

STATEMENT

① On 17 May 1971, at 1845 hours, I was notified that aircraft number 607 had been reported as being downed on a CGM mission, in the vicinity of Tum Tavern. I immediately dispatched CPT Lane, the platoon commander, to the crash site. On 18 May 1971, I participated in the search and rescue effort as relief CCO when the Battalion Commander was not on station. I was airborne when SP5 Parker, the crew chief was found at the site of the crash by the CGM team which had been inserted. I arrived at the 13th Surgical Hospital at Quang Tri and the same time that SP5 Parker was being taken off CPT Doty's aircraft. I talked with him while his initial medical treatment was taking place. He related to me that he had passed out, as the aircraft impacted, and that he had no idea where the other crew members were. Later that same day Specialist Alcorn, the door gunner from D/158, who was flying on the aircraft when it went down, was also recovered. On 19 May 1971, I alternated with Major Jack T. Clark, Co A Trp 2/17 Cav as AIC for the search and rescue effort. At this time, the SAR box still belonged to CGM and we were not permitted to put troops on the ground. The CGM team which had been on the ground and had received the two crew members had been given a stand-down. The CO of the Quang Tri CGM Force refused to allow them to be reinserted into the area. The entire day of 19 May 1971, was spent in conducting aerial searches for any signs of life from the remaining two crew members. It was on this date that I learned, from the CGM Commander, that his team had seen portions of a badly mutilated body in the vicinity of the aircraft crash site. I was told that the body was in bits and pieces and that there was some small amount of women flight clothing in the general vicinity. The CGM Commander stated that the remains were definitely those of an aviation crew member. On 20 May 1971, an attempt was made to insert ground forces from A/2/17 Cav. The SAR box had been released to the 101st Division early on the morning of 20 May. Weather in the area of operations was too bad for the insertion to be made. Aerial search efforts continued, with negative results. On 21 May 1971, another attempt was made to insert recovery troops. Ground fire in the vicinity of, and on, the LZ caused this mission to be aborted. Search and recovery efforts since that date have consisted of saturation aerial searches which are now being reduced to periodic checks. Throughout the period 17 May 1971 thru 26 May 1971, there has been no signs of the two pilots. ①

James W. Lloyd  
LIEUTENANT COLONEL  
Commanding

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