

## STATEMENT

From 18 May through 20 May I commanded a search and rescue mission trying to locate missing crewmen from UH-1H #607 which had crashed vicinity YD 047273.

The wreckage had been marked when the aircraft was shot down 17 May and the crash site was easily identifiable. No sign of life or distress signal had been seen 17 May, after the aircraft had gone down.

On 18 May an attempt to extract the ground party in the vicinity of the downed aircraft was delayed due to an enemy ground attack. After the ground party evaded the enemy, it and the reinforcing party which had attempted to link up the night before were extracted. They were interrogated about the crash and all stated that they had not seen or heard any sounds from the aircraft crew.

The decision was made to suppress and destroy the enemy positions and use air cav to recon the area then insert a larger ground party. The search was intensified when an emergency signal was received on 243.0MC. ★ The Airforce FAC was requested to home on the signal and locate its source. It was found to come from 2 different locations, 5 and 10 Km west, near the Laotian border. This was regarded as a decoy signal and disregarded.

After destroying the enemy bunkers the ground party was inserted and moved 500 meters in two hours to the crash site. At the crash site they located the crewchief who had a broken leg. The ground party then requested extraction by ladder as a fire set during the destruction of the bunker was rapidly approaching the crash site. During this extraction one of the aircraft crewmen located another crewman 300 meters south of the crash site; he was also extracted.

Further ground efforts were terminated however the air cav continued their search along the E & E route, rendezvous points and in a circular 3 Km pattern. Intermittent "beeper" signals were received but no voice communications were established and their source could not be located.

All day search efforts were conducted on the 19th and 20th. The only lead on those days continued to be intermittent "beeper" signals which could not be located. The only exception was an answer on 243.0MC of "This is Phoenix 22" to my blanket call. This signal was received 2 Km SSW of Fire Base Tam Tavern and approximately 5 Km from the crash site.

The only other information I can submit is that the ground party which moved to the aircraft stated that they saw one body clad in nomex clothing which had been completely ground up into small pieces in the crash. They could not identify the individual and made no attempt to extract the body because of its condition. In fact, they did not report its being located until they were extracted.

STATEMENT

I believe, based on the reports of the ground party and the missing survival equipment, that at least one member of the crew could have attempted to E&E from the crash site. The identity and success is at this time unknown.

*Robert A. Phillips*

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LTC, Infantry  
Commanding

EXB

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