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DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY VIETNAM
APO SAN FRANCISCO 96375

AVHAG-C

16 July 1968

SUBJECT: Missing Persons (U)

Chief, Casualty Division
Office of The Adjutant General
ATTN: AGPC-M
Department of the Army
Washington, D.C. 20315

Missing personnel status worksheet pertaining to the individuals listed below is inclosed in compliance with your unclassified message DTC 282030Z Jun 68:

1LT Goff, Kenneth B. Jr.
1LT Schell, Richard J.
SP4 Allard, Richard M.
SP4 Moltzman, Ronald G.

05 237 295 —
05 329 575 —
US 55 893 744
US 52 662 162

FOR THE COMMANDER:

1 Incl
as

CF:
USMACV J2
USARV G2

R. E. McEvily
R. E. MC EVILY
LTC, AGC
Asst Adjutant General

Approved to continue the above named personnel a missing status.

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MISSING PERSONNEL STATUS WORKSHEET

NAME:		DATE PREPARED:
SEE REMARKS		16 July 1968
GRADE:	SN:	UNIT:

1. Circumstances of Initial Missing Status:

On 24 Aug 67, Allard, Schell, Goff, and Holtzman were on a routine liaison flight from Poley Kleng to Poley Kleng when aircraft (UH1H) which they were in crashed into a river. The river was being used as a guideline between these two points. It is believed, as mentioned in statements of the board, that aircraft was forced down by extreme down draft. Five persons, out of nine aboard, survived the crash and were rescued. *

* Notes 4 persons survived. Lt Wall's remains recovered.

MSR 3 Nov 7

2. Last Status Reported Through Casualty Channels:

The Board of Officers convened at Headquarters, 52d Combat Aviation Battalion (Camp Halloway) on 29 Aug 67.

3. Intelligence Channels Reports:

Negative results, as of 16 Jul 68.

4. Actions Taken to Determine Subject's Status:

Several searches have been made to find and recover the aircraft and all attempts have been futile. The river current is extremely swift and depth at point where aircraft believed to have finally rested is over ten feet. No remains were ever recovered, and no remains believed to be these individuals are presently at the RVN Mortuaries.

5. Comments Furnished by Intelligence Sources (USMACV J2): (USARV G2):

No further results, as of 16 Jul 68.

6. Discussion:

Inasmuch as no remains of these individuals or pieces of the aircraft were recovered it is possible that they could have survived.

7. Conclusion(s):

There is no conclusive evidence of death or detention of these individuals.

8. Recommendation(s):

That personnel listed below be continued in a missing status.

1. ADLARD, Richard M., SP4, US55893744, 119th Avn Co.
2. SCHELL, Richard J., 1LT, 05329575, HHC, 4th Inf Div.
3. GOFF, Kenneth B. Jr., 1LT, 05237295, 4th Repl Bn, 4th Inf Div.
4. HOLTZMAN, Ronald G., SP4, US52662162, 119th Avn Co.

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(Security Classification)

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLAS

TYPE MSG

BOOK

MULTI

SINGLE

M

PRECEDENCE

ACTION

PRIORITY

INFO

PRIORITY

DTG

FROM: CHIEF CASUALTY DIV TAGO WASH DC

SPECIAL INSTRUCT

TO: CG USARV LBN RVN

INFO: CINCUSARPAC

COMUSMACV

UNCLAS

EFTO FOUO

From AGPC-M

Protective Marking Automatically Removed IAW Para 19B(2)
AR 360-5

1. Status following named pers continued as missing as recom
by proceedings Board Off:

SP-4 Richard N Allard, US 55 893 744; 1st Lt Richard J
Schell, 05 329 575; 2d Lt Kenneth E. Goff Jr, 05 237 295; SP-4
Ronald L Holtzman, US 52 662 162; 1st Lt David C Hall, 05 421 437;
SP-4 Louis C Muser II, US 51 976 900; SP-5 Richard L Scaduto, RA 13
830 690; SP-4 Joseph L Whitaker, Jr., RA 19 883 159; 1st Lt Sharel
E Bales, 05 419 250; SP-4 Peter S Martinez, RA 16 840 219.

2. Req B/O proceedings be expedited on following missing pers:
SSG Leo E Seymour, RA 13 789 193; SFC Robert J Sullivan, RA 12 445
286; SFC Samuel Almendariz, RA 18 412 703, SSG Carroll E Flora, RA
13 664 724. Letters to NOK delayed pending receipt of board rept.

DATE	TIME
26	
MONTH	YEAR
OCT	1967
PAGE NO.	NO. OF PAGES
1	

D R A F T	TYPED NAME AND TITLE M. E. Rowles	PHONE 77948	R E L E A S E R	SIGNATURE <i>M. E. Rowles</i>
	TYPED (for message) NAME AND TITLE M. E. Rowles, Major, AGC			
SECURITY CLASSIFICATION UNCLAS			REGRADING INSTRUCTIONS	

DD FORM 173
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH WILL BE USED.

(127)

23 OCTOBER 1967

THE REPORT OF THE BOARD OF OFFICER PROCEEDINGS PERTAINING
TO THE MISSING STATUS IN VIETNAM OF THE FOLLOWING NAMED PERSONNEL
IS FILED, AT THIS TIME, IN THE SAFE IN MISSING PERSONS UNIT

MISSING 24 August 1967

ALLARD, RICHARD M. SP4

SCHELL, RICHARD J.

GOFF, KENNETH B., JR.

HOLTZMAN, RONALD L.

MISSING 29 AUGUST 1967

HALL, DAVID C.

MUSER, LOUIS C. II

SCADUTO, RICHARD L.

WHITAKER, JOSEPH L., JR.

BALES, SHAREL E.

MARTINEZ, PETER S.

*Cross Reference
Sheet*

CONFIDENTIAL

AVHAG-C (6 Sep 67)

2d Ind

SUBJECT: Missing Persons Board Findings

Headquarters, United States Army Vietnam, APO San Francisco 96375 29 Sep 67

TO: Chief, Casualty Division, TAGO, DA, Washington, D. C. 20315

1. The findings and recommendation of the Board are approved.
2. Statement by Miss Cynthia Colburn, American Red Cross Worker, 4th Infantry Division was not obtained as she is no longer assigned in Vietnam.
3. Standard Form 603 pertaining to 2LT Goff is attached as Incl 10. SF 88, 89 and 603 pertaining to 1LT Schell and SF 88 and 89 pertaining to 2LT Goff could not be located in this command; if forms are located, copies will be forwarded to your office.

FOR THE COMMANDER:

10 Incl
Added 1 Incl
10. as

Copy furnished: (less incl 10)
USMACV J2
USARV G2

William E. Jenkins
WILLIAM E. JENKINS
Lt Colonel, AGC
Asst Adjutant General

*Board on
Goff, Kenneth D.
Schell, Richard J.*

*4 Oct 67
Approved to carry
1Lt Schell + 2Lt Goff
AI missing
John D. Gadd
JOHN D. GADD
LTC, AGC
Chief, Casualty Division, TAGO*

~~REGRADED UNCLASSIFIED WHEN
SEPARATED FROM CLASSIFIED ENCLOSURE~~

~~CONFIDENTIAL~~

Unclas

(129)

REPRODUCED AT GOVERNMENT EXPENSE

AVDDH-AGP

1st Ind

~~CONFIDENTIAL~~

SUBJECT: Missing Persons Board Findings

HEADQUARTERS 4TH INFANTRY DIVISION APO 96262 21 September 1967

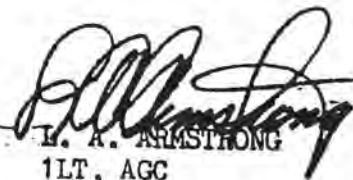
TO: Commanding General, United States Army, ATTN: AVHAG-C, APO 96375

1. Attached is the findings of a board of inquiry pertaining to the status of 1Lt Richard J. Schell and 2Lt Kenneth B. Goff Jr.

2. Recommend approval.

FOR THE COMMANDER:

10 Incl
as


L. A. ARMSTRONG
1LT, AGC
Asst AG

R

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CONFIDENTIAL

HEADQUARTERS
4TH INFANTRY DIVISION
APO San Francisco 96262

6 September 1967

SUBJECT: Missing Persons Board Findings

TO: Commanding General
4th Infantry Division
ATTN: AVDDH-AGP

1. A board of inquiry, as specified in SO's 242 and 248, this HQ CS (Incl 1), pertaining to the status of 1Lt Richard J. Schell and 2 Lt Kenneth B. Goff Jr was convened on 3 and 6 September 1967. The results are submitted herewith.

2. On 3 September 1967 at 1300, the board, all members present, convened and determined that there was insufficient evidence at hand to conduct effective deliberations. The board was adjourned at 1330, and reconvened on 6 September 1967, all members again present. WO1 Richard W. Morrison, W3154058, was present as a witness (Incl 2). The board proceedings were terminated at 1400.

3. Having considered the evidence available (Incl 2-9), the board unanimously agreed that there was not sufficient evidence to sustain a determination of death; nor was there credible information indicating direct hostile action.

4. Therefore, it is recommended that the status of 1Lt Richard J. Schell, 05329575, and 2Lt Kenneth B. Goff Jr, 05237295, be continued as missing not as a result of hostile action.

Charles F. Holl
CHARLES F. HOLL
Captain, Infantry
Member

ARE Sildam
ARE SILDAM
Major, Infantry
President

Wilburn C. Hall Jr
WILBURN C. HALL JR
Captain, MI
Recorder

Regrade ~~when~~ when
Separated from Classified
Inclosures

CONFIDENTIAL

2 miss

(131)

~~CONFIDENTIAL~~

6 September 1967

Missing Persons Board Findings (Cont'd)

9 Incl

1. SO 242 dtd 30 Aug 67
SO 248 dtd 5 Sep 67
2. Interview Narrative
3. Pilot's Statement
4. Co-Pilot's Statement
5. Air Rescue Pilot's Statement
6. SGM Alt's Statement
7. Opns Officer's Statement
8. Ground Search After-action Rpt
9. Det 9, 38 ARS Mission Narrative

Regraded Unclassified when
Detached from Classified Inclosure

~~CONFIDENTIAL~~

in neta

6 September 1967

TESTIMONY OF WO-1 RICHARD W MORRISON, W3154058

QUESTION (MAJ Sildam): Did you know who spoke to you over the intercom and said that they saw something on the ground?

ANSWER (WO-1 Morrison): One of the passengers had a headset on and was probably the one who talked to me. I believe it was Lt. Schell.

QUESTION (CPT Hall): Do you think the rear bulkhead collapsed?

ANSWER (WO-1 Morrison): I don't think my rotor touched the water first, so I don't believe the transmission failed; therefore, the bulkhead probably didn't collapse.

QUESTION (MAJ Sildam): Were the passengers buckled into their seats at the time of the crash?

ANSWER (WO-1 Morrison): I think the men were, but the girl got up occasionally and took pictures so I don't think she was.

QUESTION (CPT Hall): Were Lts. Goff and Schell encumbered in any way?

ANSWER (WO-1 Morrison): They both had on standard web gear. I believe that Lt. Goff was holding his weapon but that Lt. Schell had laid his down.

QUESTION (MAJ Sildam): Was there a case of C-rations aboard and also, was there a waterproof bag aboard?

ANSWER (WO-1 Morrison): Yes, the case of C-rations was beneath one of the door gunner's seats and the waterproof bag was in the heater compartment.

QUESTION (MAJ Sildam): Definitely was the aircraft shot down?

ANSWER (WO-1 Morrison): No!

A certified true copy.

Wilburn C. Hall Jr.
WILBURN C HALL JR
CPT MI
Recorder

Incl 2

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HEADQUARTERS
4TH INFANTRY DIVISION
APO San Francisco 96262

SPECIAL ORDERS
NUMBER 248

5 September 1967

1. TC 370. Fol orders AMENDED

SMO: Para 13 SO 242 this HQ CS

Pert to: Board of Inquiry for missing persons

As reads: HALL, RAYMOND L 05315091 CPT INF HHC 4th Inf Div (Recorder w/vote)

IATR: HALL, WILBURN C JR OF102720 CPT MI 4th MI Det (Recorder w/vote)

FOR THE COMMANDER:

OFFICIAL

L. A. Armstrong
L. A. ARMSTRONG
1LT, AGC
Asst AG

CHARLES A. JACKSON
Colonel, GS
Chief of Staff

DISTRIBUTION

N

5-ea indiv para

5-PSD-C

15-CO, HHC 4th Inf Div

2-PSD-R (Indiv 201 file)

1-Record Set

80 240

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S T A T E M E N T


4 SEP 67

On 24 AUG 67 I was notified at 1645 that an aircraft (#526) had crashed in the river west of Kontum and that four (4) survivors had been picked up with five (5) still missing. I then organized and participated in the aerial search for the downed helicopter and its survivors. The search was begun at 1830, after the weather cleared, and was conducted with two (2) UH1H's and two (2) UH1C's. The search continued until 2130 when it was discontinued due to weather. We covered an area along the river from ZA 110899 to ZA 060750. We scrutinized the river, the rock outcroppings therein and the banks. No trace of the survivors was detected; no crash debris or oil slick was seen. The search was resumed at 0630 on 25 AUG 67. The weather was poor with 50' ceilings. The search force consisted of two (2) UH1H's and two (2) UH1C's. We searched the river from ZA 080839 to ZA 047730. We detected what appeared to be a rotor blade at ZA 059750 below the falls. We also detected and attempted to retrieve a waterproof bag tied at the top, a towel and two (2) pairs of sandals in the vicinity of ZA 087825 approximately 800 meters below the supposed crash site. These items were subsequently retrieved by Navy divers and found to be unmarked. The helicopters hovered directly above the river so that the rotor wash would blow the foliage back and reveal the banks. The search was ended after about 9 hrs at 1500.

STATEMENT CONT'D

Page 2

On 26 AUG 67 we returned at 1530 to the crash site with one (1) UH1H and searched for approximately 30 minutes without result. On 2 SEP 67 we were notified that a body (unidentified) had been retrieved from the river at ZA 020737 at approximately 1500 that day. According to the intensity of our search and the prevailing conditions, it is my opinion that the chances of survival for the remaining passengers and crew members are very slight.


Roy S. Ellington
CPT INF
Ops Of, 119 AHC

Incl 7

(135)

S T A T E M E N T

4 SEP 67

On 24 AUG 67, while flying a G-2 liaison mission, at approximately 1515 hours, I was flying left seat as Aircraft Commander in aircraft #66-16526. We had just departed the Special Forces Camp, Polei Kleng. We had five (5) passengers aboard plus a crew of four (4). We had approximately 1100 to 1200 lbs of fuel, a gross of approximately 8,500 lbs. We proceeded low-leveling out of Polei Kleng along the road that heads approximately 090 to the river, made a ^{Right RWM} ~~left~~ turn just before the river and proceeded down river (Dak Bla) toward Plei Morong. The weather was beautiful out. I believe the ceiling was somewhere around 2000' absolute with very little rain showers. There was some wind blowing through the river with some up drafts and down drafts. We came over one hill and down when one of my pax said he saw four individuals along the river bank on the east side. I went down the river a little further, made a left turn and proceeded back up the river at an altitude of about 50 ft above the water and went past the spot where the individuals were seen, climbed to altitude of approximately 250 ft above the water over a ridge line, did a sharp left turn, lowered collective and dove down towards the river. While attempting to pull out of the dive with power and aft cyclic, the aircraft apparently caught a down draft and did not recover and crashed into the river. After hitting the water, I found myself at the bottom of the

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STATEMENT(CONT)

PAGE 2

river and I was caught on something that was holding my shirt and my armoured plate. Just as I was taking these off a large portion of the helicopter fell on top of me. This I pushed out of the way without too much trouble and I swam to the top. My door gunner Sp/4 Holtzman was located approximately 2-5 feet a little farther up stream from me. The girl was about 15-20 feet farther upstream floating on a piece of wreckage. I grabbed Sp/4 Holtzman by the hand to help him because he said he could not swim. At the time I believe he had on a flight jacket, armour plate, and flak jacket. I was trying to hold up Holtzman by his arm and myself and try to swim to the bank of the river. While attempting to pull Holtzman to the bank he pulled me under the water a couple of times. I decided at the time I was holding him the wrong way. I let go of him to get a different and better hold on him. While trying to do this, because of the speed of the river, we drifted apart. At this time I was getting very exhausted. I was approximately 25-50 feet from the bank and I was having trouble swimming because ^{I was RUM} tired. This portion of the bank where I was located had branches overhanging in the river. I grabbed one of these as I floated by and just held on not moving because of how tired I was. I sat there for approx 10-15 minutes. A couple of FAC's showed up making a normal area check. I climbed higher in the bushes over hanging in the water. I stood up on the bushes, took off my T-Shirt and started waving it at them.

Page 2

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STATEMENT(CONT)

PAGE 3

LATER RUN

One of them finally saw me, about 20 minutes ~~after~~ the rescue aircraft showed up. I was picked up in the bushes the aircraft lowered a line while hovering over the trees. After I was picked up I was asked how many people were on board. I said nine. We started searching up and down the river looking for more. The girl was the only one my helicopter found. We were then flown to Kontum.

Richard W. Morrison
RICHARD W. MORRISON
WO1 WJ154050
119th Aslt Hel Co, APO - 96318

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S T A T E M E N T

4 September 1967

I was the pilot on the primary rescue HH-43F helicopter for the crash of the 4th Inf Div G2 Liaison helicopter on 24 Aug 67. My aircraft made the pickup of the co-pilot and the Sgt Major, who were aboard the crash. The other HH-43F picked up the pilot and the Red Cross girl, but their fuel was low so they had to take-off from the area and go to Kontum for fuel and medical aid. I had sufficient fuel so elected to continue searching for other possible survivors. I made a close search of the river for another 50 minutes, searching from ZA 0883 down to ZA 0775. Careful attention was paid to the shores and each small rock island in the river. Where the river formed separate channels, I searched each. During the search, we spotted three small pieces of helicopter wreckage and a case of C-rations, but saw nothing of any survivors, their clothing or personal equipment. I estimate that we achieved about 100% search coverage of this area. We would have seen and picked up anyone if they had made shore or even gotten hold of one of the small islands. In my opinion, chances of survival of the remaining personnel are slim.

Keith H Ricks

KEITH H. RICKS, Captain, USAF
Det 9, 38th ARRSq
Rescue Crew Commander

Incl 5

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HEADQUARTERS
4TH INFANTRY DIVISION
APO San Francisco 96262

SPECIAL ORDERS
NUMBER 242

30 August 1967

EXTRACT

13. TC 351. Fol Bd is apt subj to call of the pres thereof and will consist of mbr in position indic.

Name: Board of Inquiry for missing persons

Mbr: SILDAM, ARE 05301916 MAJ INF HHC 4th Inf Div (Pres)

HOLL, CHARLES F 01935955 CPT INF HHC 4th Inf Div (Mbr)

HALL, RAYMOND L 05315091 CPT INF HHC 4th Inf Div (Recorder w/vote)

Eff date: 3 Sep 67

Pd: Approx 7 days

Purpose: To determine all facts and circumstances concerning the missing status of 1LT Richard J. Schell and 2LT Kenneth B. Goff Jr. The bd will then make further recommendations to CG, 4th Inf Div.

Auth: Para 3-29, AR 600-10 and Para 5-b, USARV Reg 600-1

Sp Instr: Bd wb governed under the provisions of AR 15-6 and Para 3-29 AR 600-10. Recommendation of the bd wb submitted to CG, 4th Inf Div
ATTN: AVDDH-AGP, NLT 10 Sep 67.

FOR THE COMMANDER:

OFFICIAL:

CHARLES A. JACKSON
Colonel, GS
Chief of Staff

L. A. Armstrong
L. A. ARMSTRONG
1LT, AGC
Asst AG

DISTRIBUTION:

N

5-ea indiv para

5-PSD-4

15-CO, HHC 4th Inf Div

2-PSD-R (Indiv 201 file)

1-Record Set

Incl 1

SO 242

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STATEMENT

30 August 1967

At approximately 1515 hours, 24 August 1967, Warrent Officer Morrison took over the controls on departure from Polei Kleng enroute to Plei Mrong. The route was to be traveled at low level even though there was sufficient ceiling for obtaining a normal high level flight path. I had requested the low level route because I wanted to become more familiar with low level navigation in this area.

We proceeded down the river, south at low level, approximately thirty feet off the water. Morrison explained to me that this route could be followed in inclement weather. He further explained that there was a certain point on the river where you could take a due East heading and intercept Plei Mrong.

As we proceeded down the river, the crewchief Allard exclaimed had had seen several black pajama suited figures with weapons on the East bank. Warrent Officer Morrison queried the crew seeking advice on whether it would be possible to spot the suspected insurgents. The reply was unanimous to go around again and come down the river following the same path. A 180 degree turn to the left was initiated and flying above the East bank upstream, another turn for a run downstream was executed. Warrent Officer Morrison continued low level flight until forced to climb above a ridge running East to West into the river. Morrison started a deceleration and a left turn and as we started to let down again for our low level downstream run, I felt a down draft and changed my attention from looking across panel at the East river bank to the instruments. Before impact, I believe the air speed was somewhere between sixty and eighty knots and the RPM was deteriorating to near 6200 RPM's. The impact sent me through the front of the cockpit where I descended to the river bottom.

After taking off my AHP-6 and armored chest protector, I kicked to the surface. I was at least twenty-three (23) yards further downstream than SGM Alt, Miss Colburn and Warrent Officer Morrison. I could not distinguish any other figures as I was floating downstream rapidly clinging to the sinking tail boom. I caught up to SGM Alt who was clinging midstream to some rocks and bushes. After he and I took off our boots, Miss Colburn floated by near the East shore. I told her we would try and catch up with her later.

SGM Alt and myself sharing a packed waterproof bag continued downstream to a rocky outcropping. SGM Alt started a fire on shore which attracted the FAC L-19's to our location. The Air Force Kaman Husky picked us up approximately thirty minutes later and transported us to kontum.

A certified true copy.

Wilton C Hall Jr
WILBURN C HALL JR
CPT MI
Recorder

BRAYTON WITHERELL II
W3154107, WO-1

Incl 4

(41)

STATEMENT

27 August 1967

On 24 August 1967 o/a 0900 hrs, I, John R. Alt, SGM, RA43035473, HHC, 4th Inf Div, duty with G2 Section, departed Hensel Field, Camp Enari, with 1LT Richard J. Schell, 05329575, HHC 4th Inf Div, duty G2 Section, and the following passengers: 1LT Sterling A. Wall, OF106034, Co B USSF; 1LT Kenneth B. Goff, Jr., 05237295, 3/8 Inf, 4th Inf Div; and Miss Cynthia Colburn, American Red Cross, 4th Inf Div.

The mission was a daily routine type intelligence collection and distribution mission operated by the ACoFS G2, 4th Inf Div. Stops were made at the following units or location which may not be in proper order or complete in number: Co B USSF, Pleiku; Plei Do Lim; Plei Djereng; Plei Me; Dak To Polei Kleng; HQ, 173d AB; and Kontum.

The last stop prior to the crash, I believe, was Polei Kleng, departing there shortly before 1500 hours starting our return trip to Camp Enari, 4th Inf Div. On the return trip we came to a river and flew down stream at about 15 to 25 feet above the water, leaving the river only once or twice where it narrowed or turned sharply only to come back to the river. At one point while flying low over the river the pilot, WO Morris, made a high sharp left turn coming back around again passing low over the river in the area just passed. After flying over the same area, the ship was again turned back to cover the same area again. During the flight only the crew and Lt Schell had headsets and the only reason I could think of for the extra passes was that something or someone had been seen in this area. It was on this third and last pass coming back in over the river from the left side headed down stream at a speed of about 50 to 70 Mph that the ship was not pulled up in time. The ship made contact with the water at a sharp angle; it entered the water nose first and did not skip or bounce along the water but came to almost a complete stop on impact. The left side of the ship seemed to make contact with the water first. After impact was over I released my seat belt and came out of the right side of the ship. I thought the river was not very deep and the ship was resting on the bottom of the river. I found a waterproof bag floating next to me which I secured. I heard someone up stream from me call for help and that he couldn't swim. ~~It was a man's voice and he only called one time that I heard and I could not locate him.~~ At this time the ship completely sank and I was carried away by the very strong current. It is my belief that the man I heard call for help was the right door gunner.

I was carried down stream by the swift water. I tried to work my way to the bank with no success. I still had the waterproof bag at this time but had lost my M-16 and webbing. The current had carried me near the left bank when I saw a small tree sticking out of the water which I was able to grab and hang on to by wrapping my legs around it. While hanging on to the tree and resting, I heard someone crying for help; he said I can't make it as my

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back is hurt. Holding the waterproof bag and the tree in one hand, I reached out as far as I could and told the man needing help to do the same as the current was bringing him towards my position. I was able to get his hand and pull him to the tree with me. The man was WO Witherell and I told him we would rest and get our boots off before we made another try for the bank. Mr. Witherell said at this time that he couldn't make it by himself. I told him with the help of the waterproof bag we would make it together. While resting at this point Miss Colburn came floating past about 25 feet away. She did not call for help and when asked if she was OK she did not indicate having much trouble at this time. Mr. Witherell called to her and told her to get to the bank as soon as she could and we would be down shortly.

By this time we had taken off our boots and hung them around our necks. the waterproof bag was still in good shape so we made another try for the left bank but were swept to the right side of the river by the current. I told Mr. Witherell that we should take any side of the river that the good Lord would let us have. I told him the waterproof bag was going down and I couldn't make it with him without the help of the bag. At this time we were washed over a large rock and fell a few feet into the pool below. When we came up the current wasn't so strong at this spot and Mr. Witherell made it to a large rock in the river. The current carried me closer to the bank which I made with a little effort.

Mr. Witherell from the rock called and said he was going to lie down and not to worry about him he was OK now. The time was about 1600 hours and I opened the lifesaving waterproof bag to see what help the contents might give. The only items I thought that might be of later value were the bag, a white towel, and shower shoes. The shower shoes might help take the place of my boots I lost when we went over the big rock. The items of no real value that would float I tossed into the river in hope it might aid in finding us in some way. I then started to dry my lighter and get some dry grass to start a fire. I had been working on the bank for about one half hour when I heard aircraft up stream. I started my fire and fanned it with the white towel and we were spotted by one of the aircraft. A short time later the AF Air/sea Rescue craft was above us dropping a line to Mr. Witherell, then to me. Aboard the rescue ship I asked if they had found the rest of our people and the crewchief said: "what rest?" and "how many were there." I told him there were 8 and then I corrected this figure to 9 a short time later. At this point I asked the crewchief if they found the girl and I felt he thought I was out of my head. A short time later I saw a chopper making a pickup on the river and I was told it was Miss Colburn. We continued looking downstream for some time. There was a storm moving in so we were flown to Kontum, given emergency treatment, then taken to the 18th Surg Hospital in Pleiku.

The seating of the passengers was in a line facing forward as follows from right to left of the craft: Alt, Goff, Schell, Colburn and Wall. I had my safety belt fastened at all times till after the crash. After the

crash I did not see the following personnel: Lt Schell, Lt Goff, Lt Wall, doorgunner and crewchief.

In conclusion I add the following unprofessional opinion relating to the weather and cause of the accident. At the time of the crash o/a 1500 hours 24 Aug 67, the weather was clear with visibility to 5 to 15 miles. I feel that the aircraft was operating properly at all times prior to impact. It may be possible with more mature judgement and less pilot error this accident could have been prevented.

/s/John R. Alt
JOHN R. ALT
SGM E-9, RA43035473

A certified true copy.

Wilburn C. Hall Jr.
WILBURN C HALL JR.
CPT MI
Recorder

Incl 6

CONFIDENTIAL

FROM: Det 9, 38th AMRSq(30-90PS/4184)

26 August 1967

SUBJECT: Mission Narrative, 9-38-18 - 24 Aug 67 (U)

TO: 3rd ABRGp (RORC)

1. (C) (Gp-4) Det 9 was notified by II DASG at 0825Z that an Army UH-1 helicopter had crashed 335 degrees at 22 miles from Pleiku Air Base. A FAC O-1E "Elliot 10" was at the site and reported that three survivors were in need of assistance. JSARC was notified while Pedro 56 prepared to scramble.

2. (C) (Gp-4) Pedro 56 launched at 0830Z when it was ascertained that two A1E fighters were being scrambled for "rescort". Pedro 74 was on a training mission and joined Pedro 56 at 0830Z.

3. (C) (Gp-4) While enroute, Elliot 10 reported that the helicopter had crashed in a very swift river. Throughout the operation Elliot 10 did an excellent job of coordinating the operations. Three survivors were in sight, several hundred yards down the river on the shore and on islands. The actual crash wreckage had sunk and was not visible, however, an oil slick was observed coming from one general area. Two of the survivors were located fairly close together, one on a small rock island in the river and the other on shore about 30 feet away. Pedro 56 approached these two in order to effect their pickup. The first man on the island was confused on how to operate the jungle penetrator, so Pedro 56 hovered right up beside him and he was pulled in by the pararescueman and flight engineer. The other man was given instructions via the loud hailer and he was hoisted up with no problem. It was necessary for Pedro 56 to hover with about 10 feet of rotor clearance from the jungle growth. Once aboard, the survivors told the helicopter crew that nine people were aboard the crash, and one was a Red Cross girl. She was last seen by one of those men swimming for the east shore several hundred yards upstream. Pedro 56 then hovered to the east shore and proceeded upstream to search for the missing girl. Meanwhile A1C Smith, the pararescueman administered immediate first aid to the two survivors aboard the helicopter.

4. (C) (Gp-4) Meanwhile, while those two were being picked up, Pedro 74 spotted another crew member several hundred yards upstream on the west shore. He was recovered by the jungle penetrator and hoist using about 50 feet of cable. Pedro 74 then proceeded downstream to search for more survivors. A few seconds later, the girl was spotted on a small rock island, apparently injured and in shock. Pedro 74's pararescueman, A2C David Ortiz was lowered on the hoist with a semi-rigid litter. She was hoisted aboard, then Airman Ortiz was recovered and Pedro 74 took off for Kontum in order to get the survivors to medical aid and to refuel the helicopter. Immediate first aid was administered to survivors enroute by Airman Ortiz.

Group 1
Downgraded at 9 years
Declassified after 12 years.

Protective markings excluded from automatic termination in accordance with AR 340-16

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5. (C) (Gp-4) Pedro 56 still had sufficient fuel, so a close search of about 5 miles of the river was made, attempting to locate other survivors. this search was continued for about 50 minutes, but turned up nothing except small pieces of wreckage. Rain storms began moving into the area, so Pedro 56's RCC, Captain Ricks, decided to depart and get their two survivors to further medical aid and join up with Pedro 74 at Kontum. Visibility was dropping lower and lower and darkness was approaching. It was necessary to fly east until intersecting the highway into Kontum, then follow the highway into the base. Visibility with the ground was maintained only by flying about 50 feet off the surface of the highway. Each time the helicopter was raised up in order to clear trees, it went IFR for a few seconds until the ground could again be spotted. This cycle continued several times until passing directly over Kontum Forward Operating Base #2, where Pedro 74 was located. Army helicopter pilots, also at this base, turned on their navigation lights to give Pedro 56 reference for landing. Landing was made and the survivors were given further medical aid.

6. (C) (Gp-4) After the survivors had been given medical aid by the Army medics, the weather had improved, so both helicopters departed Kontum and transported the survivors to the 18th Surgical Hospital at Pleiku.

7. (U) It is suggested that Army personnel in SEA be given as much training as possible on the procedures and equipment that ARRS uses. This should be given as lectures, demonstrations of equipment by ARRS personnel and by intensive coverage in Army publications. This indoctrination would insure safer recoveries of Army personnel.

8. (U) A2C Robert E. White of Det 9, was aboard Pedro 74 and took several color slide pictures of the Red Cross girl pickup. These pictures will be forwarded when developed.

9. (U) Crew members who participated:

	Pedro 56		Pedro 74
RCC	Captain Keith H. Ricks	RCC	Major Richard A. Smith
RCCP	Captain Robert L. Osborne	RCCP	Captain Francis B. Gilligan
FE	SSGT Arthur L. Wood	FE	A1C Jose G. Abara
PJ	A1C John A. Smith	PJ	A2C David B. Ortiz
		Passenger/	A2C Robert E. White
		Photographer	

RICHARD A. SMITH, Major, USAF
Commander

A certified true copy

Incl 9

Wilton C. Hall Jr.
WILBURN C HALL JR
CPT MI
Recorder

~~CONFIDENTIAL~~

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(146)

SUBJECT: AFTER ACTION REPORT H. F. KOZA, ZA081836. 25-26 AUG 67.

1. VISUAL RECON: NONE.
2. ORGANIZATION: 6 U. S. 42 INDIG
3. EQUIPMENT:

A. WEAPONS

(1) THE BASIC REQUIRED WEAPONS AND EQUIPMENT.

4. MISSION: TO SECURE AN LZ IN VICINITY OF THE CRASH SITE, RECOVER BODIES AND ANY REMAINS OF HELICOPTER.
5. TERRAIN: A. TERRAIN CONSISTED PRIMARILY OF BAMBOO AND LARGE TREES, THE TREES RANGED IN HEIGHT FROM 20 TO 75 FEET APPROX 6 TO 24 INCHES IN DIAMETER. THE SOIL IN THE AREA WAS OF A DARK BROWNISH SANDY TYPE, THE MOISTURE IN THE SOIL CAUSED IT TO HAVE A VERY SLIPPERY EFFECT, WHICH MADE IT EXTREMELY DIFFICULT TO TRAVEL OVER, GROUND OBSERVATION WAS RESTRICTED TO FROM 0 TO 40 METERS, IN PLACES. THE BAMBOO THROUGHOUT THE AREA WAS IN CLUMPS, SPACED FROM 6 INCHES TO 5 YARDS, THE TREES AND BAMBOO PROVIDED AN EXCELLENT SINGLE CANOPY IN PLACES. THE BAMBOO WAS APPROX 35 FEET HIGH. THERE WERE MANY JUNGLE VINES AND VERY THICK IN PLACES, WITH 0 GROUND VISIBILITY.
- B. RIVERS AND STREAMS: THE RIVER LOCATED AT COORD ZA081835, TO ZA081818 WAS APPROX 100 TO 200 METERS WIDE, DEPTH UNKNOWN, ORIENTED FROM NORTH TO SOUTH WITH CURRENT APPROX 20 KNOTS OF MUDDY WATER WITH MUCH DEBRIS. THE TERRAIN TRAVELED BETWEEN THE ABOVE TO COORD REVEALED MANY SMALL STREAMS, ORIENTED WEST TO EAST ALL PROVIDED LATERAL DRAINAGE FROM THE HIGHER GROUND INTO THE RIVER. THEY WERE NOT RECORDED.

C. TRAILS: NONE.

D. ROADS: NONE.

6. WEATHER: 26 AUG SLIGHT RAIN.
7. COMMUNICATIONS: THERE WERE NO DIFFICULTIES EXPERIENCED IN COMMUNICATIONS.
8. NARRATIVE: AT 251215 HF KOZA WAS INSERTED ON THEIR PRIMARY LZ LOC AT COORD ZA081835, FROM THE LZ HF MOVED SOUTH ALONG THE RIVER BANK 300 METERS TO COORD ZA086831 WHERE HF SET UP SECURITY AND SCOUTED THE RIVER, HF THEN MOVED 600 METERS ALONG THE RIVER BANK SCOUTING THE RIVER AS THEY MOVED. AT 1600 HRS HF RETURNED NORTH 600 METERS SEARCHING AND SCOUTING THE RIVER TO COORD ZA086830 AND RON AT 1800 HRS. HF FORMED A TIGHT PERIMETER AND DUG IN WITH 50 PERCENT ON ALERT AT ALL TIMES. AT APPROX 2100 HRS HF REC. 1 ROUND OF ARTILLERY FIRE APPROX

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 10-10-2001 BY 1045
WHEN CONSIDERED APPROPRIATE FOR DECLASSIFICATION IN JOINT
MILITARY OPERATIONS REPORTS AND OTHER DOCUMENTS

classified file copy

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SUBJECT: AFTER ACTION REPORT ST TEXAS ZA059751. 25-26 AUG.

1. VR: NONE
2. ORGANIZATION:
A. 2 U.S. 6 INDIG.

10 HICKCOX
11 SEABERG
01 TUNG
02 TAM
03 LOI
04 TIM
05 MINH, TRAN V
06 MINH, LY PIEU

3. EQUIPMENT:

- 1 PRC/25
2 CLAYMORES
2 M-16'S
6 SK'S
24 FRAG GRENADES
2 W/P GRENADES
1 12Ø FT. NYLON ROPES
1Ø M-14 MINES
2 COMPASSES
2 STROBE LIGHTS
8 PANNELS
8 SIG. MIRRORS
8 YELLOW SMOKE
2 BODY BAGS
8 9 FT. NYLON ROPES

4. MISSION: TO ESTABLISH AN OBSERVATION POST AT COORD
ZAG59751, AND OBSERVE RIVER FOR FLOATING CORPSE.

5. TERRAIN: TERRAIN CONSISTED OF GRASS 4 FEET HIGH ALONG THE RIVER WERE MEDIUM SIZE TREES 3Ø TO 4Ø FEET HIGH, 2 FEET IN DIAMETER. THERE WAS ALSO BAMBOO ALONG THE RIVER BANKS, 6 TO 8 FEET HIGH.

B. RIVER AND STREAMS: RIVER LOCATED AT ZA059751, 100 METERS WIDE. DEPTH UNK, FAST FLOWING MUDDY WATER, ORIENTED SW AT THIS LOC IS A WATER FALLS. SANDY BANKS RIVER NOT NAVIGABLE.

C. TRAILS: TRAIL NR 1 LOC AT COORD ZAP064746 ORIENTED E TO W 12 INCHES WIDE, HAS NOT BEEN USED FOR 3 OR 4 MONTHS. NO OVERHEAD CANOPY THERE IS TALL GRASS ON EITHER SIDE OF TRAIL AND YOUNG GRASS ON TRAIL. HARD PACKED DARK BROWN SAND TYPE SOIL.

SUBJECT: AFTER ACTION REPORT H. F. KOZA, ZA081836. 25-26 AUG 67.

1. VISUAL RECON: NONE.
2. ORGANIZATION: 6 U. S. 42 INDIG
3. EQUIPMENT:

A. WEAPONS

(1) THE BASIC REQUIRED WEAPONS AND EQUIPMENT.

4. MISSION: TO SECURE AN LZ IN VICINITY OF THE CRASH SITE, RECOVER BODIES AND ANY REMAINS OF HELICOPTER.
5. TERRAIN: A. TERRAIN CONSISTED PRIMARILY OF BAMBOO AND LARGE TREES, THE TREES RANGED IN HEIGHT FROM 20 TO 75 FEET APPROX 6 TO 24 INCHES IN DIAMETER. THE SOIL IN THE AREA WAS OF A DARK BROWNISH SANDY TYPE, THE MOISTURE IN THE SOIL CAUSED IT TO HAVE A VERY SLIPPERY EFFECT, WHICH MADE IT EXTREMELY DIFFICULT TO TRAVEL OVER, GROUND OBSERVATION WAS RESTRICTED TO FROM 0 TO 40 METERS, IN PLACES. THE BAMBOO THROUGHOUT THE AREA WAS IN CLUMPS, SPACED FROM 6 INCHES TO 5 YARDS, THE TREES AND BAMBOO PROVIDED AN EXCELLENT SINGLE CANOPY IN PLACES. THE BAMBOO WAS APPROX 35 FEET HIGH. THERE WERE MANY JUNGLE VINES AND VERY THICK IN PLACES, WITH 0 GROUND VISIBILITY.
- B. RIVERS AND STREAMS: THE RIVER LOCATED AT COORD ZA081835, TO ZA081818 WAS APPROX 100 TO 200 METERS WIDE, DEPTH UNKNOWN, ORIENTED FROM NORTH TO SOUTH WITH CURRENT APPROX 20 KNOTS OF MUDDY WATER WITH MUCH DEBRIS. THE TERRAIN TRAVELED BETWEEN THE ABOVE TO COORD REVEALED MANY SMALL STREAMS, ORIENTED WEST TO EAST ALL PROVIDED LATERAL DRAINAGE FROM THE HIGHER GROUND INTO THE RIVER. THEY WERE NOT RECORDED.

C. TRAILS: NONE.

D. ROADS: NONE.

6. WEATHER: 26 AUG SLIGHT RAIN.

7. COMMUNICATIONS: THERE WERE NO DIFFICULTIES EXPERIENCED IN COMMUNICATIONS.

8. NARRATIVE: AT 251215 HF KOZA WAS INSERTED ON THEIR PRIMARY LZ LOC AT COORD ZA081835, FROM THE LZ HF MOVED SOUTH ALONG THE RIVER BANK 300 METERS TO COORD ZA086831 WHERE HF SET UP SECURITY AND SCOUTED THE RIVER, HF THEN MOVED 600 METERS ALONG THE RIVER BANK SCOUTING THE RIVER AS THEY MOVED. AT 1600 HRS HF RETURNED NORTH 600 METERS SEARCHING AND SCOUTING THE RIVER TO COORD ZA086830 AND RON AT 1800 HRS. HF FORMED A TIGHT PERIMETER AND DUG IN WITH 50 PERCENT ON ALERT AT ALL TIMES. AT APPROX 2100 HRS HF REC-1 ROUND OF ARTILLERY FIRE APPROX 100 METERS SOUTH OF THEIR POSITION, SHORTLY AFTERWARDS THE SECOND ROUND CAME IN APPROX 150 METERS NORTH OF THEIR POSITION. THE SECOND ROUND WAS 16 SECONDS TO SPLASH, THE ROUNDS CAME FROM SE OF HF'S LOC. AT THIS TIME EVERYONE WAS PRESSED ON ALERT AND REMAINED AS QUIET AND AS STILL AS POSSIBLE. AT THIS TIME THE HF 10 ASSUMED A BRACKET HAD BEEN ESTABLISHED. THERE WERE A TOTAL OF 9 ROUNDS FIRED. THEY WERE ALL WITHIN 100 TO 150 METERS IN A PATTERN. TWO WERE DUDS THAT LANDED APPROX 50 METERS IN A PATTERN. TWO WERE DUDS THAT LANDED APPROX 50 METERS DUE WEST OF HF'S POSITION. -5 260530 EVERYONE WAS THERE WAS 100 PERCENT STAND-TO. 3 PATROLS WERE SENT OUT TO SCOUT THE AREA AND LOCATE THE 2 DUDS. AFTER SCOUT PATROLS HAD RETURNED HF MOVED SOUTH SHORTLY AFTER 0700 SEARCHING THE RIVER WITH 30 FOOT BAMBOO POLES WITH NEGATIVE RESULTS FOR 600 METERS. HF THEN CONTACTED COVEY AND COVEY INSTRUCTED 10 TO MOVE TO LZ LOC AT COORD ZA081818. THE EXFILTRATION WAS CONDUCTED IN 3 SHUTTLES COMMENCING AT 1545 TERMINATING AT 1620 WITHOUT INCIDENT.

9. AIRSTRIKES: NONE.

10. MINES: NONE.

11. ADDED INFORMATION: NONE.

12. RECOMMENDATIONS:

A. SPECIAL ITEMS OF EQUIPMENT THAT SHOULD HAVE BEEN FURNISHED.

- (1). RB-15'S
- (2). FLOATATION EQUIPMENT

A certified true copy

Wilton C. Hall Jr
WILBURN C HALL JR
CPT MI
Recorder

(149)

SUBJECT: AFTER ACTION REPORT ST TEXAS ZA059751. 25-26 AUG.

1. VR: NONE
2. ORGANIZATION:
 - A. 2 U.S. 6 INDIG.

- 10 HICKCOX
- 11 SEABERG
- 01 TUNG
- 02 TAM
- 03 LOI
- 04 TIM
- 05 MINH, TRAN V
- 06 MINH, LY PIEU
3. EQUIPMENT:
 - 1 PRC/25
 - 2 CLAYMORES
 - 2 M-16'S
 - 6 SK'S
 - 24 FRAG GRENADES
 - 2 W/P GRENADES
 - 1 120 FT. NYLON ROPES
 - 10 M-14 MINES
 - 2 COMPASSES
 - 2 STROBE LIGHTS
 - 8 PANNELS
 - 8 SIG. MIRRORS
 - 8 YELLOW SMOKE
 - 2 BODY BAGS
 - 8 9 FT. NYLON ROPES

4. MISSION: TO ESTABLISH AN OBSERVATION POST AT COORD ZA059751, AND OBSERVE RIVER FOR FLOATING CORPSE.

5. TERRAIN: TERRAIN CONSISTED OF GRASS 4 FEET HIGH ALONG THE RIVER WERE MEDIUM SIZE TREES 3/4 TO 4/5 FEET HIGH, 2 FEET IN DIAMETER. THERE WAS ALSO BAMBOO ALONG THE RIVER BANKS, 6 TO 8 FEET HIGH.

B. RIVER AND STREAMS: RIVER LOCATED AT ZA059751, 100 METERS WIDE. DEPTH UNK, FAST-FLOWING MUDDY WATER, ORIENTED SW AT THIS LOC IS A WATER FALLS. SANDY BANKS RIVER NOT NAVIGABLE.

C. TRAILS: TRAIL NR 1 LOC AT COORD ZA064746 ORIENTED E TO W 12 INCHES WIDE, HAS NOT BEEN USED FOR 3 OR 4 MONTHS. NO OVERHEAD CANOPY THERE IS TALL GRASS ON EITHER SIDE OF TRAIL AND YOUNG GRASS ON TRAIL, HARD PACKED DARK BROWN SAND TYPE SOIL.

D. ROADS: NONE

E. SOIL: SOIL WAS DARK BROWN WET SAND.

6. WEATHER: FROM 1700 TO 1900 ON THE 25TH LT. RAIN DURING THE REST OF THE NIGHT IT WAS CLEAR WITH BROKEN CLOUDS. 260000 IT STARTED TO RAIN AND CONTINUED UNTIL 1200 HRS. AFTERWARDS THE WEATHER BROKE.

7. COMMUNICATIONS: THERE WERE NO DIFFICULTIES EXPERIENCED IN COMMUNICATIONS.

8. NARRATIVE: AT 251700 ST TEXAS WAS INSERTED ON PRI LZ ZA064748, FROM THE ST MOVED WEST 200 METERS TO COORD ZA064746 WHERE THEY CAME UPON TRAIL NR 1. ST MOVED NW ON TRAIL TO COORD-ZA059749 AND RON. 260600 ST SET UP OBSERVATION POST WHERE THEY WERE EXTRACTED BY HELICOPTER.

9. AIRSTRIDES: NONE.

10. MINES: NONE.

11. ADDED INFORMATION: DURING THE TIME THE ST OBSERVED THE RIVER FROM 0600 TO 1500 NOTHING WAS SEEN ON THE RIVER.

12. RECOMMENDATIONS: NONE.

Incl 8

A certified true copy

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