

Subject: Major Jack Barker
 Date of Call: February 09, 1997
 Call From: Al Fisher

[REDACTED]
 [REDACTED]
 [REDACTED]
 B Company, 101st Aviation Battalion, 101st Airmobile Division
 "Kingsman 18" May 1970 - April 1971

Call To: Steven Hinson

On Sunday 9th February I talked to Mr. Al Fisher about his article in the VHPA (Veteran Helicopter Pilots Association). The article left me hanging because it stopped before Maj. Barkers Helicopter went down. We carried on the conversation from that point. Below are comments made from Mr. Fisher.

- Mission was a suicide Mission Foolish mission, for political gain, purpose was to cut off the HoChe men Trail. ARVN soldiers were placed into the open field for the US to rescue. They were decoys to destroy the US Helicopters.
- The last three numbers of Maj. Barker's helicopter was 185, this helicopter piloted by CWO Singletary was the one that had picked up Al Fisher and his crew earlier that day after being shot down.
- After everyone got back to base, Maj. Barker had to make a second attempt to get more ARVN for Laos. Maj. Barker was the most experience combat pilot on the company which is why he was lead. The took command of 185 which was damaged. Maj. Barker met with Al Fisher (Barker was 30 years old and Fisher was 21 years old) to be his co-pilot on this fight. Fisher refused to go. He stated that he would only go if they had to pick up United States personnel not ARVN. Maj. Barker was not upset with the comments. But, took him to see the Commander, Ltc. Peachy. Al Fisher stated his case and was released from this flying duty and was to be court marshaled. Which did not bother him because he has 1 more month on his tour and had been shot down earlier that day. Fisher tried to talk Maj. Barker out of going on this mission. Fisher talked CWO Singletary out of going on the mission. Capt. John Dugan agreed to go on the mission with Barker. Dugan was not an experienced pilot at the time. Maj. Barker helicopter left somewhere between 1300 and 1500. The crew that went with Maj. Barker (Sgt. Bill Dillenger and Pfc. John Chubb) was the original crew from 185 not Maj. Barker's crew. The planes crew went with their own helicopter. Al Fisher stated that he had no words with Maj. Barker that they respected each other and their ability, but he had a bad feeling about the suicide mission.
- The condition of Maj. Barker and Capt. Dugan were in fear. Weak Knees and ready to vomit at any time. The difference between Maj. Barker/Capt. Dugan and CWO Singletary/Fisher was that ones were Career soldiers and the other were just doing their time.
- After Maj. Barker left. Al Fisher and other had to with for the bombardment to cease so they could evacuate the area. While at the evacuation site, Capt. Henessee, company's XO walked up to them crying, he did not have to tell Al Fisher what was wrong, he knew what had happened. Capt. Henessee told them that Maj. Barkers plane had gone down and had to call off the search and rescue because of the massive firepower being fired. (Al Fisher say's he has the exact location of where the plane went down) Two days later the played Taps and flew the missing man formation for Maj. Barker and His crew.
- Al Fisher said that Maj. Barker Helicopter was hit with an RPG (Rocket Propelled Grenade) that hit the fuel cells, basically total incineration.
- Al Fisher said that he regret not communicating with Maj. Barker Family but, it has taken 25 years to even talk about it.
- In his original letter to the VHPA he stated that he would continue the story, but he stated to me that he will never put it in words.
- He gave me another name of John Madden (not the football coach) at [REDACTED]
- Al Fisher wears Major Barker and Capt. Dugan MIA/POW Bracelet.

- He would like to talk to Dee if she would like to. Does not really want to talk to Michael but will if he wants to.
 - He also has photos that he will go through and mail to me.
- He also will contact me on any other information. I will generate another report as I talk to persons involved.

Steven Hinson
[REDACTED]

10 February 1997

Subject: Major Jack Barker

Date of Call: February 11, 1997

Call To: John Madden
[REDACTED]

C Company, 101st Aviation Battalion, 101st Airmobile Division
"Black Widows"

Call From: Steven Hinson

On Sunday 11th February I talked to Mr. John Madden about his involvement with Maj. Jack Barker in Lamson 719 when Maj. Barkers Helicopter went down. We carried on the conversation from that point. Below are comments made from Mr. Madden

- Mission to cut off the HoChe men Trail to stop supplies from moving.
- Mr. Madden was not in Maj. Barkers Company. Matter of fact Mr. Madden Could not remember Maj. Barker's name until Al Fishers article came out.
- Mr. Madden did not agree with Mr. Fishers reasoning why he did not go with Maj. Barker. He said when you take an oath you have no choice.
- He said that Maj. Barker came to them to ask for Volunteers to go out with him again. He didn't order anyone to go that it was strictly voluntary. That he has been turned down by others. John Madden and others agreed to go with Maj. Barker. His last recall with Maj. Barker was in his plane talking to him about the mission. Mr. Madden stated that Maj. Barker was the most professional man that he has met and didn't order any one to go. Mr. Madden said that Maj. Barker didn't have to go but there was more to pick up. That Maj. Barker was a True Hero and Gentleman.
- Mr. Madden's story is as follows: Maj. Barker obtained three Helicopters from C Company plus his own. They left with Maj. Barker in lead. Made one pick up and returned to pick up more ARVN. Maj. Barker was ahead of him on the second trip. At a distance he saw smoke and flames from Maj. Barker's Helicopter, as Mr. Madden flew over to pick up his load and left quick he could not spot and significant wreckage. He also agreed with the RPG hitting the fuel cells. His belief that Maj. Barker had already picked up his load and was leaving when he was hit. Mr. Madden said that their helicopters were hit so bad they had to return to their company to get different aircraft.
- Mr. Madden said that he has articles about Lamson 719 that was written in 1974, and had some other stuff that he would send me.
- Mr. Madden also gave me the address for the VHPA. 949 University Ave, suite 210, Sacramento California 95825 phone: 1-800-505-VHPA.

He also will contact me on any other information. I will generate another report as I talk other person involved.

Steven Hinson
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11 February 1997