

**PAUL SILVEY COLVIN****CLASS 7-65**

is honored on Panel 24E, Row 59 of  
the Vietnam Veterans Memorial

**Full Name:** PAUL SILVEY COLVIN  
**Wall Name:** PAUL S COLVIN  
**Date of Birth:** 4/30/1942  
**Date of Casualty:** 8/1/1967  
**Home of Record:** CULPEPER  
**State:** VA  
**Branch of Service:** ARMY  
**Rank:** 1LT  
**Casualty Country:** SOUTH VIETNAM  
**Casualty Province:** PR & MR UNKNOWN



1LT Colvin was the pilot of a UH-1C Helicopter from the 114th Aviation Company acting in the capacity of command/control and observation during a "firefly" mission. A firefly mission consisted of two gunships and a command and control helicopter. The C&C chopper would fly at approximately 2500 feet and release flares. A MACV advisor would be on board to coordinate the operation and be in contact with other advisors located throughout the province on the ground. The gunships would fly at low altitude and look for enemy movements illuminated by the flares, firing upon targets of opportunity, or responding to outposts under sniper or other attack. These missions usually began between 9:00 and 10:00 in the evening and went until 2:00 AM with a refueling break midway. LT Colvin's helicopter was returning to the airfield after the last mission of the evening and encountered a violent thunderstorm just short of the runway at Vinh Long Airfield when it crashed. The gunships had already landed safely, just avoiding the extreme conditions.

**From www.flyarmy.org**

**COLVIN PAUL SILVEY**

Name: 1LT Paul Silvey Colvin

Status: Killed In Action from an incident on 08/01/1967 while performing the duty of Aircraft Commander.

Age at death: 25.3

Date of Birth: 04/30/1942

Home City: Culpeper, VA

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

Unit: 114 AHC

Major organization: other

Flight class: 66-12

Service: U.S. Army.

The Wall location: 24E-059

Short Summary: Crashed in bad weather in IV Corp.

Aircraft: UH-1C tail number 66-00651

Service number: O5419264

Country: South Vietnam

MOS: 1978

Primary cause: A/C Accident WX

Major attributing cause: aircraft connected not at sea

Compliment cause: fire or burns

Vehicle involved: helicopter

Position in vehicle: aircraft commander

Started Tour: 09/13/1966

"Official" listing: helicopter air casualty - other aircrew

Length of service: 04

Location: Unknown Province

Reason: aircraft lost or crashed

Casualty type: Non-hostile - died while missing

married male U.S. citizen

Race: Caucasian

Religion: Baptist - other groups

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 07/28/1994

## **Helicopter UH-1C 66-00651**

Information on U.S. Army helicopter UH-1C tail number 66-00651

The Army purchased this helicopter 1066

Total flight hours at this point: 00000528

Date: 08/01/1967

Incident number: 670801101ACD Accident case number: 670801101 Total loss or fatality Accident

Unit: 114 AHC

South Vietnam

Number killed in accident = 4 . . Injured = 1. . Passengers = 1

costing 503679

Original source(s) and document(s) from which the incident was created or updated: Defense Intelligence Agency Helicopter Loss database. Army Aviation Safety Center database. Also: OPERA (Operations Report.)

Loss to Inventory

### **Crew Members:**

AC 1LT COLVIN PAUL SILVEY KIA

P ENS BURKE JAMES FRANCIS JR KIA

CE SP4 RILEY ERNST KIA

G E4 TE FLEURY

### **Passengers and/or other participants:**

CPT GUDLESKE GUSTAVE FRANKLIN, AR, PX, KIA

Accident Summary: The aircraft went into inadvertent IFR flight. The pilot experienced vertigo and crashed. Severe turbulence was experienced with IFR conditions in the area.

### War Story:

The mission of this helicopter was command/control and observation during a "firefly" mission in the Province of Vinh Long. The crash occurred in the vicinity of the Vinh Long airfield in the early morning of the date of the incident. A firefly mission consisted of two gunships and a command and control helicopter. The C&C chopper would fly at approximately 2500 feet and release flares. A MACV advisor would be on board to coordinate the operation and be in contact with other advisors located throughout the province on the ground. We usually had our favorite "hot" spots to visit every night, and then roamed the province as opportunities developed. About six of us on MACV Team 52 had a revolving roster for these missions. The gunships would fly at low altitude and look for enemy movements illuminated by the flares, firing upon targets of opportunity, or responding to outposts under sniper or other attack. These missions usually began between 9:00 and 10:00 in the evening and went until 2:00 AM with a refueling break midway. Gus's chopper was returning to the airfield after the last mission of the evening and encountered a violent thunderstorm just short of the runway, when it crashed. The gunships had already landed safely, just avoiding the extreme conditions.

April 1998 from David A. Radin, MACV 1967, friend of Gudleske.

This record was last updated on 09/20/1998

