

gunship was reportedly orbiting over the scene to suppress possible hostile fire and secure the area. Pedro 46 scrambled at 0905L and proceeded to the scene. Weather at the time of launch and enroute was 1700' scattered with seven miles visibility. No difficulties were encountered enroute. Paris Control put us in UHF contact with the airborne gunship (Razorback 42) which directed Pedro to the site and relayed the information that the downed aircraft was Razorback 41 with four (4) persons aboard and no apparent injuries. The Razorback crew deployed a green smoke grenade to pinpoint the position and give wind direction. The actual coordinates of the site were 10°50'N, 106°38'E. Pedro 46 landed at the scene and unloaded two of the crew members, with a number of weapons including two M-60 machine guns. The two remaining crew members stayed with the aircraft to secure the area until replacements could be brought in. The two unloaded crew members were taken to the Saigon Heliport for debriefing and Pedro returned to the alert pad, landing at 0930L. Two combat saves claimed. Crew Members: RCC - Captain L.E. Bielstein; RCCP - Captain H.L. Pierce; RS - TSgt R. Rodriguez; FE - TSgt C. Ezell.

COMBAT LOSSES

Sgt Wilber J. Hallock Jr. was killed in the performance of duty with the 377th USAF Dispensary on 19 June 1968. Sgt Hallock was attached to Detachment 14 for flying as an Aeromedical Technician.

SAFETY OF OPERATION

During the period 1 April 1968 to 30 June 1968, Detachment 14 recorded

WILBUR LEWIS J HALLOCK JR SGT

Submitted by

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Jim, you may be gone, but I have never been able to forget you. I remember the day you were killed, as if it were yesterday. You had picked me up in an ambulance to take me to work. Just as you had done several times before. There were times when you would get a radio call to respond to an emergency or just a routine run to the flight line and I would ride with you, since USAF regulations required two people in a response vehicle. That day, we were driving up to the dispensary door when the call came to respond to the flight line. You asked me if I wanted to ride along, but I told you "Not today, I have a lot of work to do in the office". As I got out, the 1st Sgt and Mike Sorter were standing outside the front door and the 1st Sgt told Mike to go along with you. If the call had come 30 seconds earlier I would have said "Let's go", rather than take time to stop. By the time I got to my office, the radio was going crazy about an aircraft hitting an ambulance on the flight line. A Vietnamese Air Traffic Controller had given you permission to cross the flight line at the same time an aircraft had been given clearance to take off. Your vehicle exploded and you and Mike were incinerated. If we hadn't stopped, you might have arrived a few seconds earlier and crossed the flight line before the aircraft got to that fatal spot, and you and Mike would still be alive. We all survived TET and a stupid accident took your lives. You had wanted to ride with me during TET to pick up casualties, but I wouldn't let you. I told you that you had a wife and a child on the way and you didn't need to be putting yourself in danger. It is my understanding that your wife gave birth on the day you died. Because of a stupid controller, you never were able to hold your new baby.

Friday, December 13, 2002

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