

RAYMOND BISHOP PENN JR**FORT RILEY CLASS 18-49**

is honored on Panel 6W, Row 102 of
the Vietnam Veterans Memorial

Full Name: RAYMOND BISHOP PENN JR
Wall Name: RAYMOND B PENN JR
Date of Birth: 2/21/1928
Date of Casualty: 12/1/1970
Date of Death: 12/1/1970
Home of Record: PITTSBURGH
State: PA
Branch of Service: ARMY
Rank: LTC
Casualty Country: SOUTH VIETNAM
Casualty Province: BINH DINH



LTC Penn was commissioned in the Artillery Branch upon graduation from Fort Riley OCS Class 18-49.

He was the Commanding Officer of 7th Battalion, 15th Artillery, 52nd Artillery Group. He and Battalion Command Sergeant Major Laverne D. Coyle were lost in the crash of a OH-58 helicopter in the Mang Yang Pass that killed all four occupants of the aircraft.

From www.flyarmy.org

Helicopter OH-58A 68-16749

Information on U.S. Army helicopter OH-58A tail number 68-16749

Date: 12/01/1970

Incident number: 701201161ACD Accident case number: 701201161 Total loss or fatality Accident

Unit: 7/15 ART

The station for this helicopter was Phu Cat in

Number killed in accident = 4 . . Injured = 0 . . Passengers = 4

costing 295102

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

Crew Members:

P WO1 SELLETT STEPHEN CHARLES KIA

PP CW2 CRAYNE KENNETH EUGENE KIA

Passengers and/or other participants:

LOCAL COMMANDER, LCO, G

LTC PENN RAYMOND BISHOP JR, AR, PX, KIA

SGM COYLE LAVERNE DARTON, AR, PX, KIA

Accident Summary:

At approximately 1450 hours, 1 December 1970, an OH-58A helicopter, serial number 68-16749, of the 7th Battalion, 15th Artillery, departed Landing Zone Blackhawk, located just north of QL 19, about fifteen nautical miles east of Pleiku. The three passengers, LTC Penn, 186-20-8204; CW2 Cranye, 506-34-7502; and SMG Coyle, 435-38-3938, were returning to Phu Cat from a routine visit to their firing batteries and higher headquarters. The aircraft was following the normal route of flight in accordance with unit SOP, keeping generally within auto rotational gliding distance of QL19. The weather in the Mang Giang was marginal and had been all day. Witnesses reported a broken ceiling approximately five hundred feet above the road in the pass with intermittent rain and reduced visibility. The Mang Giang is characterized by its rapidly changing weather, poor forced landing areas, and frequent high winds and turbulence. Shortly after 1500 hours on 1 December 1970, aircraft 68-16749 initiated a left descending turn at the western entrance of the Mang Giang Pass. The aircraft nearly completed a three hundred sixty degree descending left turn prior to impacting at high speed near the base of a small hill approximately one hundred fifty meters north of QL 19. The craft's final dive was made at roughly a forty-five degree nose down angle, relatively level, with small side to side movement detectable in the tail boom. The aircraft virtually disintegrated on impact simultaneously bursting into flame, killing pilot and passengers. The wreckage was spread downslope from the impact point about sixty feet to a small creek where the engine, transmission, tail boom, and associated components were found. Although several people were near the crash site, no attempt at rescue was made after reaching the wreckage due to the fact all occupants were obviously dead, and fire and exploding ammunition prevented removal of the bodies. It was approximately two hours before removal of the remains was possible. The bodies were taken to the 71st Evacuation Hospital in Pleiku.

This record was last updated on 09/20/1998