side of the main cargo area of the aircraft positioned at an open door, Kennedy may have decided to bail out of the descending aircraft, or may have fallen, - although the gunners were generally strapped in to the frame of the helicopter so this seems unlikely - thus becoming separated from the others.)

Minutes after the helicopter crashed, a recovery helicopter arrived in the area and lowered ropes with McGuire rigs attached through the dense jungle to the downed men. The survivors were not trained in the proper use of this equipment, and SP5 Purser fell out of his rig a few feet off the ground. WO Burris and WO Hunsicker remained in their rigs and were lifted out, and the helicopter started toward Dak To, with the two rescued men still on the ropes. Five minutes into the flight, Burris lost his grip on the rope and fell from an altitude of from 2500 to 3000 feet. The rescue helicopter continued to the nearest landing area.

A search and rescue team was inserted into the crash site area and recovered Purser, who was injured. The team searched widely for SP4 Kennedy, but found no trace of him, and concluded their search on December 25. No search was made for Burris because of the lack of positive information to pinpoint his loss site and the hostile threat in the area.

After Action Report for: 10 January 1970

CROSBY, HERBERT CHARLES

Name:	Herbert Charles Crosby
Rank/Branch:	O3/US Army
Unit:	71 AHC 15 CAB 16 CAG 23 INF (America), Chu Lai
Date of Birth:	30 May 1947 (Ft. Wayne, IN)
Home City of Record:	Ft. Sill, OK
Country of Loss:	South Vietnam
Loss Coordinates:	152927N 1081808E (BT239141)
Status (in 1973):	Missing In Action
Aircraft:	UH-1C

HOWES, GEORGE ANDREWS

Name:	George Andrews Howes
Rank/Branch:	W1/US Army
Unit:	71 AHC 14 CAB 16 CAG 23 INF (America)
Date of Birth:	16 June 1950 (Little Rock, AR)
Home City of Record:	Knox, IN
Country of Loss:	South Vietnam
Loss Coordinates:	152927N 1081808E (BT239141)
Status (in 1973):	Missing In Action
Aircraft:	UH-1C
Other Personnel In Incident:	Wayne C. Allen; Francis G. Graziosi (all missing)

SYNOPSIS: On January 19, 1970, Capt. Herbert C. Crosby, pilot; WO George A. Howes, co-pilot; SP5 Wayne C. Allen, crew chief; and SP4 Francis G. Graziosi, door gunner; were flying a UH-1C helicopter (serial #66-739) as the flight lead in a flight of three helicopters returning from Tien Phuoc to the unit base at Chu Lai, South Vietnam.

(Note: Records differ as to the aircraft type on this incident. Some records show the aircraft type this crew was flying as UH-1H, and some show it as a UH-1C. Herbie Crosby flew Charlie models every day from at least July 1969 to January 1970. The serial number, #66-739 correlates to a C model, the first two numbers indicating that the aircraft had been made in 1966, and the H model only had come out a few months before this time. Although C models were gunships, and usually flew more or less independently, while this aircraft was flying in tight formation as flight lead, which would correlate with the H model, it has been confirmed that the ship on which this crew was flying was definitely a Charlie model.)

At 1300 hours, the three helicopters departed Tien Phuoc. Five to ten minutes later, due to instrument flight rules, Capt. Crosby directed the flight to change to a different flight heading. When the helicopters changed frequencies to contact Chu Lai ground control approach, radio contact was lost with Capt. Crosby and was not regained.

The other two aircraft reached Chu Lai heliport, and at 1400 hours, search efforts were begun for the missing aircraft, although the crew was not found.

According to a 1974 National League of Families report, George Howes survived the crash of this helicopter. The report further maintains that the loss occurred in Laos, although the coordinates place it some 40-odd miles from that country.

A North Vietnamese prisoner released later reported that he had seen Howes in captivity the same month the helicopter went down. A second sighting by a villager in Phuoc Chouc (or Phouc Chau) village reported Howes and two other POWs stopped for water at his house in February, 1970, en route to Laos. Whether these reports also relate to Allen, Crosby and Graziosi, is unknown.

After Action Report for: 28 January 1970

BELL, HOLLY GENE

Remains Returned December 1988

Name: Holly Gene Bell
Rank/Branch: O4/US Air Force
Unit:
Date of Birth: 05 January 1937
Home City of Record: Beaumont, TX
Country of Loss: North Vietnam
Loss Coordinates: 180200N 1053300E (WF582048)
Status (in 1973): Killed/Body Not Recovered
Aircraft/Vehicle/Ground:

LEESER, LEONARD CHARLES

Name: Leonard Charles Leeser
Rank/Branch: O3/US Air Force
Unit:
Date of Birth: 24 January 1935
Home City of Record: Floral Park, NY
Country of Loss: North Vietnam
Loss Coordinates: 180200N 1053300E (WF582048)
Status (in 1973): Killed/Body Not Recovered
Aircraft/Vehicle/Ground:
Other Personnel in Incident: Gregory L. Anderson; William D. Pruitt; William C. Shinn; William C. Sutton (missing). On F105G aircraft: Richard J. Mallon; Robert J. Panek (remains returned)

SYNOPSIS: On January 28, 1970, Capt. Richard J. Mallon, pilot; and Capt. Robert J. Panek, backseater, were sent as escort to a reconnaissance aircraft on a mission in North Vietnam. Their F105 aircraft was a G model, which was an adaptation of the F105F used in the Wild Weasel program.

The F105F Wild Weasel featured radar homing and warning gear. Upon pinpointing the radar at a missile site, the Wild Weasel attacked with Shrike missiles that homed in on radar emissions. The F105F was a stretch-limo F105, with a longer fuselage to allow for a second crewman. As modified for the G, the F105 launched Standard ARM rather than the shorter range Shrike. During the period of 1965-1972, the F105 performed on many diversified missions in Southeast Asia, including SAM attack, bombing, and as in the case of the mission of Mallon and Panek, armed escort/diversion.

Mallon and Panek's aircraft was shot down during the mission, and they both successfully ejected and landed safely in an enemy controlled area about 20 miles northeast of the Mu Gia Pass on the mountainous border of North Vietnam and Laos.

A helicopter was immediately dispatched to pick up the two downed airmen. When the aircraft was about 50 miles northwest of the location of the F105 crash, it was hit by a MiG and exploded. The helicopter was flown by pilot Major Holly G. Bell, and carried crewmen Capt. Leonard C. Leeser, SMSgt. William D. Pruitt; SSgt. William C. Shinn; MSgt. William C. Sutton; and passenger Sgt. Gregory L. Anderson. A short beeper signal was heard from the helicopter, indicating that at least one person aboard may have exited the aircraft. All six aboard were listed as Killed/Body Not Recovered.

In December 1988, the Vietnamese returned a number of remains they stated were those of American servicemen to U.S. control. The remains of Mallon, Panek, and the helicopter pilot, Holly G. Bell were subsequently positively identified by the U.S. Casualty Identification Laboratory in Hawaii (CILHI).

After Action Report for: 6 May 1970

WORTHINGTON, RICHARD CHARLES JR.

Name: Richard Charles Worthington, Jr.
Rank/Branch: W2/US Army

Unit: B/158 CAB 160 CAG 101 ABN
 Date of Birth: 19 March 1946
 Home City of Record: Bothell, WA
 Country of Loss: South Vietnam
 Loss Coordinates: 1647043N 1065043E (XD968382)
 Status (in 1973): Killed/Body Not Recovered
 Aircraft: UH-1H

KIRK, ROBERT LEE

Name: Robert Lee Kirk
 Rank/Branch: W1/US Army
 Unit: B/158 CAB 160 CAG 101 ABN
 Date of Birth: 1 April 1948
 Home City of Record: Las Vegas, NV
 Country of Loss: South Vietnam
 Loss Coordinates: 1647043N 1065043E (XD968382)
 Status: Killed In Action
 Aircraft: UH-1H
 Other Personnel in Incident: Frank S. Hernandez (missing)

SYNOPSIS: On May 6, 1970, CW2 Richard C. Worthington, pilot; WO1 Robert L. Kirk, co-pilot; SP4 William C. Weiss Jr., crew chief; and SP4 Frank S. Hernandez, gunner; were the crew of a UH-1H helicopter (serial #68-15663) which was in a flight of several other helicopters laying a smoke screen on a landing zone near enemy positions in Quang Tri Province, South Vietnam.

During the mission this helicopter had a mid-air collision with another helicopter and crashed. A survivor from the other helicopter stated that Worthington's helicopter skid had struck the main rotor of his helicopter. He indicated that he had not seen any hostile fire.

A search team was sent to the site on the same day (May 6) and found 2 bodies which were identified as the remains of WO Kirk and SP4 Weiss. There were no signs of anyone having left the crash site area. It was believed that there was no survivors of the crash.

(NOTE: the crew and occupants of the second helicopter apparently survived the crash. While damage to a rotor blade generally means a subsequent crash, the aircraft may have been flying at a low enough altitude to lessen the impact.)

Hernandez and Worthington were classified Killed/Body Not Recovered.

After Action Report for: 3 January 1971

HOLGUIN, LUIS GALLEGOS

Name: Luis Gallegos Holguin
 Rank/Branch: W1/US Army
 Unit: 61 AHC 268 CAB 17 CAG
 Date of Birth: 19 May 1950 (Casa Grande, AZ)
 Home City of Record: Oxnard, CA
 Country of Loss: South Vietnam
 Loss Coordinates: 134700N 1090630E (BR960250)
 Status (in 1973): Missing In Action
 Aircraft: U-6 "Beaver"

OMELIA, DENNIS WILLIAM

Name: Dennis William Omelia
 Rank/Branch: W1/US Army
 Unit: 61 AHC 268 CAB 17 CAG
 Date of Birth: 06 May 1941 (Buffalo, NY)
 Home City of Record: Smithfield, NC
 Country of Loss: South Vietnam
 Loss Coordinates: 134700N 1090630E (BR960250)
 Status (in 1973): Missing In Action
 Aircraft: U-6 "Beaver"

OKERLUND, THOMAS RICHARD

Name: Thomas Richard Okerland
 Rank/Branch: W1/US Army
 Unit: 61 AHC 268 CAB 17 CAG
 Date of Birth: 05 August 1948 (Everett, WA)
 Home City of Record: Seattle, WA
 Country of Loss: South Vietnam
 Loss Coordinates: 134700N 1090630E (BR960250)
 Status (in 1973): Missing In Action
 Aircraft/Ground: U-6 "Beaver"

PARSONS, MICHAEL DUANE

Name: Michael Duane Parsons
Rank/Branch: O2/US Army
Unit: 61 AHC 268 CAB 17 CAG
Date of Birth: 07 May 1945 (San Francisco, CA)
Home City of Record: Reno, NV
Country of Loss: South Vietnam
Loss Coordinates: 134700N 1090630E (BR960250)
Status (in 1973): Missing In Action
Aircraft/Vehicle/Ground: U-6 "Beaver"
Other Personnel in Incident: Patrick Magee; Carl Palen; Ferris Rhodes (all missing)

SYNOPSIS: On January 3, 1971, Capt. Ferris A. Rhodes, Jr. was the pilot of a U-6 "Beaver" (serial #52-25884), carrying six passengers: 1Lt. Michael D. Parsons, WO1 Thomas R. Okerland, WO1 Dennis W. Omelia; WO1 Luis G. Holguin; SP6 Patrick J. Magee; and SP5 Carl A. Palen. This was an administrative support flight from Qui Nhon to Ban Me Thuot, South Vietnam, to collect replacement helicopters for the company. Some of the men aboard were helicopter pilots, and would fly the choppers back to the base at Qui Nhon.

The U-6 "Beaver" is an older, fixed wing aircraft of reasonable size (bigger than a "Bird Dog", for instance), rather short and squat with a somewhat wide body. The aircraft departed Qui Nhon at about 0900 hours on January 3 without filing a proper flight plan, nor was the weather briefing obtained prior to takeoff. About 14 miles southeast of Phu Cat, at 1120 hours, radio and radar contact was lost with the plane.

Because Capt. Rhodes had announced plans to remain overnight at Ban Me Thuot, no immediate searches were made. By January 9, when Rhodes and his passengers still had not returned, search efforts were begun at 0900 hours, and continued throughout the day with no sign of the aircraft or its personnel.

The area of takeoff was tricky and the weather conditions were not good. Other pilots said that if planes taking off did not reach a safe altitude fast enough, they would crash into a mountain. Cruising speed for the "Beaver" was a mere 106 mph making it a prime target for flak. Conditions in the area indicated that the aircraft was shot down, and several years passed before the crew was finally declared dead.

After Action Report for: 18 July 1971

ASTON, JAY STEVEN

Name: Jay Steven Aston
Rank/Branch: W1/US Army
Unit: C/101 CAB 101 CAG 101 ABN
Date of Birth: 16 May 1949 (Cleveland, OH)
Home City of Record: Rocky River, OH
Country of Loss: South Vietnam
Loss Coordinates: 155247N 1073101E (YC697557)
Status (in 1973): Killed/Body Not Recovered
Aircraft: UH-1H
Other Personnel in Incident: Clement R. Custer (rescued)

SYNOPSIS: WO1 Jay S. Aston was the pilot and aircraft commander of a UH-1H helicopter (tail #68-15671) on which his co-pilot was CW2 Clement R. Custer assigned an extraction mission on July 18, 1971. Aston and Custer, together with another helicopter providing support, were to pick up four friendly personnel from a classified area.

At the point of extraction near the Laos/South Vietnam border, ground fire was received upon lift off. The aircraft was hit, and was seen by the second helicopter to roll to the right and crash inverted into the trees. The helicopter went down in Quang Nam Province, South Vietnam due east of the Laotian city of Ban Bac.

Custer was knocked unconscious from the crash. WO Aston, shot in the head, was pinned in the wreckage of the helicopter, and it was impossible to free him. Sgt. Richmond, the medic with the team to be extracted, determined that Aston was dead, because of a massive head and neck injury with extensive bleeding and lack of vital signs. Sgt. Richmond was unable to extricate Aston's body, which was pinned in the twisted wreckage of the helicopter.

Sgt. Richmond, CW2 Custer and the remaining team members were successfully extracted. Because special equipment was needed to recover Aston, his body was left behind for later removal. Because of enemy activity, however, Aston's body was never recovered.

After Action Report for: 6 April 1972

CALL, JOHN HENRY III

Name: John Henry Call III
Rank/Branch: O2/US Air Force
Unit: 37 ARRS Da Nang
Date of Birth: 09 February 1947
Home City of Record: Potomac, MD
Country of Loss: South Vietnam
Loss Coordinates: 164658N 1070157E (YD170595)
Status (in 1973): Killed/Body Not Recovered
Aircraft: HH-53C

CHAPMAN, PETER HAYDEN II

Name: Peter Hayden Chapman II

Rank/Branch: O3/US Air Force
 Unit: 37 ARRS Da Nang
 Date of Birth: 26 August 1940
 Home City of Record: Centerburg, OH
 Country of Loss: South Vietnam
 Loss Coordinates: 164658N 1070157E (YD170595)
 Status (in 1973): Killed/Body Not Recovered
 Aircraft: HH-53C

KULLAND, BYRON KENT

Name: Byron Kent Kulland
 Rank/Branch: O2/US Army
 Unit: F/8 CAV 196 LIB
 Date of Birth: 09 November 1947 (Stanley, ND)
 Home City of Record: New Town, ND
 Country of Loss: South Vietnam
 Loss Coordinates: 165022N 1070455E (YD218628)
 Status (in 1973): Missing In Action
 Aircraft: UH-1H

FRINK, JOHN WESLEY

Name: John Wesley Frink
 Rank/Branch: W1/US Army
 Unit: F/8 CAV 196 LIB
 Date of Birth: 07 November 1945
 Home City of Record: Albuquerque, NM
 Country of Loss: South Vietnam
 Loss Coordinates: 165021N 1070454E (YD218628)
 Status (in 1973): Missing In Action
 Aircraft: UH-1H

O'NEIL, DOUGLAS LEE

Name: Douglas Lee O'Neil
 Rank/Branch: W2/US Army
 Unit: 37 SIG BDN 1 SIG BDE
 Date of Birth: 03 August 1948 (Teaneck, NJ)
 Home City of Record: Bayonne, NJ
 Country of Loss: South Vietnam
 Loss Coordinates: 164458N 1071109E (YD330530)
 Status (in 1973): Missing In Action
 Aircraft: UH-1H

ZICH, LARRY ALFRED

Name: Larry Alfred Zich
 Rank/Branch: W2/US Army
 Unit: 37 SIG BDN 1 SIG BDE
 Date of Birth: 03 April 1948 (Sturgis, SD)
 Home City of Record: Lincoln, NE
 Country of Loss: South Vietnam
 Loss Coordinates: 164458N 1071109E (YD330530)
 Status (in 1973): Missing In Action
 Aircraft: UH-1H

Personnel in Incident: April 2: Robin F. Gatwood; Wayne L. Bolte; Anthony Giannangeli; Charles A. Levis; Henry M. Serex; (all missing from the EB66). LtCol. Icel Hambleton (rescued after 12 days from EB66). Ronald P. Paschall; Byron K. Kulland; John W. Frink (all missing from UH1H rescue helicopter), Jose M. Astorga (captured and released in 1973 from UH-1H). April 3: William J. Henderson (captured and released in 1973 from OV-10A rescue craft); Mark Clark (rescued after 12 days from OV-10A rescue craft). April 6: James H. Alley; Allen J. Avery; Peter H. Chapman; John H. Call; William R. Pearson; Roy D. Prater (all KIA/BNR from HH-53C "Jolly 52" rescue chopper). Also in very close proximity to "Bat 21" on April 3: Allen D. Christensen; Douglas L. O'Neil; Edward W. Williams; Larry A. Zich (all missing from UH-1H). April 7: Bruce Charles Walker (evaded 11 days); Larry F. Potts (captured & died in POW camp) (both missing from OV-10A).

SYNOPSIS: On the afternoon of April 2, 1972, two Thailand-based EB66 aircraft (Bat 21 and Bat 22), from the 30th Air Division, were flying pathfinder escort for a cell of B52s bombing near the DMZ. Bat 21 took a direct SAM hit and the plane went down. A single beeper signal was heard, that of navigator Col. Icel Hambleton. At this time it was assumed the rest of the crew died in the crash. The crew included Maj. Wayne L. Bolte, pilot; 1Lt. Robin F. Gatwood, LtCol. Anthony R. Giannangeli, LtCol. Charles A. Levis, and Maj. Henry M. Serex, all crew members. It should be noted that the lowest ranking man aboard this plane was Gatwood, a First Lieutenant. This was not an ordinary crew, and its members, particularly Hambleton, would be a prize capture for the enemy because of military knowledge they possessed.

It became critical, therefore, that the U.S. locate Hambleton, and any other surviving crew members before the Vietnamese did - and the Vietnamese were trying hard to find them first.

An Army search and rescue team was nearby and dispatched two UH-1H "slicks" and two UH-1B "Cobras". When they approached Hambleton's position just before dark, at about 50 feet off the ground, with one of the AH-1G Cobra gunships flying at 300 feet for cover, two of the helicopters were shot down. One, the Cobra (Blue Ghost 28) reached safety and the crew was picked up, without having seen the other downed helicopter. The other, a UH-1H from F Troop, 8th Cavalry, 196th Brigade, had just flown over some huts into a clearing when they encountered ground fire, and the helicopter exploded. Jose Astorga, the gunner, was injured in the chest and knee by the gunfire. Astorga became unconscious, and when he recovered, the helicopter was on the ground. He found the pilot, 1Lt. Byron K. Kulland, lying outside the helicopter. WO John W. Frink, the co-pilot, was strapped in his seat and conscious. The crew chief, SP5 Ronald P. Paschall, was pinned by his leg in the helicopter, but alive. WO Franks urged Astorga to leave them, and Astorga was captured. He soon observed the aircraft to be hit by automatic weapons fire, and to explode with the rest of the crew inside. He never saw the rest of the crew again. Astorga was released by the North Vietnamese in 1973.

The following day, Nail 38, an OV-10A equipped with electronic rescue gear enabling its crew to get a rapid "fix" on its rescue target entered Hambleton's area and was shot down. The crew, William J. Henderson and Mark Clark, both parachuted out safely. Henderson was captured and released in 1973. Clark evaded for 12 days and was subsequently rescued.

On April 3, the day Nail 38 was shot down, a UH-1H "slick" went down in the same area carrying a crew of four enlisted Army personnel. They had no direct connection to the rescue of Bat 21, but were very probably shot down by the same SAM installations that downed Bat 21. The helicopter, from H/HQ, 37th Signal Battalion, 1st Signal Brigade, had left Marble Mountain Airfield, Da Nang, on a standard resupply mission to signal units in and around Quang Tri City. The crew, consisting of WO Douglas L. O'Neil, pilot; CW2 Larry A. Zich, co-pilot; SP5 Allen D. Christensen, crew chief; and SP4 Edward W. Williams, gunner; remain missing in action.

On April 6, an attempt was made to pick up Clark and Hambleton which resulted in an HH-53C helicopter being shot down. The chopper was badly hit. The helicopter landed on its side and continued to burn, consuming the entire craft, and presumably, all 6 men aboard. The crew of this aircraft consisted of James H. Alley; Allen J. Avery, John H. Call III, Peter H. Chapman, William R. Pearson, and Roy D. Prater. Search and rescue noted no signs of survivors, but it is felt that the Vietnamese probably know the fate of this crew because of the close proximity of the downed aircraft to enemy locations.

On April 7 another Air Force OV-10A went down in the area with Larry Potts and Bruce Walker aboard. Walker, the Air Force pilot of the aircraft, evaded capture 11 days, while it is reported that Potts was captured and died in Quang Binh prison. Potts, the observer, was a Marine Corps officer. Walker's last radio transmission to search and rescue was for SAR not to make an attempt to rescue, the enemy was closing in. Both men remain unaccounted for.

Hambleton and Clark were rescued after 12 incredible days. Hambleton continually changed positions and reported on enemy activity as he went, even to the extent of calling in close air strikes near his position. He was tracked by a code he devised relating to the length and lie direction of various golf holes he knew well. Another 20 or so Americans were not so fortunate.

In July 1986, the daughter of Henry Serex learned that, one week after all search and rescue had been "called off" for Bat 21, another mission was mounted to recover "another downed crewmember" from Bat 21. She doesn't know whether or not it is her father or another man on the EB66 aircraft. No additional information has been released. When the movie "Bat 21" was released, she was horrified to learn that virtually no mention of the rest of the crew, including her father, was made.

In Vietnam, to most fighting men, the man that fought beside them, whether in the air or on the ground, was worth dying for. Each understood that the other would die for him if necessary. Thus, also considering the critical knowledge possessed by Col. Hambleton and some of the others, the seemingly uncanny means taken to recover Clark and Hambleton are not so unusual at all.

SECTION XIV - Southeast Asia Map

This section contains VHPA's first published attempt to help VHPA members remember the names of towns, base camps, LZ and AOs. We receive many membership applications and other correspondence with some interesting spelling for places such as Ban Me Thout, Xuan Loc and Phuoc Vinh. After the years it is getting harder and harder to find maps with some of the unique names given to our not so favorite but all too familiar AOs and land marks like Happy Valley, the Ho Bo Woods, the Oasis and Dragon Mountain.

This list is just a "first cut" and is designed as food for thought for every VHPA member. All comments, additions, suggestions and source reference material are certainly welcome and should be sent to VHPA Headquarters: ATTN: Directory Editor.

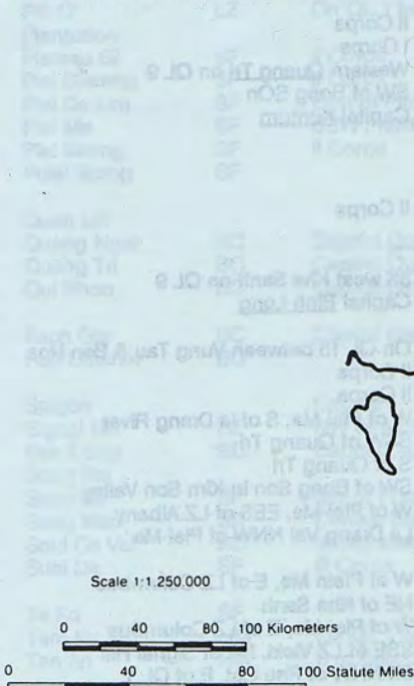
Abbreviations and codes used within this section are as follows:

AB	Air Base
AO	Area of Operation
BC	Base Camp
CMB	Cambodia
HM	Hamlet
LM	Land Mark
LZ	Landing Zone
Mtn	Mountain
QL	National Highway
Pla	Plantation
Rv	River
SA	Staging Area
SF	Special Forces Camp
SP	Sea Port
Val	Valley

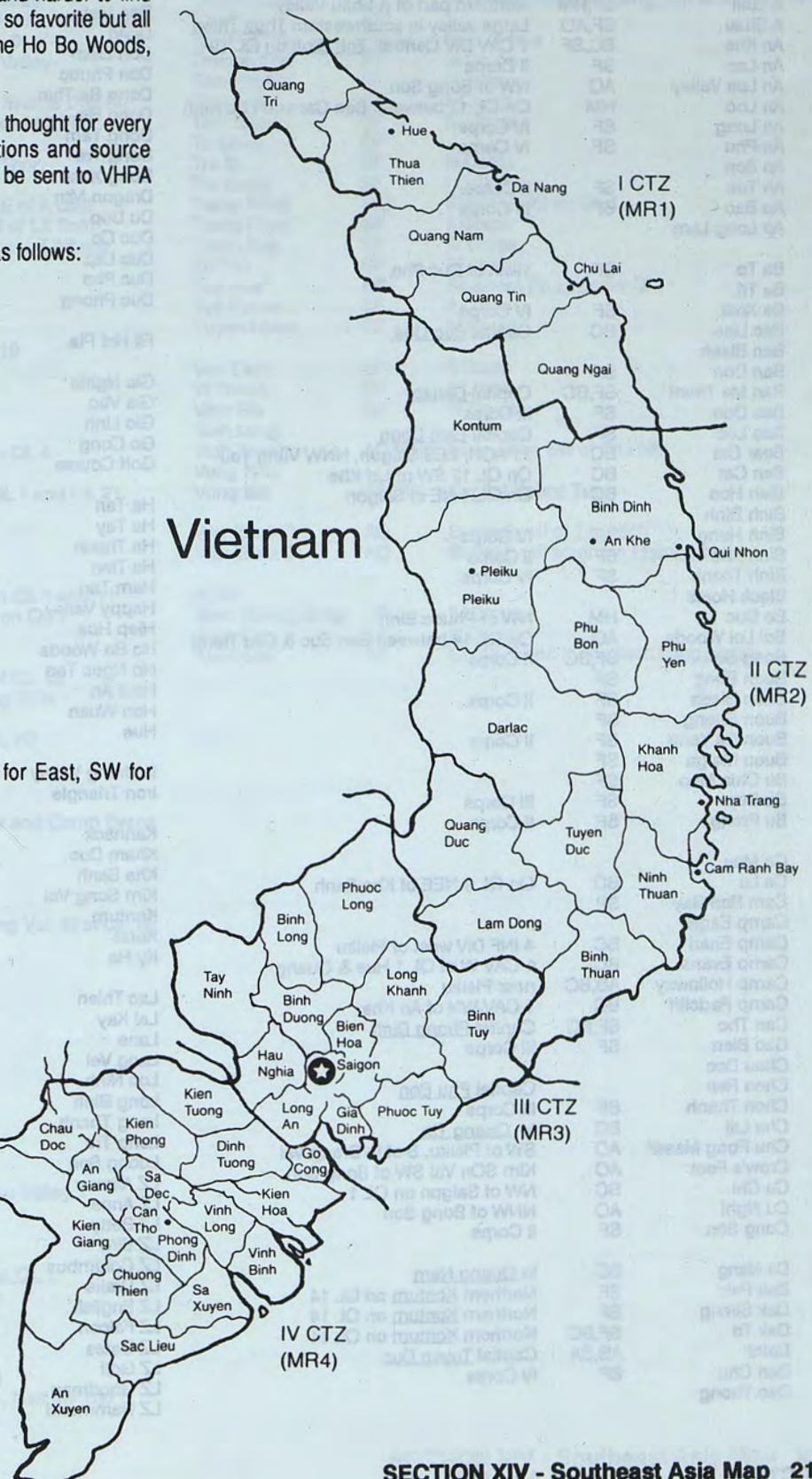
Binh Dinh denotes a Province

8K denotes 8 kilometers

Standard 16 point compass directions are used E for East, SW for Southwest, SSW for South Southwest.



NOTE: CTZ renamed as MR in July 1970.



Southeast Asian Geographical Locations Of Importance To Helicopter Pilots

NAME	USE	LOCATION	NAME	USE	LOCATION
A Ro	SF		Dau Tieng	BC	1 INF on QL 14 NW of Ben Suc, E Tay Ninh
A Loui	SF, HM	Northern part of A Shau Valley	Den Hat	SF	II Corps
A Shau	SF, AO	Large valley in southwestern <u>Thua Thien</u>	Di An	BC	1 INF NNE of Saigon, E of QL 13
An Khe	BC, SF	1 CAV DIV Central <u>Binh Dinh</u> on QL 19	Don Luan	HM	S of Phuoc Binh on QL 13
An Lac	SF	II Corps	Don Phuoc	SF	
An Loa Valley	AO	NW of Bong Son	Dong Ba Thin	SF, BC	Southern <u>Khanh Hoa</u>
An Loc	HM	On QL 13 between Ben Cat and Loc Ninh	Dong Ha	BC	Central <u>Quang Tri</u> on QL 1
An Long	SF	IV Corps	Dong Tam		
An Phu	SF	IV Corps	Dong Tre		II Corps
An Son			Dong Xoai	SF	III Corps
An Tuc	SF	II Corps	Dragon Mtn	LM	Large hill near Camp Enari
Ap Bac	SF	IV Corps	Du Dop	SF	
Ap Long Lam			Duc Co	SF	SW Pleiku on QL 19, Ia Drang Val, CMB bord
Ba To	SF	West of Duc Pho	Duc Lap	SF	Northern <u>Quang Duc</u> on QL 21
Ba Tri			Duc Pho	BC	Southern <u>Quang Ngai</u> on QL 1
Ba Xoai	SF	IV Corps	Duc Phong	HM	E of Phuoc Binh on QL 13
Bac Lieu	BC	Capital <u>Bac Lieu</u>	Fil Hol Pla	AO	NE of Cu Chi
Ban Blech			Gia Nghia		
Ban Don	SF		Gia Vuc	SF	I Corps
Ban Me Thuot	SF, BC	Capital <u>Dariac</u>	Gio Linh		
Bao Don	SF	III Corps	Go Cong	HM	Capital <u>Go Cong</u>
Bao Loc	SF	Capital <u>Lam Dong</u>	Golf Course		Main helipad at Camp Radcliff
Bear Cat	BC	11 ACR, EES Saigon, NNW Vung Tau	Ha Tan		
Ben Cat	BC	On QL 13 SW of Lai Khe	Ha Tay	SF	II Corps
Bien Hoa	BC	On QL 1 NE of Saigon	Ha Thanh	SF	I Corps
Binh Dinh			Ha Tien	SF	IV Corps
Binh Hung	SF	IV Corps	Happy Valley		
Binh Khe	SF	II Corps	Hiem Hoa	SF	
Binh Thanh	SF	IV Corps	Ho Bo Woods	AO	S and SW of Ben Suc
Black Horse			Ho Ngoc Tao	SF	III Corps
Bo Duc	HM	NW of Phuoc Binh	Hoai An	SF	II Corps
Boi Loi Woods	AO	On QL 14 between Ben Suc & Dau Tieng	Hon Wuan	SF	III Corps
Bong Son	SF, BC	II Corps	Hue	BC	Capital <u>Thua Thien</u>
Buon Beng	SF		Ia Drang Valley	AO	SW of Pleiku, on CMB border
Buon Blech	SF	II Corps	Iron Triangle	AO	Ben Suc, Ben Cat, Saigon & Thi Tinh Rvs
Buon Brieng	SF		Kannack	SF	II Corps
Buon Ea Yang	SF	II Corps	Kham Duc	SF	I Corps
Buon Me ga	SF		Khe Sanh	BC, SF	Western <u>Quang Tri</u> on QL 9
Bu Chia Map	SF		Kim Song Val	AO	SW of Bong Son
Bu Dop	SF	III Corps	Kontum	BC	Capital <u>Kontum</u>
Bu Prang	SF	II Corps	Korat		
			Ky Ha		
Ca Mau			Lac Thien	SF	II Corps
Ca Lu			Lai Kay		
Cam Ran Bay	BC	On QL 9 NEE of Khe Sanh	Lane		
Camp Eagle	SP		Lang Vei	SF	
Camp Enari	BC	4 INF DIV west of Pleiku	Loc Ninh	SF, BC	8K west Khe Sanh on QL 9
Camp Evans	BC	1 CAV W of QL 1 Hue & Quang	Long Binh		Capital <u>Binh Long</u>
Camp Holloway	AB, BC	near Pleiku	Long Thanh	SF	On QL 15 between Vung Tau & Ben Hoa
Camp Radcliff	BC	1 CAV WN of An Khe	Long Tre	SF	II Corps
Can Tho	SF, BC	Capital <u>Phong Dinh</u>	Luong Son	SF	II Corps
Cao Bien	SF	III Corps	LZ Albany	LZ	W of Plei Me, S of Ia Drang River
Chau Doc			LZ Anne	LZ	SSW of Quang Tri
Cheo Reo			LZ Betty	LZ	S of Quang Tri
Chon Thanh	SF	Capital <u>Phu Bon</u>	LZ Bird	LZ	SW of Bong Son in Kim Son Valley
Chu Lai	BC	III Corps	LZ Columbus	LZ	W of Plei Me, EES of LZ Albany
Chu Pong Massif	AO	In <u>Quang Tin</u>	LZ Drake	LZ	La Drang Val NNW of Plei Me
Crow's Foot	AO	SW of Pleiku, S of Ia Drang Val	LZ English	LZ, BC	
Cu Chi	AO	Kim Son Val SW of Bong Son	LZ Falcon	LZ	
Cu Nghi	BC	NW of Saigon on QL 1	LZ Gates	LZ	
Cung Son	AO	NNW of Bong Son	LZ Golf	LZ	
		II Corps	LZ Goodman	LZ	
Da Nang	BC	In <u>Quang Nam</u>	LZ Hammond	LZ	
Dak Pek	SF	Northern Kontum on QL 14			
Dak Seang	SF	Northern Kontum on QL 14			
Dak To	SF, BC	Northern Kontum on QL 14			
Dalat	AB, SA	Capital <u>Tuyen Duc</u>			
Dan Chu	SF	IV Corps			
Dao Thong					

NAME	USE	LOCATION	NAME	USE	LOCATION
LZ Homecoming	LZ	S of Pleiku, NE of Plei Me	Tan Chau	SF	IV Corps
LZ Jack	LZ	SSW of Camp Evans	Tan Rai	SF	II Corps
LZ Jane	LZ	SSE of Quang Tri	Tan San Nhut	AB,BC	Near Saigon
LZ Mike	LZ	E of Khe Sanh, S of QL 9	tanh Linh	SF	III Corps
LZ Nineteenth Hole	LZ	N of la Drang river, S DSuc Co, N LZ Golf	tay Ninh	SF,BC	Capital Tay Ninh on QL 22
LZ Pedro	LZ	SW of Quang Tri	Thanh Dien Forest	AO	NE of Ben Suc
LZ Pepper	LZ	NW A Loui in A Shau Valley	Thanh SON	HM	W of QL 1 between Bong Son and Duc Pho
LZ Pony	LZ	SSW of Bong Son, NE of Kim Son Valley	Thu Duc	SF	
LZ Snapper	LZ	S of Khe Sanh, S of QL 9	Thon La Chu	HM,AO	NEE of Hue
LZ Stallion	LZ	Near A Loui in A Shau Valley	Thuong Thoi	SF	IV Corps
LZ Stud	LZ	NNW of Ca Lu	Tien Phuoc	SF	I Corps
LZ Tee	LZ	W Plei Me, N la Drang river, S Duc Co	Tieu Atar	SF	II Corps
LZ Thor	LZ	EES of Khe Sanh, SSW of LZ Thor	Tinh Bien	SF	IV Corps
LZ Tiger	LZ	SW of LZ Vicki	To Chau	SF	
LZ Tom	LZ	SE of Khe, SSW of LZ Thor	Tra Bi	SF	III Corps
LZ Two Bits			Tra Bong	SF	I Corps
LZ Vicki	LZ	SW of Camp Evans, NE of A Loui	Trang Bang	HM	W of Cu Chi on QL 1
LZ Wharton	LZ	SE of Khe Sanh, WWN of LZ Tom	Trang Phuc	SF	II Corps
LZ X-Ray	LZ	WWS of Plei Me, SSW of LZ Albany	Trang Sup	SF	IV Corps
Mai Linh	SF	II Corps	Tri Ton	SF	IV Corps
Mai Loc	SF	I Corps	Tuy Hoa	BC	Southern Phu Yen on QI 1
Mang Buk	SF	II Corps	Tuy Phuoc	SF	II Corps
Mang Yang Pass	AO	West of An Khe on QI 19	Tuyen Nhon	SF	IV Corps
Marble Mtn			Van Canh	SF	II Corps
Michelin Pla	AO	Ne of Dau Tieng	Vi Thanh	SF	II Corps
Minh Thanh	SF	III Corps	Vinh Gia	SF	IV Corps
Moc Hoa	SF	IV Corps	Vinh Long		
My Tho	BC	Capital Dinh Tuong on QL 4	Vinh Thanh	AO, HM	Valley area SW of Phu My
Vung Rho			Vung tau	AB,BC	Capital Phuoc Tuy
Ninh Hoa	BC	NE of Nha Trang on QL 1 and QL 21	War Zone C	AO	Basically all of Tay Ninh
Nha Trang	BC	Capital Khanh Hoa	War Zone D	AO	Basically all southern Phuoc Long
Nhon Co	SF	II Corps			
Nui Ba Den	SF	III Corps			
Phan Rang	AB,SA	Central Ninh Thuan on QL 1 and 11	Xi An		
Phan Thiet	BC	Southern Binh Thuan on QL 1	Xom Duong Dong	SF	IV Corps
Phu Bai			Xom Cat	SF	III Corps
Phu Hiep			Xuan Loc	SF	On QL 1 and 2 Southern Long Khank
Phu Lai	BC	Capital Vinh Binh, E of QL 13			
Phu My	HM, BC	On QL 1 south of Bong SON			
Phu Quoc Island	SF	IV Corps			
Phu Tuc	SF	SE of Cheo Reo on QL 7B			
Phu Vinh					
Phuoc Binh	BC	Capital Phuoc Long			
Phuoc Vinh	SF,BC	NE of Ben Cat			
PK-17	LZ	On QL 1 between Hue and Camp Evans			
Plantation					
Plateau Gi	SF	II Corps			
Plei Djereng	SF	II Corps			
Plei Do Lim	SF	East of Pleiku			
Plei Me	SF	SSW Pleiku in La Drang Val, W of QL 14			
Plei Mrong	SF	II Corps			
Polei Krong	SF				
Quan Loi					
Quang Ngai	BC	Capital Quang Ngai			
Quang Tri	BC	Capital Quang Tri			
Qui Nhon	BC	Capital Binh Dinh			
Rach Gia	BC	Capital Kien Giang			
Red Catcher	BC				
Saigon		Capital			
Signal Hill	LZ	NW of A Loui in A Shau Valley			
Soc Trang	BC	Capital Sa Xuyen			
Song Bai					
Song Be	SF	SW of Phuoc Binh			
Song Mao	SA	Central Binh Thuan on QL 1			
Soui Ca Val	AO	Valley west of Phu My			
Soui Da	SF	III Corps			
Ta Ko	SF				
Tam Ky	HM	On QL 1 N of Chu Lai			
Tan An	HM	S of Ben Luc on QL 4, N of My Tho			



KIA / MIA / DAT / DDT* Update Form

(*Killed in Action, Missing in Action, Died After Tour, Died During Training)
(Please be as complete as possible - add additional paper if you need more space.)

circle one

KIA MIA DAT DDT

Rank _____ Date Died _____ Birth Date _____

Service (circle one) ARMY AIR FORCE MARINE NAVY AIR AMERICA

Unit(s) in Vietnam _____ Call Sign _____

Cause of Death

Type of Aircraft Tail Number Flight Class

Hometown and State

Your Name **Phone**

Your Address _____

Attach copies of obituaries, accident reports, or other information, if available. Return to:

VHPA • 7 West Seventh Street • Suite 1990 • Cincinnati, Ohio 45202

OR

Gary B. Roush •



VHPA INFORMATION FORM

INFORMATION ONLY APPLICATION ADDRESS CHANGE DIRECTORY CORRECTION

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IDAHO

ILLINOIS

INDIANA

IOWA

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MICHIGAN

MINNESOTA

MISSISSIPPI

MISSOURI

MONTANA

NEBRASKA

NEVADA

NEW HAMPSHIRE

NEW JERSEY

NEW MEXICO

NEW YORK

NORTH DAKOTA

NORTH CAROLINA

OHIO

OKLAHOMA

OREGON

PENNSYLVANIA

RHODE ISLAND

SOUTH DAKOTA

SOUTH CAROLINA

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Enclosed is a check / money order payable to VHPA.

Please charge my MasterCard / VISA. Account Number _____

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Information about EACH Vietnam Tour:

Date: From	Date: To	UNIT	LOCATION	CALL SIGN

Information about YOU: Helicopters flown, medals / awards, talents, hobbies, and anything else.

VHPA UNIT HISTORY SURVEY

VHPA Member Number _____

OR:

Name _____

Address _____

City _____ State _____ ZIP _____

Number of Aviation Tours in Vietnam _____ Rank _____ Tour # _____

Unit: (as complete as possible, please) _____

With Unit: From _____ To _____

Unit Based At _____

Permanent moves to: (and dates)

Areas in which unit operated:

Ground unit mainly supported by this unit:

You supported what additional units:

Types of aircraft in the unit: _____

Types of aircraft you flew: _____

Number of hours you flew this tour: _____

Your call sign (unit call signs): _____

Decorations you received this tour (and dates): _____

Battles in which this unit participated (supported): _____

Special Operations: _____

Interesting information about this unit during this tour (be as specific as possible - include anything)

use additional pages if necessary -- please copy and use **ONE** form for each unit/tour.

Return to: Bill Greenhalgh • _____

VHPA MEMBERSHIP AND KIA / MIA STATISTICS FOR 1990 BY STATE

	KIA/ MIA	LIFE MEMBERS	REGULAR MEMBERS	POTENTIAL MEMBERS	DAT/ DDT
ALABAMA	53	13	198	40	22
ALASKA	6	6	67	9	4
APO MIAMI		0	6	3	0
APO NEW YORK		3	58	8	0
APO SAN FRANCISCO		0	17	4	0
ARIZONA	27	8	115	36	3
ARKANSAS	20	1	37	9	1
CALIFORNIA	209	45	524	134	16
COLORADO	34	9	107	21	3
CONNECTICUT	26	3	45	13	0
DELAWARE	6	1	13	7	0
FLORIDA	100	17	340	78	9
FOREIGN **	7	11	54	24	0
GEORGIA	72	5	181	54	5
HAWAII	10	3	37	6	2
IDAHO	18	1	33	5	2
ILLINOIS	101	4	133	29	2
INDIANA	41	4	43	22	5
IOWA	31	0	32	12	1
KANSAS	35	2	41	22	1
KENTUCKY	28	2	57	11	8
LOUISIANA	20	7	194	20	4
MAINE	17	1	20	6	0
MARYLAND	35	1	74	12	2
MASSACHUSETTS	57	3	87	13	2
MICHIGAN	75	7	77	24	1
MINNESOTA	52	3	65	10	0
MISSISSIPPI	24	1	38	10	2
MISSOURI	52	3	75	21	0
MONTANA	11	1	15	1	1
NEBRASKA	23	0	19	6	1
NEVADA	5	3	32	5	2
NEW HAMPSHIRE	13	0	35	4	1
NEW JERSEY	57	8	92	23	4
NEW MEXICO	20	1	43	11	1
NEW YORK	113	6	93	34	7
NORTH CAROLINA	50	9	111	24	4
NORTH DAKOTA	8	0	7	1	0
OHIO	103	2	80	23	5
OKLAHOMA	47	6	65	8	1
OREGON	33	5	63	17	2
PENNSYLVANIA	104	11	116	33	10
PUERTO RICO	0	0	2	1	0
RHODE ISLAND	9	0	9	0	0
SOUTH CAROLINA	24	2	46	16	3
SOUTH DAKOTA	15	0	10	4	0
TENNESSEE	41	1	74	15	3
TEXAS	147	43	712	110	33
UNKNOWN *	0	1	149	1	139
UTAH	9	1	14	12	0
VERMONT	5	0	4	3	0
VIRGINIA	68	11	210	55	3
WASHINGTON, D. C.	4	0	0	7	0
WASHINGTON	52	2	117	29	5
WEST VIRGINIA	12	0	12	2	1
WISCONSIN	48	2	57	5	3
WYOMING	4	3	15	3	0
TOTALS	2181	283	4970	1116	324

* No longer have correct address

** Address not in a USA territory or an APO

