

REFNO; 1962-0-01 NAME; LAGERWALL HARRY ROY

JCD DATE BLK COMMENTS

A001 10 JUN 75 01 (U) ON 21 DECEMBER 1972 CAPT HARRY R. LAGERWALL, PILOT, CAPT STANLEY N. KROBOTH, CO-PILOT, CAPT THOMAS T. HART III, NAVIGATOR, TSGT JAMES R. FULLER, FLIGHT ENGINEER, 1LT DELMA E. DICKENS, INFRA-RED SENSOR OPERATOR, MAJ PAUL M. MEDER, INFRA-RED SENSOR OPERATOR, 2LT GEORGE D. MACDONALD, TV SENSOR OPERATOR, TSGT JOHN Q. WINNINGHAM, ILLUMINATION OPERATOR, SGT CARL E. STEVENS, ILLUMINATION OPERATOR, CAPT ROBERT L. LILES JR., FIRE CONTROLLER, TSGT RICHARD M. WILLIAMS, GUNNER, A1C ROLLIE K. REAID, GUNNER, AND MAJ FRANCIS A. WALSH JR., ADDITIONAL CREWMEMBER, AND CAPT JOEL R. BIRCH, EWO OPERATOR, AND SGT ROBERT T. ELLIOTT, AND A1C CHARLES F. FENTER, GUNNERS, WERE ONBOARD AN AC130, (#56-0490, CALL SIGN SPECTRE 17).

A001 10 JUN 75 02 WHILE ENGAGING A GROUND TARGET, ON AN ARMED RECONNAISSANCE MISSION IN LAOS, SPECTRE 17 WAS HIT IN THE LEFT WING, CAUSING FUEL TO LEAK INTO THE CARGO COMPARTMENT AND THE LOSS OF THE UTILITY HYDRAULIC SYSTEM. SPECTRE 17 DECLARED AN EMERGENCY AND STARTED TO RETURN TO BASE. ANOTHER AC130, SPECTRE 07, OUTBOUND ON A SIMILAR MISSION, WAS DIVERTED TO PROVIDE FLAK ESCORT FOR SPECTRE 17. ON THE WAY TO JOIN SPECTRE 17, THE CREW OF SPECTRE 07, (AT 1915 HOURS), SAW A BRIGHT FIREBALL WHICH PLUNGED TO THE GROUND.

A001 10 JUN 75 03 THE FIREBALL WAS DETERMINED TO BE SPECTRE 17. WHEN SPECTRE 07 REACHED THE AREA OF THE CRASH SITE THEY MADE CONTACT BY RADIO WITH TWO SURVIVORS; SGT CARL E. STEVENS AND TSGT RICHARD M. WILLIAMS. THESE TWO MEN WERE RESCUED LATER THE SAME NIGHT. NO OTHER CONTACTS WERE MADE THAT NIGHT. (REF 1)

A001 10 JUN 75 04 (U) ON 22 DECEMBER 1972 A ROYAL LAOTIAN ARMY BATTALION WAS SENT INTO THE AREA AND CONDUCTED SEARCH AND RECOVERY OPERATIONS. THEY WERE ABLE TO RECOVER PART OF THE REMAINS OF ONE CREWMAN, CAPT JOEL R. BIRCH. (BASED ON THIS RECOVERY, CAPT BIRCH WAS LISTED AS KILLED IN ACTION BY THE AIR FORCE.) (REF 1)

A001 10 JUN 75 05 (U) STATEMENTS MADE BY SGT STEVENS AND TSGT WILLIAMS INDICATED THAT ALL CREWMEN WERE AWARE THAT THE SITUATION WAS EXTREMELY SERIOUS, AND FIVE CREWMEN GATHERED AT THE REAR EXIT RAMP. THEN A VIOLENT EXPLOSION OCCURRED ONBOARD, FOLLOWED BY THE SEPARATION OF THE LEFT WING. THIS CAUSED THE AC130 TO FALL INTO A HARD LEFT BANK AND FILLED THE AIRCRAFT WITH FLAMES. SGT WILLIAMS EXITED THE AIRCRAFT PRIOR TO THE EXPLOSION. SGT STEVENS STATED THAT WHEN THE AIRCRAFT STARTED SPIRALLING, THE OTHER CREWMEN AROUND THE REAR RAMP FELL FORWARD TOWARD THE FRONT OF THE AIRCRAFT AND THE FIRE.

A001 10 JUN 75 06 SGT STEVENS STATED THAT HE WAS ABLE TO HOLD ONTO THE EDGE OF THE RAMP OPENING AND WAS ATTEMPTING TO PULL HIMSELF OUT WHEN THE AIRCRAFT EXPLODED AND HE WAS BLOWN OUT. (REF 1 & 2)

A001 10 JUN 75 07 (C) ON 2 JANUARY 1973 A MACV CRASH SITE INVESTIGATION TEAM WAS ALLOWED TO FLY OVER THE CRASH SITE, (VICINITY OF GRID COORDINATES (GC) XC 087 086), AT 3000 FEET. THEY REPORTED THAT THE AIRCRAFT HAD BURNED TO ASHES, AND LITTLE WORTHWHILE DEBRIS COULD BE SEEN. (REF 3)

A001 10 JUN 75 08 (C) A FORMER PATHET LAO SENIOR OFFICER, WHILE AT HIS BATTALION HEADQUARTER, (VICINITY (GC) XC 084 123), ON THE NIGHT OF THE INCIDENT HEARD A LOW-FLYING AIRCRAFT EXPLODE IN FLIGHT AND THEN EXPLODE AGAIN ON IMPACT WITH THE GROUND. A SQUAD FROM HIS BATTALION WENT TO THE CRASH SITE TO INVESTIGATE. NO SURVIVORS WERE FOUND, BUT FIVE PARACHUTES WERE FOUND WITH CANOPIES DEPLOYED, TWO OF WHICH WERE CHARRED. THE NEXT MORNING, BEFORE THE ARRIVAL OF THE ROYAL LAOTIAN ARMY, THE PATHET LAO MADE ANOTHER SEARCH OF THE AREA. PORTIONS OF CHARRED