

HH-3E Briefed 70CT

OPEN/CLOSE

4426250 MI

(A1H5)
TWO SPADS WERE LAUNCHED FROM DANANG TO JOIN
4 OTHER SPADS ALREADY WORKING THE AREA. JOLLY GREENS
28410 (BOTH ^{TWO} HH-3E's) WERE ^{ALSO} LAUNCHED FROM DANANG
~~AND~~ HELICOPTER GUNSHIPS WERE CONTINUALLY
SUPPLIED ON SCENE BY THE 1ST MAW. AFTER
A PERIOD OF SUPPRESSION, J.G. 28 ATTEMPTED THE
RECOVERY BUT HAD TO ~~WITHDRAW~~ WITHDRAW
BECAUSE OF A FUEL LEAK CAUSED BY HOSTILE FIRE.
AFTER FURTHER SUPPRESSION THE AREA WAS DEEMED
WORKABLE FOR THE JOLLY GREENS BY ACFT ON SCENE X

J.G. 10 ATTEMPTED THE RECOVERY. J.G. 10 WAS HIT
AS IT WAS APPROACHING A HOVER APPROX 20 FEET A.G.L. THE HELICOPTER CRASHED ~~ON THE~~ ^{IN} A HOVER, ~~CRASHED~~ ^{CRASHED} 100 METERS FROM
THE GROUND PARTY. TWO CREW MEMBERS, THE
RCC & THE P.J. SURVIVED. AN EXTENSIVE SUPPRESSION
OF THE AREA WAS MADE WHILE THE GROUND
PARTY MOVED TO JOIN THE SURVIVORS OF J.G. 10.

**DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.**

DECLASSIFIED AFTER 12 YEARS.

DOU DIR 5200.10

~~UNCLASSIFIED~~ ~~CONFIDENTIAL~~

AT

DECLASSIFIED

A PERIOD OF HEAVY
AFTER ~~THIS~~ SUPPRESSION ~~ATTEMPT~~, THE AREA WAS AGAIN
CONSIDERED WORKABLE FOR THE TOLLY GREENS & J.G.
32 SUCCESSFULLY MADE A HOIST RECOVERY OF 6 ^{SPECIAL} ~~GROUND~~
^{FORCES} ~~PARTY~~ PERSONNEL & THE 2 J.G. 10 SURVIVORS. ALTHOUGH
SUPPRESSION WAS CONTINUOUS DURING THE RECOVERY
J.G. 32 ALSO TOOK GROUND FIRE HITS. ~~SURVIVORS WERE~~
~~TAKEN TO DAMAGING.~~ ^{DEBRIEFING OF THE TWO SURVIVING CREW MEMBERS} ~~THE 2 DECEASED CREW MEMBERS~~
^{INDICATED THAT IN ALL PROBABILITY} ~~OF J.G. 10~~ ^{SGT} ~~WERE~~ THE CO-PILOT MAJ WESTER, & THE
ENGINEER - LAWRENCE. ~~(NAME UNKNOWN)~~ WERE KILLED ON IMPACT.

8 COMBAT SAVES

FURTHER THE ~~ACFT~~ ^{ACFT} WAS COMPLETELY ENVELOPED IN
FLAMES ~~IMMEDIATELY AFTER IT HIT THE~~
GROUND AND EXPLODED JUST SECONDS AFTER THE

HC-130 2 SORTIES 5+00

^{SURVIVING C/MS EVACUATED. THE}
~~ACFT WRECKAGE~~

HH-3E's 7 SORTIES 15+10

HH-43 1 SORTIE 1+30

MAJ FRANKER
HOSP - 6 WESCU

A-1's 18 SORTIES ~~2+05~~ 32+30

SGT CASBER
UNINJURED

UH-1's ¹⁰ ~~3~~ SORTIES 12+30

F-4C 2 SORTIES 2+50

F-100 2 SORTIES 2+00

02 2 SORTIES 7+30

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

~~CONFIDENTIAL~~

DECLASSIFIED

~~UNCLASSIFIED~~

~~CONFIDENTIAL~~

DECLASSIFIED

A FURTHER REPORT STATED THAT AFTER JG 10 WAS HIT & CRASHED, FLAMES ENVELOPED THE ACFT INSTANTLY AS MAJ GRANIER ATTEMPTED TO FREE MAJ WESTER FROM HIS SEAT. IN SO DOING HE NOTICED THAT MAJ WESTER HAD NO PULSE & IN FACT HAD ALREADY EXPIRED. A FEW SECONDS LATER THE ACFT EXPLODED AS THE SURVIVING CREW MEMBERS EVACUATED THE WRECKAGE.

THE REMAINS OF THE DECEASED CREW MEMBER WERE NOT RECOVERED.

~~CONFIDENTIAL~~

UPGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 15 YEARS

DECLASSIFIED

UNCLASSIFIED

BRIEF ON
TUESDAY
ALSO

~~CONFIDENTIAL~~ COMBAT S. VES
2 USAF - CREW
2 USA - NON CREW
4 RVN - " "

Built 70CT
HH-3E

DECLASSIFIED

1-3-102

THIS MSN INVOLVED

RECOVERY

OPEN/CLOSE
SPECIAL FORCES

THE RESCUE ATTEMPT OF A GROUND PARTY &
THE SURVIVING CREW MEMBERS

APPROX 50 MI

WEST OF DANANG OVER THE LAOTIAN BORDER.

COVEY 216 AFAC INITIALLY NOTIFIED
CROWN 6 ABOUT ~~SOME~~ A PROBLEM EXISTING IN HIS AREA
WHICH WAS SOON DETERMINED TO BE A 7 MAN
GROUND PARTY SURROUNDED BY THE ENEMY. 4 MEMBERS
OF THE UNIT WERE WOUNDED, & AMMO WAS RUNNING LOW.

TWO SPADS (A145) WERE LAUNCHED FROM DANANG TO JOIN
4 OTHER SPADS ALREADY WORKING THE AREA. JOLLY GREENS
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DOWNGRADED AT 8 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 8200.10

DECLASSIFIED

~~UNCLASSIFIED~~

~~CONFIDENTIAL~~

AT

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^{INDICATED THAT IN ALL PROBABILITY} ~~OF J.G. 10 WERE~~ THE CO-PILOT MAJ WESTER, & THE
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HC-130 2 SORTIES 5+00 SURVIVING C/MS EVACUATED. THE

HH-3E's 7 SORTIES 15+10

HH-43 1 SORTIE +30

A-1's 18 SORTIES ~~2+05~~ 32+30

UH-1's ¹⁰ ~~3~~ SORTIES 12+30

F-4C 2 SORTIES 2+50

F-100 2 SORTIES 2+00

02 2 SORTIES 7+30

MAJ FRAINER
HOSP - 6 WEEK

SGT CASBER
UNINJURED

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
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~~CONFIDENTIAL~~

UPGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

DECLASSIFIED

LAOS ANALYST LEAD SHEET

CASE: 1298

RANK & NAME(s): SGT LAWRENCE, GREGORY P

POSITION: -01 FLIGHT ENGINEER VEHICLE/#: HH-3E/65-12782
MAJ WESTER, ALBERT D

STATUS: EXCAVATE -02 COPILOT CALL SIGN: JOLLY GREEN 10

PROVINCE: XEKONG DATE/TIME: 5 OCT 68/1510G

DISTRICT: KALUM (SURVEYED CRASH/BURIAL SITE) UTM/(GEO): 48P YC 561 692
(155925N 1072336E)

UNIT: USAF, 37 AEROSPACE RESCUE MAPS: 6440-I, 6441-II,
AND RECOVERY SQUADRON, ND 48-4
DANANG AB, RVN D-48-11

J223 ANALYST: CAPT TERRY E. HUNTER AND MR. BILL FORSYTH.

ORDNANCE ONBOARD: UNKNOWN, NORMALLY WOULD HAVE BEEN ARMED WITH 2 X 7.62MM
MINI-GUNS.

AIRCRAFT IDENTIFICATION FEATURES: SIKORSKY "JOLLY GREEN GIANT"; FUSELAGE
LENGTH 16.69M (54.75 FT) X CABIN WIDTH 1.98M (6.5 FT); 2 X G.E. T58-GE-5
ENGINES #285071 AND 285008; FIVE-BLADE MAIN ROTOR 18.9M (62 FT) DIAMETER,
FIVE-BLADE TAIL ROTOR 3.15M (10.33 FT) DIAMETER.

OTHER IDENTIFICATION FEATURES: NONE.

BASIC CIRCUMSTANCES:

- ON 5 OCTOBER 1966, THE HH-3C JOLLY GREEN HELICOPTER WAS ATTEMPTING AN
EMERGENCY EXTRACTION OF THE SPECIAL FORCES RECONNAISSANCE TEAM INVOLVED IN
THE CASE 1299 INCIDENT. THE FIRST JOLLY GREEN INTO THE LANDING ZONE WAS
HIT BY GROUND FIRE AND HAD TO ABORT THE PICKUP WITH 2-3 INCHES OF FUEL IN
THE CARGO COMPARTMENT. JOLLY GREEN 10 ATTEMPTED ANOTHER PICKUP AND AS THE
AIRCRAFT REACHED A HOVER OVER THE LZ IT TOOK HEAVY FIRE FROM THE SOUTHWEST
SIDE OF THE LZ. ONE HIT TORE AT LEAST A SIX INCH HOLE IN THE FLOOR OF THE
CARGO COMPARTMENT. THE HELICOPTER MADE A RIGHT BANKING TURN AND EXITED THE
LZ AREA ON A 180 HEADING FROM ITS APPROACH COURSE. BOTH ENGINE FIRE
WARNING LIGHTS CAME ON AND THE CABIN AND ENGINES WERE IN FLAMES. THE
AIRCRAFT CRASHED ABOUT 200- 300 YARDS FROM THE LZ. IMMEDIATELY AFTER THE
CRASH, ANOTHER JOLLY GREEN OBSERVED THE AIRCRAFT BEING CONSUMED BY AN
EXTREMELY LARGE AND BRIGHT FIRE. 15 MINUTES AFTER THE CRASH, RADIO CONTACT
WAS ESTABLISHED WITH THE PARARESCUE SPECIALIST, FOLLOWED A FEW MINUTES
LATER BY THE PILOT. FOLLOWING THE CRASH, THE RECON TEAM MADE ITS WAY TO
THE LOCATION OF THE JOLLY GREEN SURVIVORS AND THE GROUP WAS PICKED UP AT
ABOUT 1800G.

DOCUMENTATION COMMENTS:

- A SAR SUMMARY FOR THE INCIDENT DESCRIBES THE LZ WHERE THE CASE AIRCRAFT ATTEMPTED TO PICK UP THE SPECIAL FORCES TEAM AS FOLLOWS: "THE LZ WAS A CIRCULAR CLEARING OF APPROXIMATELY 25 METERS IN DIAMETER AND WAS SITUATED AT THE BASE OF A RIDGE WHICH RAN APPROXIMATELY ON A SOUTHWEST TO NORTHEAST HEADING, RISING APPROXIMATELY 2000 FEET ABOVE THE LZ. TO THE SOUTH OF THE LZ A STEEPLY SLOPED HILL 'ROSET' (PROBABLY MEANT ROSE) ALMOST THE HEIGHT OF THE RIDGE AND FORMED MORE OR LESS A NORTHWEST EXTENSION FROM THE RIDGE ITSELF. TO THE EAST OF THE VALLEY IN WHICH THE LZ WAS LOCATED WAS A RIDGE LINE RUNNING NORTH-SOUTH AT THE SOUTHEAST END OF THE ASHAU VALLEY. THE EFFECT OF THE TOPOGRAPHY FORMED A CLOSED OR BOXED CANYON RESTRICTING ENTRY AND EXIT ROUTES AND ALSO MANEUVERING ROOM IN THE PROXIMITY OF THE LZ . . .

. JOLLY GREEN 10 (CASE AIRCRAFT) . . PERFORMED A CRASH LANDING 200 TO 300 YARDS FROM THE LZ AT APPROXIMATELY YC 592 700 (RECORD LOCATION), UTM GRID. . . (RESCUE EFFORT FOLLOWS) JOLLY GREEN 32 WAS HOVERING WITH THE MAIN ROTOR BLADES BETWEEN TWO LAYERS OF BRANCHES OF A 100 FOOT TREE, AT THE 12 O'CLOCK POSITION. THERE WAS ANOTHER TREE TO THE 9 O'CLOCK POSITION JUST OUTSIDE THE ROTOR TIPS. JG-32 HAD PREVIOUSLY ATTEMPTED TO ACCOMPLISH THE PICKUP WITH THE NOSE POINTED DOWN THE RAVINE TO ALLOW AN EXIT ROUTE, BUT CLIPPED SMALL BRANCHES WITH THE TAIL ROTOR WITHOUT BEING FAR ENOUGH UP SLOPE TO HOVER OVER THE JG-10 SURVIVORS. WHILE THE TWO JG-10 SURVIVORS WERE BEING HOISTED, THE JG-32 PILOT OBSERVED MEN COMING DOWN A PATH AT 1 O'CLOCK POSITION AND PROCEEDING TOWARD THE 3 O'CLOCK POSITION ON THE RIGHT, WEST, SIDE OF THE STREAM. AFTER JG-10 CREWMEN WERE ABOARD, JG-32 BACKED AND SLID RIGHT AND DOWN TO A 20 TO 30 FOOT HOVER TO PICKUP THREE MEMBERS OF CARROT TOP (SPECIAL FORCES TEAM)."

- I (MR. FORSYTH) TALKED TO THE PILOT OF JOLLY GREEN 10, LTC (RETIRED) VERNON GRANIER WHO TOLD ME THE CRASH SITE WAS ABOUT 50 YARDS FROM THE STREAM IN THE BOTTOM OF THE RAVINE AND WAS BETWEEN THE STREAM AND THE EXTRACTITON LZ, HE SAID IT WAS CLOSER THAN THE 200-300 YARDS FROM THE LZ (EXTRACTION) REPORTED IN THE ABOVE SAR SUMMARY. HE DID NOT KNOW WHICH SIDE (EAST/WEST) OF THE STREAM HE WAS ON, JUST THAT IT WAS "THE MOUNTAIN SIDE". HE DOES NOT REMEMBER ANYTHING ABOUT THE LOCATION OF THE EXTRACTION LANDING ZONE, WHEN HE CAME IN THERE WERE UH-1'S CIRCLING THE AREA AND HE FLEW IN TO THEM AND NOT THE TERRAIN. THE RESCUE SPECIALIST WHO ALSO SURVIVED THE CRASH TOLD HIM HE WENT UP THE HILL A SHORT DISTANCE FROM THE CRASH SITE AND RAN INTO "A VILLAGE" (PROBABLY A FEW HUTS). HE ALSO SAID THE H-34 THAT CRASHED JUST PRIOR TO HIS ARRIVAL WAS AT OR NEAR THE TEAM'S INSERTION LZ, HE DID NOT ACTUALLY SEE IT, SINCE HE WAS CONCERNED WITH THE RESCUE OF THE TEAM. COL GRANIER HAD SLIDES OF THE CRASH SITE HE SENT TO US. ALTHOUGH THE DETAIL IN THE PICTURE PRECLUDES AN ACCURATE PLOT OF WHERE THE CRASH SITE ACUALLY LOCATED, BASED ON VISIBLE TERRAIN FEATURES, A BEST ESTIMATE OF THE CRASH SITE LOCATION IS YC574706.

- BRIGHT LIGHT STATES MAJOR WESTER DIED IN THE CRASH AND SGT LAWRENCE ALSO DIED, WITH HIS BODY ALMOST CUT IN HALF.

- THERE IS PROBABLY AN ERROR IN THE REPORTING OF THE CASE 1299/1298 COORDINATES. AN AMERICAN WITNESS HAS BEEN CONTACTED AND HIS DESCRIPTION OF THE INCIDENT SUGGESTS THE CASE 1299 ARE PROBABLY GENERALLY CORRECT AND 1298 IS IN ERROR.

- 1298 CONTINUED:

- ONE SURVIVOR (ENGELKE) AND THE SAR SUMMARY REPORT (SPT DOC #1) REPORTED A H-34, WHICH HAD INSERTED THE TEAM, WAS SHOT DOWN LEAVING THE LZ. THIS IS NOT REFLECTED IN THE SAR LOG OR JSARC CRASH BOOK. THIS COULD BE A VNAF H34 LISTED IN SEALOSS AS LOST ON 5 OCT 68, WITH NO UTM COORDINATES. THE TAIL NUMBER OF THE AIRCRAFT WAS 145593; HOWEVER, A VIETNAMESE LISTING OF ITS LOSSES INDICATES THE HELICOPTER WAS DOWNED AT 1030H, 30KM SW OF A SHAU VALLEY WITH A CREW OF THREE, WHO SURVIVED. THE 1298/1299 INCIDENT AREA IS 13KM SOUTH OF A SHAU.

- THE SAR LOG (05/0635Z) SAYS THE TEAM WAS AT "1601N 10721E" (YC5172), THIS IS 5.5 KM WNW OF THE RECORD LOCATION. THE CASE 1299 RECORD LOCATION IS OVER A VERY STEEP RIDGE AND 2.8KM WEST OF THE RECORD LOCATION FOR THE CRASH SITE OF CASE 1298. THERE WAS NO UPDATE OF THE TEAM'S POSITION OR AN ENTRY FOR THE CRASH SITE OF CASE 1298. THE SAR LOG (05/0826Z) SAYS THE TEAM WAS "MOVING DOWN HILL TO MAKE CONTACT WITH THE PJ" AT THE CASE 1298 CRASH SITE.

- THE JSARC CRASH LOG LISTS THE CRASH SITE OF CASE 1298 AS "1612N10723E/YC565915", WHICH IS 21 KM NORTH OF THE CASE 1298/1299 RECORD AREA; HOWEVER, TACAN BEARINGS FROM THE SAR SUMMARY REPORT PLOT IN THE GENERAL 1298/1299 AREA, SUGGESTING THE JSARC LOCATION IS OUT OF THE BALL PARK.

- THE LOSS LOCATIONS FOR CASE 1298 AND 1299 ARE 2.5 KILOMETERS APART; HOWEVER, WITNESS STATEMENTS FROM THE INCIDENT SUGGEST THE LOCATIONS ARE ONLY A FEW HUNDRED METERS APART. ON 22 OCTOBER, MR. BILL FORSYTH INTERVIEWED MR. STEVE ENGELIKE, ONE OF THE SURVIVORS OF THE 1299 INCIDENT. FROM HIS DESCRIPTION OF THE INCIDENT IT APPEARED THE CASE 1299 COORDINATES MAY BE CORRECT AND THE CASE 1298 LOCATION IS IN ERROR. ON 22 NOVEMBER, AFTER REVIEWING A PACKAGE I HAD SENT HIM, THE WITNESS CONFIRMED THE LOCATION OF THE CASE 1299 INCIDENT RECORD COORDINATES ARE PROBABLY WITHIN 200 METERS OF THE ACTUAL LOCATION AND THE 1298 INCIDENT LOCATION IS IN ERROR. HE INDICATED HE THOUGHT THE CRASH SITE WAS LOCATED NEAR YC564702.

- ON 31 JAN 1996, JTF-FA RECEIVED A MEMO FROM LT BRUCE COBB, USNR, WHO HAD SPOKEN TO MR. KHANH VAN DOAN, A FORMER ARVN SPECIAL FORCES SOLDIER WHO WAS A WITNESS TO THE DEATH OF CASE 1299 (STRIDE) HE STATES THAT THE HELO FOR CASE 1298 CRASHED APPROXIMATELY 300 METERS EAST OF WHERE STRIDE'S BODY WAS LEFT. DOAN PROVIDED TWO POSSIBLE COORDINATES FOR THE 1298 CRASH SITE ARE YC5894 7038 AND YC5921 7021. (REF: 22 JAN 1996 MEMORANDUM FROM LT BRUCE COBB, USNR)

PREVIOUS INVESTIGATIONS:

- DURING THE JULY AND AUGUST 1991, DURING SRV ITERATION 14, THE QUANG NAM-DANANG PROVINCE TASK TEAM INTERVIEWED MR. HO SI THI, DEPUTY CHAIRMAN OF THE FATHERLAND FRONT IN NAM DONG DISTRICT. MR. THI REPORTED THAT ON 5 OCTOBER 1968 A BATTLE BEGAN WHICH LASTED THROUGHOUT THE DAY. ONE HELICOPTER WAS SHOT DOWN AND FOUR OTHER HELICOPTERS WERE HIT BUT MANAGED TO FLY OUT OF THE AREA. THE WRECKAGE OF THE HELICOPTER WHICH WAS SHOT DOWN CONTAINED ONE LARGE BODY AND TWO SMALLER BODIES. THI PROVIDED NO FURTHER INFORMATION. ALTHOUGH THE INDIVIDUAL IS PROBABLY REFERRING TO THIS CASE, THE NUMBER OF BODIES SEEN DOES NOT CORRELATE TO THE INCIDENT AND HE MAY BE RELATING HEARSAY INFORMATION. IT IS DOUBTFUL HE WOULD BE ABLE TO PROVIDE ANY SPECIFIC LOCATION FOR THE CRASH SITE; HOWEVER, THIS INDIVIDUAL HAS BEEN IDENTIFIED AS A WITNESS ON CASE 1159 AND CAN BE INTERVIEWED CONCERNING THIS CASE IN CONJUNCTION WITH 1159. (REF: JCRC LIAISON BANGKOK 110900Z OCT 91; SUBJ: ADDITIONAL INFORMATION REPORT CONCERNING CASE 1298)

- 1298 CONTINUED:

- IN JANUARY 1993, DURING JFA 93-3L, THE LAO SAID THIS CASE WAS LOCATED IN VIETNAMESE TERRITORY. SOVIET AND SRV CHARTS SHOW THE CASE WELL INSIDE LAOS. (REF: AMEMBASSY VIENTIANE 091021ZFEB93; SUBJ: SUMMARY REPORT OF U.S.-LAO JOINT FIELD ACTIVITY 93-3L, 14 JAN-8 FEB 93)

- ON 15 DECEMBER 1993, DURING THE JFA 94-2L TRI-LATERAL OPERATION, A JOINT TEAM INTERVIEWED TWO WITNESSES TO THIS INCIDENT AT LAO BAO. OF THE TWO, ONLY ONE COULD RECALL DETAILS OF THE INCIDENT. THE KNOWLEDGEABLE WITNESS, MR. HO SI THI (47 YEARS OF AGE IN DECEMBER 1993) IS A RESIDENT OF NAM DONG DISTRICT, THUA THIEN-HUE PROVINCE. FROM 1960 THRU 1967 MR THI SERVED AS A MEMBER OF THE HUONG SON VILLAGE MILITIA AND IN 1967 HE BECAME THE COMMANDER OF THE VILLAGE MILITIA AND SERVED IN THAT POSITION UNTIL 1969. MR. THI RECALLED AN INCIDENT ON 5 OCTOBER 1968 WHEN HE WAS INVOLVED IN A BATTLE WITH GROUND FORCES AND A HELICOPTER WAS SHOT DOWN. AFTER THE BATTLE, HE VISITED THE CRASH SITE AND SAW THE BADLY BURNED HELICOPTER AND THREE BODIES ABOUT 100 METERS FROM THE WRECKAGE. TWO OF THE BODIES APPEARED TO BE ARVN SOLDIERS, WHILE THE THIRD WAS AN AMERICAN. HE REPORTED HE RECOVERED MAPS AND A COMPASS FROM THE AMERICAN'S BODY, THESE ITEMS WERE LATER TURNED OVER TO DISTRICT OFFICIALS. HE SAID THAT ONE WEEK AFTER THE INCIDENT, THE AREA WAS BOMBED BY B-52'S. WHEN ASKED IF HE COULD GUIDE A TEAM TO THE SITE, HE WAS NOT CERTAIN, DUE TO THE PASSAGE OF TIME AND CHANGES IN THE TERRAIN AND FOREST. ON A MAP HE POINTED TO THE AREA OF YC5669 AS THE APPROXIMATE LOCATION OF THE CRASH SITE. DUE TO WEATHER, THE TEAM COULD NOT REACH THE INCIDENT LOCATION. THE TEAM CHIEF SUGGESTED MR. THI MAY BE OF SOME HELP IN LOCATING THE CRASH SITE. (REF: AMEMBASSY VIENTIANE 270731ZDEC93; SUBJ: DETAILED REPORT OF INVESTIGATION: PRIORITY CASE 1298)

- ON 30 AUG 95 DURING THE 37TH JFA, IE2 INTERVIEWED MR. HO SI THI AGAIN CONCERNING CASES 1298 AND 1299. MR. THI AGAIN PROVIDED INFORMATION THAT CORRELATES TO BOTH INCIDENTS. ADDITIONALLY, ON 4 SEP 95, IE2 INTERVIEWED ANOTHER WITNESS, MR. PHAM XUAN HOI, WHO CORROBORATED MR. THI'S STATEMENT. (REF: CDR JTF-FA 281736Z SEP 95; SUBJ: ADDITIONAL INFORMATION 37003 ON CASES 1298 AND 1299).

- BETWEEN 19 AND 24 OCTOBER 1996, DURING JFA 97-1L, A JOINT TEAM INVESTIGATED CASE 1298 AND 1299. THE TEAM TOOK THE VIETNAMESE WITNESS, MR. HO SI THI, TO AN LZ AT YC551688 AND MOVED NORTH FROM ONE RIDGE LINE TO ANOTHER, HOWEVER, THE WITNESS WAS UNABLE TO RECALL THE AREA AND THE TEAM RETURNED TO THE SAME LZ. AFTER RETURNING THE WITNESS TO LAO BAO, THE TEAM ESTABLISHED ANOTHER LZ AT YC553710 AND MOVED TO THE U.S. WITNESS LOCATION (YC564702), WHERE A SEARCH WAS CONDUCTED WITH NEGATIVE RESULTS. THE TEAM FLEW TO A THIRD LZ AT YC594698 AND CONDUCTED A SEARCH OF THE RECORD LOCATION (YC592700), WITH NEGATIVE RESULTS. LASTLY, THE TEAM WENT TO YC589703 AND SEARCHED THE SRV WITNESS LOCATION, WITH NEGATIVE RESULTS. (NOTE: A GROUND SEARCH OF THE SAR LOG LOCATION WAS NOT REQUIRED SINCE THE COORDINATE IS TO THE NEAREST MILE) (REF: CDR JTF-FA 271757Z NOV 96; SUBJ: UNILATERAL REPORT OF INVESTIGATION OF CASE 1159)

- FROM 13 DEC THROUGH 15 DEC 1996 DURING JFA 97-2L, THE IE INVESTIGATED CASE 1298 WITH A SRV WITNESS MR. PHAM XUAN HOI (PHAMJ XUAAN HOOIJ), WHO HAD VISITED A CRASH SITE OF A HELICOPTER IN 1968 AND OBSERVED THE PROBABLE BODY OF AN AMERICAN IN A BOMB CRATER AND THREE OTHER BODIES IN THE AREA. ON 15 DEC 96, THE WITNESS IDENTIFIED A CRASH SITE AT YC559695 THAT POSSIBLY

- 1298 CONTINUED:

CORRELATES TO CASE 1298. MR. HOI POINTED OUT THE BOMB CRATER WHERE HE ALLEGEDLY SAW THE BODY OF THE PROBABLE AMERICAN, A TEST PIT WAS DUG WITH NEGATIVE RESULTS. DURING THE SURVEY OF THE SITE, THE IE FOUND MINIMAL WRECKAGE, BUT DID NOT RECOVER ANY REMAINS, LIFE SUPPORT, EQUIPMENT, OR PERSONAL EFFECTS. (NOTE: IT WAS LATER DETERMINED THIS WAS THE CRASH SITE OF THE H-34 HELICOPTER) (REF: CDR JTF-FA 241709Z JAN 97, SUBJ: DETAILED REPORT OF INVESTIGATION OF TRI-LATERAL CASE 1298)

- ON 26, 27, 28, AND 30 APR 97, DURING JFA 97-4L, THE INVESTIGATION ELEMENT (IE) CONDUCTED A JOINT INVESTIGATION OF CASE 1298 IN KALUM DISTRICT, XEKONG PROVINCE, LAO PDR. ON 26 AND 27 APR 97, THE TEAM ATTEMPTED AN AERIAL RECONNAISSANCE OF THE TWIN PEAKS DEPICTED ON THE PHOTOGRAPHS TAKEN AT THE TIME OF THE INCIDENT THAT WERE PROVIDED BY THE PILOT OF THE CASE 1298 HELICOPTER, LTCOL (RETIRED) VERNON GRANIER. DUE TO INCLEMENT WEATHER, THE TEAM COULD NOT REACH THE AREA. ON 28 APR 97, THE TEAM FOUND THE TWIN PEAKS AND MADE AN ASSESSMENT OF THE PROBABLE CRASH SITE AREA IN RELATION TO THE SOURCE OF THE SMOKE DEPICTED IN THE PHOTOGRAPHS. ON 30 APR 97, THE TEAM SEARCHED THE SUSPECTED CRASH SITE AREA AND FOUND LARGE PIECES OF WRECKAGE CONSISTENT WITH AN HH-3 HELICOPTER. BASED ON THE LOCATION OF THE CRASH SITE, AND THE MATERIAL EVIDENCE RECOVERED, THIS SITE CORRELATES TO CASE 1298. (REF: CDR JTF-FA HONOLULU HI, 161715Z JUN 97; SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE 1298)

- ON 24 MAY 1998, DURING THE JFA 98-4L TRILATERAL INVESTIGATION OF CASE 1299, THE IE TOOK MR. HO SI THI TO THE CASE 1298 CRASH SITE AS A STARTING POINT FOR THE CASE 1299 INVESTIGATION. MR. SI RECOGNIZED THE SITE AND SAID HIS SIX-MAN MILITIA TEAM FIRED ON THE HELICOPTER, WHICH CRASHED AND BURNED. LATER, AFTER A FIREFIGHT WITH A U.S. SPECIAL FORCES TEAM, THIS MEN WENT TO THE CRASH SITE AND FOUND THE BURNT WRECKAGE AND WHAT HE DESCRIBED AS THREE BURNT CORPSES. ON WAS ONLY PARTIALLY BURNT AND HE IDENTIFIED THE REMAINS AS AN AMERICAN, AS HE SAW SOME BLOND HAIR AND WHITE SKIN ON THE SKULL. THE OTHER CORPSES WAS COMPLETELY UNRECOGNIZABLE. MR. SI THEN POINTED OUT THE TWO LOCATIONS IN THE CENTER OF THE MAIN WRECKAGE AREA WHERE HIS TEAM BURIED THE BODIES WITH A LIGHT LAYER OF DIRT. THE TEAM DUG TWO 50CM TEST PITS, WITH NEGATIVE RESULTS. (REF: CDR JTF-FA HONOLULU HI, 301815Z JUL 98; SUBJ: ADDITIONAL INFORMATION REPORT 984L-002; PROBABLE BURIAL SITE ASSOCIATED WITH CASE 1298)

REMAINS:

- NONE.

POTENTIAL WITNESSES:

- NONE IN LAOS.

SPECIFIC REQUIREMENTS:

- EXCAVATE THE CRASH SITE AND TWO REPORTED BURIAL LOCATIONS WITHIN THE CRASH SITE. TENTATIVELY PROJECTED FOR JFA 01-5L, AUGUST 2001.

March 11, 1970

Rescue Rilot, PJ Receive Silver Stars

TAN SON NHUT—Two men from the 3d Aerospace Rescue and Recovery Group here recently received the Silver Star. Maj. Gen. Robert J. Dixon, Seventh Air Force vice commander, presented the awards.

Capt. Charles D. Langham and SSgt. Earnest D. Casbeer were cited for "... gallantry in connection with military operations against an opposing armed force..." Oct. 24, 1969, and Oct. 5, 1968, respectively.

Both are assigned to the 3d ARRG's 37th Aerospace Rescue and Recovery Squadron at Da Nang AB.

As aircraft commander of an HH-3 Jolly Green helicopter, Captain Langham was trying to recover two downed Air Force pilots when his aircraft was damaged by hostile fire.

According to the citation accompanying the award, he nursed his helicopter to a safer area and landed. In doing so he "... saved his crew from probable serious injury or possible death."

Sergeant Casbeer, a rescue specialist on the HH-3, had penetrated a heavily defended enemy area to take out a U.S. Special Forces team surrounded by enemy forces when his aircraft was hit and finally downed.

The sergeant then helped rescue his aircraft commander and provided covering fire while he and the rest of his team were rescued.



PJ AWARDED DFC

DA NANG AB, RVN (7AF) — A1C George P. Hoffman III, a pararescue specialist with the 37th Aerospace Rescue and Recovery Squadron here, was recently awarded the Distinguished Flying Cross.

Brig. Gen. Allison C. Brooks, commander, Aerospace Rescue and Recovery Service, made the presentation.

