

MOST OF  
THIS IS  
ABOUT  
SOYLAND. YOU  
MIGHT HAVE  
SEEN IT ALREADY

ANYWAY, AFTER  
READING ALL  
OF IT I FOUND  
IT HARD TO  
BELIEVE HE  
WAS EXECUTED.

Larry, I received this from Mike Slonaker. He is a Lt. Col. at the Pentagon, was a  
multi-pilot in name with the 174th Dolphins and A/22nd Bandits in the 1st Cavalry. He was  
arty observer - he is in the 101st Assoc. and is  
a great source of info, is a great guy, and is  
sent me volumes of info, especially about  
was some of the C/158 pilots. He dug up the  
and stuff in one of the Kingsmen newsletters,  
do you?

Joe Kewi

28 NOV 89

was a Redskin pilot  
D/158

Dear Joe

Kingsmen

Yesterday, Nov 27th, from 2:30 to 4:30PM Skip Butler and I went over the 17 May 71 crash of Phoenix 22, WO1 David Soyland and his crew with Bob Destatt, an intelligence analyst in the Defense Intelligence Agency's Prisoner of War/ Missing in Action Office. As a reminder, Skip was Redskin 15 (D/158) from Dec 70 to Dec 71, was the lead Cobra over the extraction sight, and his eyewitness statement is in Soyland's MIA file. I got interested because I saw Soyland's name while looking up Barker's MIA data, that I sent to you, and because of that picture of C/158 that was in the 6th issue of the Kingsmen newsletter. ...and because Soyland always wore white T-shirts, which I'll explain later.

Destatt is a retired Warrant Officer that spent his military career in intelligence, had two tours in RUN (one in II Corps with the 173d Abn and one in I Corps with the 24th Corps Headquarters), and was personally touched by the bravery he read in the numerous statements in Soylands file. Destatt has received permission to write a story about this shootdown and will begin in January with DoD and the Family's approval.

On 17 May 71, Butler was team lead of 4 Cobras that inserted a CCN 8 man recon team near the Laotian border about 10 KM southwest of Mai Loc. He had covered the insertion and was in Quang Tri on standby when CCN control bounced his team back into the AO because the recon team was in contact and had dead and wounded. Because of the heavy contact, the decision was made to extract the team. One aircraft was to bring out the casualties and the other the rest of the team.

Soyland's aircraft was flying battalion resupply missions when he responded to a call on guard for slicks to help with an extraction. This explains to me why there were 4 crewmembers from 3 companies:

WO1 David P. Soyland, Aircraft Commander	C/158
WO1 Dale A. Pearce, Pilot	A/158
SP5 Harold D. Parker, Crew Chief	C/158
SP4 Garry E. Allcorn	D/158

Butler knew Allcorn because Allcorn was a Cobra CE who on that day just flew on a normal resupply mission as a gunner.

Just going through more of Slonaker stuff prior to putting this in the mail. CE with CPT. DAVID L. NELSON on 5/MAR/71 was SP4 Joel C. Hatley, the Gunner was SP4 Michael E. King. They were on AC# 67-17341. Crested in Laos. Grid Coordinates XD 340-400

Larry I received this from Mike Slonaker. He is a Lt. Col. at the Pentagon, was a UH-1 pilot in Nam with the 174th Dolphins and A/229th Bandits in the 1st Cavalry. He was also in the 101ST in 68 as a forward Arty observer - he is in the 101ST Assoc. and is on the Kingsmen Mailing List. He is a fantastic source of info, is a great guy, and is really fired up on this stuff, he has sent me volumes of info, especially about Lam Son 719 - the Laos invasion. He knows some of the C/158 pilots. He dug up the stuff on Soyland, and saw your name and stuff in one of the Kingsmen newsletters, and asked that I pass this on to you.

Joe Klein

28 NOV 89

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01/158

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4 slicks were available for the extraction. The first slick was shot up on short short final, sustained hydraulic damage, wounds to crew members, and flew to Quang Tri where he made a successful running landing. The wounded were taken to the 18th Surg Hosp. The second slick went in and also got shot up, sustained wounds to the crew, developed a fuel leak and made an emergency landing at Mai Loc.

After a thorough Cobra prep, Soyland's aircraft, 67-17607, made its attempt. Butler was on one side and the late Stephen B. Cook was on the other side of Soyland with his Cobra. (Cook, a close friend of Butler's died tragically in 1973.) As the Snakes broke off their run, Soyland flared to stop his forward momentum and make a dogleg turn into the LZ. At that point 607 was shot down in a hail of fire. The aircraft went in nose first, crashed into a box canyon, slid down the hill, as the main rotor separated and buried itself in the trees. Allcorn was thrown out when the tailboom separated. Pearce died because his side, the right side was the main point of contact. Parker was shot up and lost consciousness, and Soyland's side did not receive the brunt of the impact. The aircraft crashed at 1845 on 17 May.

At 1930, in the dark, another team was inserted to recover the crew and recon team. This team worked with an AC-130A all night (Spectre) to keep the NVA away, which was successful.

The next morning the recovery team found the aircraft with the badly wounded Parker strapped in the well. They immediately made preparations to extract Parker after they tended to his wounds which included a broken leg. As the extraction was underway, Butler, who was back covering the flight, saw an American frantically waving his nomex shirt, and directed the slicks to his position on a ridge. This was D Co.'s Allcorn who was thrown out of the aircraft. The recovery teams found Pearce's body but were unable to extract it because of the twisted wreckage. By the way, Butler's flight records reflect 31 hours of flight time on 17 and 18 May 71.

While Allcorn was waving his shirt, he heard gunfire and saw an individual in a white T-shirt running on an adjacent ridgeline. After Allcorn and Parker were extracted, the hostile fire became so severe that it was too risky to make another attempt. All other further attempts were driven off that day, and the mission was passed off to A-2/17 Cav for recovery. They tried on numerous occasions and were driven off each time, which was not surprising because this entire action was in the middle of the 66th NVA Regt.

*Soyland →  
→ Here in the  
up picture you  
of the C158  
Soyland  
is to be wearing  
the T-shirt under  
flight shirt.*

The crash site was visited in Aug 1989, by the Joint recovery team out of Honolulu and no remains were found. Today, Bob Destatt left for Honolulu with new information, based on talking to Skip, and maybe some remains will be found.

I personally came away from that 2 hour session mentally exhausted. It is my, and mine alone, personal opinion that Soyland's last day on earth was 18 May 71.

*I am working  
on this - let me  
now if you can  
P with them →  
first.*

See if you can find Parker and Allcorn in the VietNam Crew Members directory. I would like to have them talk to Bob Destatt.

By the way, I have also found the names of 8 Comanchero MIA's lost in 1971 (2 separate incidents-both CCN missions). I am firmly convinced that AO was the most dangerous in Vietnam, and have even a greater respect for those that wear the Eagle on the right shoulder that were aviation crewmen. My service on the ground in 67-68 with the 3d Bde 101st was bad, but we had an entirely different attitude then than the attitude I saw on my second tour in 71-72.

That is what makes the action on 17 May 71 even more important to me, because by then, we had seen units standdown and leave RVN. The dedication of the flight crews to extract to CCN recon team can only be understood by those of us who knew that "there by the grace of God go I."

*Mike*

29 NOV 89

— JUST TALKED TO COL JOE SCHLATTER, CHIEF OF POW/MIA DIV ABOUT SOYLAND. IF HE WAS ON OR ABOUT THAT DATE, 18 MAY 71, THE VIETNAMESE HAD HIS REMAINS AND ARE PROBABLY GOING TO RETURN THEM WHEN THEY GET DAMN GOOD & READY. THIS IS REASON I WANT SCHLATTER TO SPEAK AT THE 101ST REUNION. HE CAN UPDATE THE STATUS OF THE 10 MIA KINGSMEN & MIA COMANCHEROS, 2 MIA PHOENIX, 1 MIA (I KNOW!) GHOSTRIDER, ETC. HE CAN SPECIFICALLY ADDRESS ALL 101ST MIA'S. THAT'S WHY I HAVE ARRANGED FOR YOU TO MEET ~~THEM~~ HIM IN JUL 90.