

ROBERT ANDREW CLEMENTS**Class 35A-67**

ROBERT ANDREW CLEMENTS
is honored on Panel 16W, Row 112 of
the Vietnam Veterans Memorial

Full Name: ROBERT ANDREW CLEMENTS
Wall Name: ROBERT A CLEMENTS
Date of Birth: 3/3/1947
Date of Casualty: 11/23/1969
Home of Record: PADUCAH
County of Record: MCCRACKEN COUNTY
State: KY
Branch of Service: ARMY
Rank: CAPT
Casualty Country: SOUTH VIETNAM
Casualty Province: HUA NGHIA



CPT Clements served with Troop D, 3rd Squadron, 4th Cavalry, 25th Infantry Division. He was flying an AH-1G Cobra helicopter at 600 feet as part of a Light Scout Team and had just completed a non-firing dive to 300 feet to check out some fires in the operational area. He had started a climbing left hand turn to rejoin the other helicopter when the tail rotor separated from the aircraft. The main rotor head and rotor blades then separated from the aircraft and it plummeted to the ground where its fuel and ordnance caused an explosion and fire which destroyed the aircraft.

From the wall-usa.com

Captain Clements was one of our pilots - I was in the aero-rifle platoon. Be assured sir, you are not forgotten. RIP Brother.

Jim Brothers
Member of D Trp, 3/4, Cav, Centaurs.
December 03, 2002

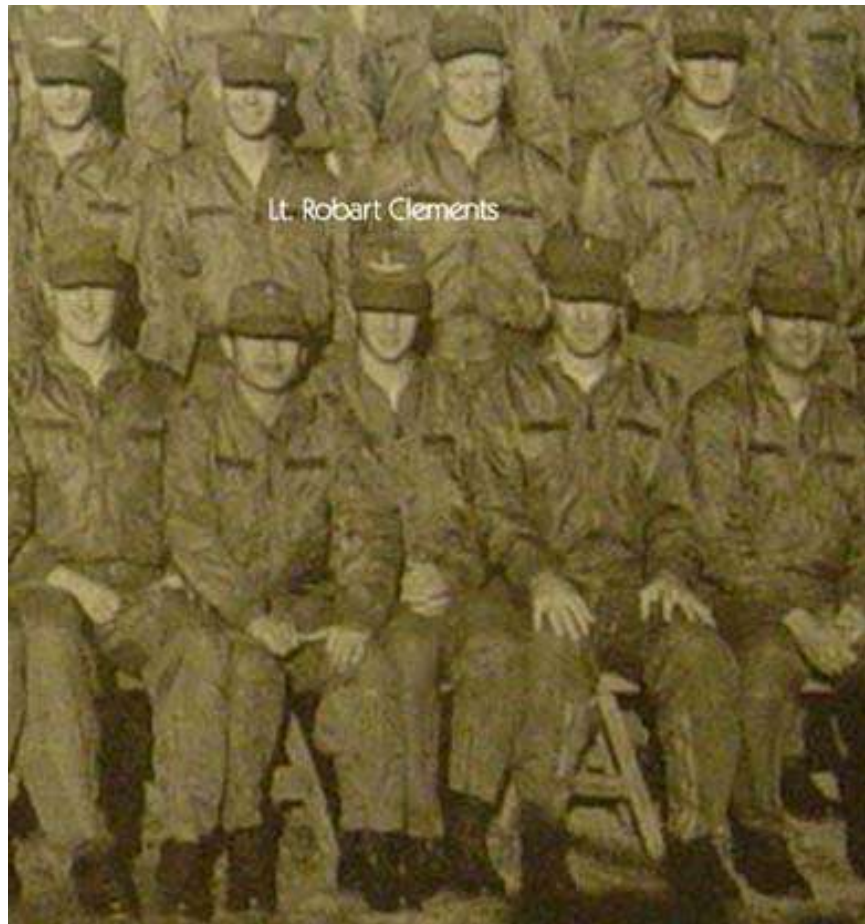
Robert is buried at Mt Carmel Cemetery in Paducah, Kentucky

His decorations include the Distinguished Flying Cross

Bob Clements at flight school, in Texas, 1968

Bob and I served together and met in flight school in Fort Wolters, TX. He was a good officer and was becoming an Army Aviator like the rest of us. We flew the OH-23 helicopters pictured, in the photo and there were 90 plus of us in the flight class. We lived off base in trailers because there were no quarters. Flight training for 1/2 day and ground school for the other 1/2 day. We all graduated from Wolters and went on to Fort Rucker where we stayed together as a class and learned to fly Huey's. When we graduated from there we all got one, month's leave and went to Vietnam. That's the last time I saw him alive.

Richard Leonard
Classmate and fellow, Army Aviator
Bartlesville, OK.74006
May 25, 2003



A picture of Lt. Robert Clements at the U.S. Army Primary Helicopter Center in Fort Wolters, Texas in 1968.

From www.flyarmy.org

CLEMENTS ROBERT ANDREW

Name: CPT Robert Andrew Clements

Status: Killed In Action from an incident on 11/23/1969 while performing the duty of Pilot.

Age at death: 22.7

Date of Birth: 03/03/1947

Home City: Paducah, KY

Service: FA branch of the reserve component of the U.S. Army.

Unit: D/3/4 CAV 25 INF

Major organization: 25th Infantry Division

Flight class: 68-18/68-30

Service: FA branch of the U.S. Army.

The Wall location: 16W-112

Short Summary: On routine patrol about 7 am 5 or 6 miles north of Cu Chi at 1500 ft the main rotor separated with WO1 Alexander Cameron Brown.

Aircraft: AH-1G tail number 67-15667

Country: South Vietnam

MOS: 1981 = 19 Rotary Wing Aviator (Unit Commander)

Primary cause: Main Rotor Loss

Major attributing cause: aircraft connected not at sea

Compliment cause: weapons

Vehicle involved: helicopter

Position in vehicle: aircraft commander

Started Tour: 01/14/1969

"Official" listing: helicopter air casualty - other aircrew

Length of service: 03

Location: Hau Nghia Province III Corps.

Reason: aircraft lost or crashed

Casualty type: Non-hostile - died of other causes

single male U.S. citizen

Race: Caucasian

Religion: Roman Catholic

The following information secondary, but may help in explaining this incident.

Category of casualty as defined by the Army: non-battle dead Category of personnel:

active duty Army Military class: officer

This record was last updated on 08/20/1995

Helicopter AH-1G 67-15667

Information on U.S. Army helicopter AH-1G tail number 67-15667

Date: 11/23/1969

Incident number: 691123051ACD Accident case number: 691123051 Total loss or fatality Accident

Unit: D/3/4 CAV

The station for this helicopter was Cu Chi in

Number killed in accident = 2. . Injured = 0. . Passengers = 0

costing 486854

Source(s) from which the incident was created or updated: Army Aviation Safety Center database.

Crew Members:

P CPT CLEMENTS ROBERT ANDREW KIA

P WO1 BROWN ALEXANDER CAMERON KIA

Accident Summary:

Aircraft was on a visual reconnaissance mission. At approximately 0630 hours the light scout team, consisting of AH-1G # 67-15669 and an observation helicopter, departed Cu Chi Base Camp on their visual reconnaissance mission. The team proceeded west to Fire Support Base Jackson located at XT 425168. As they passed south of Fire Support Base Jackson, the AH-1G commander observed some small fires southwest of their location. The AH-1G aircraft commander instructed his observation helicopter pilot to continue in a westerly direction while he proceeded to determine the significance of the small fires. At this time, the AH-1G was at approximately 600 feet. He turned toward the southwest and proceeded toward the area which contained the fires. As he arrived over the area, he made a non-firing dive to approximately 300 feet. During the dive he started a left hand turn to bring him back to the area his observation helicopter had preceded. It is assumed he had ascertained that the fires were of no tactical value and was going to rejoin his wingman. As he started his turn back to the north, witnesses describe an explosion and what appeared to be the observation helicopter falling away to the west. This object was, in fact, the main rotor head and rotor blades which separated from the aircraft. Immediately prior to this event, the tail rotor separated from the aircraft causing the nose to pitch sharply downward and to the right from loss of anti-torque control and center of gravity. At the instant the tail rotor separated from the aircraft, it is suspected the pilot over compensated for the aircraft yaw and loss of center of gravity with a violent cyclic maneuver. This violent maneuver induced severe mast bumping, which, in turn, caused the main rotor head to separate from the mast. It is also possible that the pilot immediately reduced collective when the tail rotor failure occurred causing the rotor head to lose its load forces. This, in turn would induce severe mast bumping and loss of the rotor head. As a consequence of the loss of the rotor head, the aircraft plummeted to the ground where its fuel and ordinance caused an explosion and fire which destroyed the aircraft.

This record was last updated on 05/25/1998