

**NORMAN LEE DUPRE**

**CLASS 49-54**

**is honored on Panel 11E, Row 19 of  
the Vietnam Veterans Memorial**

**Full Name: NORMAN LEE DUPRE**  
**Wall Name: NORMAN L DUPRE**  
**Date of Birth: 1/16/1930**  
**Date of Casualty: 9/26/1966**  
**Home of Record: ORANGE**  
**State: TX**  
**Branch of Service: ARMY**  
**Rank: MAJ**  
**Casualty Country: SOUTH VIETNAM**  
**Casualty Province: OFFSHORE, PR&MR UNK.**



Major Dupre was a Rotary Wing Aviator serving with the 114th Assault Helicopter Company. He was flying in support of a combat assault in Vinh Binh Province, in the Delta region of South Vietnam. The assault area was near the mouth of the Son Co Chien River.

During the assault, his UH-1B gunship, tail number 64-13935, was hit by small arms fire while making its second pass against the target, igniting a 2.75 folding-fin aerial rocket while the rocket was still inside its pod. The burning propellant caused the tail boom to fail and separate from the cabin, which then fell in a steep spin into the water where it landed on its right side in some nine feet of water. The crew chief was able to escape from the submerged cabin, but the other three crewmen did not.

***From [www.flyarmy.org](http://www.flyarmy.org)***

**MAJ Norman Lee Dupre**

Status: Killed In Action from an incident on 09/26/1966 while performing the duty of Pilot.

Age at death: 36.7

Date of Birth: 01/16/1930

Home City: Orange, TX

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

Unit: 114 AHC

Major organization: other

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

The Wall location: 11E-019  
Short Summary: Hostile action during the conduct of a mission.  
Aircraft: UH-1B tail number 64-13935  
Service number: O4009689  
Country: South Vietnam  
MOS: 1981 = 19 Rotary Wing Aviator (Unit Commander)  
Primary cause: A/C Accident  
Major attributing cause: aircraft connected not at sea  
Compliment cause: drowning  
Vehicle involved: helicopter  
Position in vehicle: aircraft commander  
Started Tour: 06/05/1966  
"Official" listing: helicopter air casualty - pilot  
Length of service: 20  
Location: Offshore, Unknown Province  
Reason: aircraft lost or crashed at sea  
Casualty type: Hostile - died while missing  
married male U.S. citizen  
Race: Caucasian  
Religion: Methodist (Evangelical United Brethren)  
The following information secondary, but may help in explaining this incident.  
Category of casualty as defined by the Army: battle dead Category of personnel: active  
duty Army Military class: officer  
This record was last updated on 05/31/1990

### **Helicopter UH-1B 64-13935**

Information on U.S. Army helicopter UH-1B tail number 64-13935  
Date: 09/26/1966 MIA-POW file reference number: 0474  
Incident number: G509ACD Accident case number: G509  
Unit: 114 AHC  
This was a Combat incident. This helicopter was LOSS TO INVENTORY  
for Close Air Support  
While in Target Area this helicopter was Attacking at 0750 feet and 070 knots.  
South Vietnam  
UTM grid coordinates: XR735693  
Helicopter took 2 hits from Small Arms/Automatic Weapons; Gun launched non-  
explosive ballistic projectiles less than 20 mm in size. (7.62MM)  
The helicopter was hit in the Armament system causing a Fire.  
Systems damaged were: ARMAMENT, PERSONNEL  
Casualties = 01 INJ, 03 DOI. . Number killed in accident = 3. . Injured = 1. . Passengers  
= 0  
The helicopter Crashed. Aircraft is later recovered by any means other than its own  
power.  
Both mission and flight capability were terminated.  
costing 310255

Original source(s) and document(s) from which the incident was created or updated: Defense Intelligence Agency Reference Notes. Defense Intelligence Agency Helicopter Loss database. Army Aviation Safety Center database. Survivability/Vulnerability Information Analysis Center Helicopter database. Also: 0474, UH1P1, 00646, CASRP, STMNT, FM232, CRAFX (Crash Facts Message. Casualty Report. )  
Loss to Inventory

Crew Members:

**P MAJ DUPRE NORMAN LEE KIA**  
P CPT MOSBURG HENRY LEE BNR  
G SP4 PHILLIPS MARVIN FOSTER BNR

REFNO Synopsis:

Capt. Henry L. Mosburg was a pilot assigned to the 114th Assault Helicopter Company. On September 26, 1966, he was assigned a combat assault mission in the Delta region of South Vietnam over Vinh Binh Province. He departed with a crew of four, including himself. On the second pass on a target near the mouth of the Son Co Chien River, Mosburg's aircraft was fired on by small arms. As the aircraft prepared for a third pass, it was noticed that one of the helicopter's rockets was on fire on the left side of the aircraft. Observers watched the tail section of the aircraft fall away, causing the helicopter to fall toward the water in a steep spin. The helicopter landed on its right side in approximately nine feet of water. One person (unnamed) was rescued, and one body was recovered. Mosburg was not found, nor was his gunner, SP4 Marvin F. Phillips. An exhaustive ocean search was made surrounding the crash area, but no trace of Phillips or Mosburg was ever found. Because of the over-water area, it was considered that the two were killed, and that it would be impossible to recover their remains. Source: Compiled by Homecoming II Project 15 June 1990 from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews.

Accident Summary:

ACFT WAS ENGAGING HOSTILE TARGET AND RECEIVING SA FIRE CE SAW ONE ROCKET 275 PROJECTING HALF WAY OUT ONE TUBE WITH FLAMES FROM THE AFT END OF THE MODULE AND LFT SIDE OF ACFT ENTIRE TAIL SECTION SEPARATED ACFT SPUN INTO THE SEA UNCONTROLLED CE ONLY SURVIVED CABIN WAS RECOVERED BUT NOT WEAPONS OR REST OF THE ACFT TWO BODIES NOT RECOVERED

War Story:

On 26 September 1966, between 1300 and 1430 hours, RVN Time, while piloting the rigging helicopter for the 611th Transportation Company (DS), Vung Tau, RVN, APO 96291, I witnessed four (4) members of the above unit successfully perform an extremely hazardous and difficult rigging and hook-up and recovery of UH1-B Gun Ship

of the 114th Armed Helicopter Company, Soc Trang, RVN. During Combat Assault conditions in and around the area of Bo Dong, South Vietnam, Delta Region of the Mekong river basin. We landed on the east beach of Bo Dong and in the Vinh Binh Province, while under surveillance by the enemy, located approximately 200 yards to the west. The recovery crew consisted of five (5) US Army military personnel: CW3 Devon L Nooner W2206510 765th Trans Bn (ADS) Pilot Capt Clifford J. Browning 05405560 611th Trans Co OIC PFC Jim F. Rigelsky RA17682804 611th Trans Co Rigger PFC Donald L. Merz US55840955 611th Trans Co Rigger PFC Carl G. Leach RA1680082 611th Trans Co Gunner Upon landing on the beach, the rigging crew took off their combat clothes and entered the South China Sea and began to swim to the downed aircraft with rigging straps and turn-buckles necessary to lift the downed Gun Ship from the waters. They saw the rotor blades of the armed helicopter just barely out of the water, as the 4 to 5 foot waves broke over them. Their mission was to recover the wreckage, armament and the remains of the helicopter. Viewing the situation, they stripped off their clothing and protection and went into the rough seas, carrying safety straps and rigging equipment to ready the helicopter for airlift by a CH-47 helicopter (Chinook) orbiting the area. At the time of this operation the seas consisted of 4 to 5 foot waves and a very fast north to south currents. The downed helicopter was submerged in nine (9) feet of water to add to the existing conditions. The rotor wash of the recovery ship CH-47 Chinook, 147th Trans Co, Vung Tau, created an almost impossible situation for those in the water. After rigging was accomplished they returned to shore to help with recovery of armament and the remains of the helicopter, armament and the pilot, who was still strapped in the pilot seat, Major Norman Lee Dupree. Major Dupree's remains were airlifted to the Hospital located at Vung Tau Airfield. Disregarding their own safety in shark infested waters and the enemy, Viet Cong and NVA along the coastline, this resulted in the recovery of one United States Army Aviator and the armament of the helicopter and a very badly damaged helicopter, that could possibly be used again for combat situations. Had this crew not been as skilled physically to withstand the adversities encountered in their desire to complete the mission, the Viet Cong and North Vietnamese Army would have, at low tide that night, doubtlessly taken the weapons and the US Soldier/Aviator from the helicopter. Note: I reviewing the statistics of Major Dupre, it indicated that the cause of death was not combat related. I will bear witness that Major Dupre should have been awarded the Silver Star for bravery for actions of avoiding capture of both himself and the fighting machine he was piloting. The aircraft had been severely damaged by machine gun fire and before he would allow the enemy to capture either himself or his armed helicopter, he chose to crash at sea, knowing the enemy did not have the means to recover the aircraft or his remains.  
DEVON L. NOONER CW4 RETIRED USA at NoonDev@aol.com

This record was last updated on 05/15/2006