

## DARYL LEE LIGONS

Class 21-66

is honored on Panel 32E, Row 64 of  
the Vietnam Veterans Memorial

**Full Name:** DARYL LEE LIGONS  
**Wall Name:** DARYL L LIGONS  
**Date of Birth:** 11/11/1944  
**Date of Casualty:** 12/26/1967  
**Home of Record:** LOS ANGELES  
**County of Record:** LOS ANGELES COUNTY  
**State:** CA  
**Branch of Service:** ARMY  
**Rank:** 1LT  
**Casualty Country:** SOUTH VIETNAM  
**Casualty Province:** BINH DINH



LT Ligons was assigned to Headquarters and Headquarters Battery, 1st Battalion, 30th Artillery. He served as a Forward Observer with 2nd Battalion, 8th Cavalry, 1st Cavalry Division. On December 26, 1967, he was a passenger on a CH47A Chinook helicopter that crashed at Phu Cat Air Force Base on approach to landing. The helicopter was transporting combat troops picked up near LZ English to the Bob Hope Christmas Show at Phu Cat. The crash claimed eight lives.

### TAC Officer

I recall Lt. Ligons and respected him as a tough OCS TAC officer during early 1967. He was an upstanding individual.

Posted by: C. Christopher Fecher  
Relationship: I was an OCS candidate  
April 6, 2008

### Little Brother

I remember Daryl. As an Upper Classman, he chose me to be his big brother.  
"Rest in Peace Lil Bro".

Posted by: Major Marion L Sloane Jr.  
Relationship: We were close friends  
April 4, 2006

## **Lest we forget**

Daryl was my classmate in the Field Artillery Officer Candidate School. He was a dedicated professional and his sacrifice will always be remembered.

Posted by: Terry R. Creque  
Relationship: We served together  
Monday, November 14, 2005

## **Great sense of humor**

Daryl started OCS in 17-66, and we were close friends. I last saw him in July 1966 when I came back to Robinson Barracks after graduation to visit with him and with Jack Burns.

Posted by: Rick Smith  
Relationship: We served together  
March 9, 2005

## **A Good Tactical Training Officer**

Lt. Ligons served as a Tactical Training Officer at Ft. Sill, OK, prior to his deployment to RVN. He was my platoon's Tac Officer (class 1-68). He was a great officer who used a velvet fist, when necessary, to bring us unruly candidates into line. We were all very saddened to learn of his death prior to our graduation. He was missed.

Posted by: Douglas Mitchell  
Relationship: Student  
Monday, October 4, 1999

## **Hard Chargers of the 1st Bn, 30th FA**

Posted for: DARYL LEE LIGONS:

1LT Ligons was an Artillery Forward Observer from HHB, 1st Bn, 30th FA, and was supporting an Infantry Company from the 1st Cavalry Division (Airmobile) when the helicopter he was riding in crashed and burned. The 1st Bn, 30th FA was the first 155mm (Airmobile) Battalion deployed to Vietnam (Nov 1965).

Posted by: MSG (R) Dan Gillotti  
Relationship: Served in the same Battalion  
Tuesday, August 17, 1999

**From thewall-usa.com**

**Gone But Not Forgotten**

I was several months behind Daryl at Officer Candidate School at Fort Sill, OK. He was an upperclass candidate when I arrived in July 1966. He and his classmates struck fear in the hearts of the lower class, and generally harassed the crap out of us, but he did it with a great deal of style. His class was responsible for supervising our barracks, and for part of our training. He conducted himself like a gentleman, albeit a tough gentleman, even before the Army declared him an "officer and a gentleman". His leadership stood out. Several years ago, I saw his name on an engraved "KIA" plaque at the Fort Sill OCS Museum, and it gave me a sinking feeling. He was one of the good guys.

George Bannon  
Army acquaintance  
January 28, 2002



*From www.flyarmy.org*

## **Helicopter CH-47A 66-19006**

Information on U.S. Army helicopter CH-47A tail number 66-19006

Date: 12/26/1967

Unit: C/228 AVN

This was an Accident incident.

The station for this helicopter was Bien Hoa in South Vietnam

Number killed in accident = 8. . Injured = 25. . Passengers = 28  
costing \$141,2037

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 W2 PE OBRAY

P W1 JL CLIFTON

CE E5 RL HAWK

G E4 AS LYNN

FE SP4 CAMPBELL WILLIAM H III KIA

Passengers and/or other participants:

CPT BERDY MICHAEL EDWARD, AR, PX, KIA

SP4 KYLE BARRY STUART, AR, PX, KIA

E4 GOODWILL, PAX, D

E6 MCGUIRE, PAX, D

E4 COMERFORD, PAX, D

E4 GAYLOR, PAX, D

E6 DECKER, PAX, D

E4 JAMES, PAX, D

SGT VUGA STEPHEN MICHAEL, AR, PX, KIA

E4 CLARK, PAX, D

E6 TEACHEY, PAX, D

E6 DAVIS, PAX, D

E5 JOINER, PAX, D

E5 ATKINS, PAX, D

E6 COLEY, PAX, D

1LT VAN ZANDT THOMAS MILTON, AR, PX, KIA

E6 BAKER, PAX, D

E6 FOSTER, PAX, D

**1LT LIGONS DARYL LEE, AR, PX, KIA**

CPL RUSS JAMES LEE JR, AR, PX, KIA

E6 HOFFA, PAX, D

E4 TEAGUE, PAX, D

E4 KELLY, PAX, D

E4 WIGGINS, PAX, D

E6 FRUEND, PAX, D

SSG FORD ALLEN D, AR, PX, KIA

2 NO NAME, PAX's, D

Accident Summary: An eye witness stated that the aft rotor assembly left the aircraft while the aircraft was terminating an approach for landing then the forward rotor system also left the aircraft. The aircraft came to rest upright and two small fires were extinguished.

**From [www.chinook-helicopter.com](http://www.chinook-helicopter.com)**

66-19006, Boeing build number B-264, was a CH-47A helicopter. The U.S. Army acceptance date was 9 November 1966. The administrative strike date was 26 December 1967. 66-19006 accumulated at least 233.0 aircraft hours.

At some point, 66-19006 was assigned to C Company - "Crimson Tide", 228th Assault Support Helicopter Battalion (ASHB), located at various time periods at either An Khe, Camp Evans, Phuc Vinh, or Bear Cat, in the Republic of Vietnam (RVN), and remained there until it was lost due to an accident.

On 26 December 1967, 66-19006 crashed at Phu Cat Air Force Base, RVN, on the way to the 1967 Bob Hope Christmas Show at Phu Cat Air Force Base.

SFC Athol K. Foster, passenger and Platoon Sergeant of the platoon in which 66-19006 was assigned, was on the aircraft and reported: A blade came off the aft head and the aft transmission and pylon was dislodged from the airframe. The aircraft fell to the ground from about 200 feet tail first. The aircraft landed on its tail then continued down onto its belly. At this point the forward transmission departed the airframe. There were 33 personnel on board, with eight fatalities. Everyone was hurt in some way.



**Wreckage of 66-19006**

## **Crash Information on U.S. Army helicopter CH-47A tail number 66-19006**

Personal account of this incident: It was o'dark thirty when the runner came around waking the flight crews, December 26, 1967. I was just a door gunner at that time. For some reason we were a standby AC. I believe the mission called for three hooks on that morning. I don't know if the FE and CC even knew what the mission was to be. At present time I cannot recall the names of the FE and CC.

As the FE and CC readied the hook for the pilots, I unlocked the Conex container that held the 60's. After inspecting them one more time, I hoisted them over my shoulders and carried them over to the ship. I locked them into place and got the ammo out and ready to feed into them. It was about this time that the pilots arrived and did their pre-flight. With the pre-flight out of the way, everybody took their position. The pilots settled into the seats in the cockpit and the CC took his position up front. As I plugged into the intercom, I heard the soon to be very familiar words, "Ready on the P chief?" The word went back, "Ready on the P, sir." I could now see the other hooks firing up, their blades slowing starting to turn. Then came the words from the cockpit, "Ready on one?", with the answer "Ready on one, sir."

The whine of the turbines started to grow and then leap to life. Once more the word from up front, "Ready on two?" "Ready on two, sir", came the reply. Number two engine also lit up with no problems. Two of the three mission birds were now all fired up. But the third bird was not starting. For some reason the APU would not start. One and two to flight came the word from up front and with those words the six blades began to spin faster. This FNG had no clue what was about to unfold in the next few hours.

The flight was now ready to take off, leaving the one hook sitting in the revetment, unable to come to life. The commands soon started to come, "Ramps up ready in the rear, sir," "Clear right, sir," "Clear left, sir." The fat lady lifted up and backed out of her parking spot at An Khe's Golf Course. A slow peddle turn and the nose dropped, and off we headed towards the Bong Son plains. After the short trip, LZ English was now in sight, and we would make a quick stop at the POL to top off the tanks. I don't think the FE or CC had a clue as to what the mission was to be. Word came back that we were cleared for the POL. As the Hook settled down, the ramp lowered and out the back I went. A little JP4 for a thirsty lady. After topping off the tank, I headed back to the window. Plugging back into the intercom I caught the last of the conversation. It was to be a three-ship extraction. Charlie was not in the area and there would be no gunships. Once more came the words ramps up, ready in the rear. Clear left, Clear right. The flight of three was cleared for departure.

It was a short trip to the PZ. Smoke was popped and ID'd. As we approached the PZ, I could see the three groups of Grunts ready to board. As I would become use to the hook settled down and the ramp was being lowered before she was all the way settled down. No sooner had the ramp hit the dry rice paddy then the troops started loading. As the last Grunt walked up the ramp, the FE hit the lever and as the ramp started coming up, the words Ramps up, ready in the rear, sir, came the word from the back. Another look around and I punched the intercom button, Clear left, sir. About the same time the CC was clearing right. The lead bird lifted off with us bringing up the tail end of the formation.

Soon we were up to altitude and heading off with our passengers. Once more I don't recall the time of the flight, nothing sticks out that would make it eventful at the time, just three hooks flying in loose formation. Pretty soon we're nearing our destination and we start dropping down from altitude. I now see that we're at an Air Force base. Directions are given, and we will be landing in a marked off spot in a dirt area. Sure enough, an Air Force truck with the follow me lights and we land and park in a dirt area. The grunts are still onboard as we shut down. Here comes a bus and the pilots tell us to get on the bus also. What about my 60's? I was told when I signed for them if they got lost or whatever it would come out of my pay. Not to worry, there will be a guard there. The Grunts are told to leave their packs on the hooks, we're going to the Bob Hope show.

We're ushered to a section for the Cavalry. Shortly after getting into our places, I hear short blurbs coming over the loud speakers. Captain so and so reports bla, bla, bla, x-ray tech bla, bla, bla report. Just a few short blurbs and I pay no mind to them, and for the next hour or so we watch as act after act is put on for us. The show is now over and we head out towards where we left the lady.

As we get close to where the bird waits, I now see in the background, just behind and off to the left, the remains of a Hook sitting on a little knob of dirt. Its forward transmission is laying out in front of a scene of destruction. There in masking tape on its side in big letters which spell out the words, "MERRY XMAS." C Co's Crimson tide 66-19006 sits in total destruction. Now the earlier message from the loud speakers comes clear in my mind: Captain so and so and all medical techs and x-ray techs report to their duty stations. That's what that was all about. Out of 28 passengers and 5 crew members, 8 died including the FE SP4 William H. Campbell III.

One of the bell cranks hit the aft area of our rear pylon. After an inspection and calling the 15th TC back at An Khe, it was decided that the ship would be flown back to An Khe and another hook would be dispatched to pick up our passengers. The grunts gathered their gear and we cranked up and lifted off heading back to the Golf course for repair.  
**(Bill Scott, B Co 228th Avn Bn 1st Air Cav '67-'69 FE Longhorn 039, January 2002)**



The Ligons-Allton Fitness Center at Fort Sill Oklahoma is named after First Lieutenant Daryl Ligons (Artillery OCS Class 21-66) killed in a helicopter crash in Vietnam on December 26, 1967, and Captain Eric Allton, a Fort Benning Army Officer Candidate School graduate commissioned Field Artillery killed in Iraq in September 2004.

The Ligons-Allton fitness center is inside Summerall Hall and serves students and cadre in the 428th Field Artillery and 30th Air Defense Artillery Brigade who attend classes in Snow Hall.