

DECLASSIFIED

Detachment Provisional Second (PARC)
UNITED STATES AIR FORCE
APC U. S. Forces 96310

REPLY TO
ATTN OF: Det Prov Second

28 APR 1965

SUBJECT: Rescue Mission Det 3, PARC 28 Apr 65 - 393

TO: Det 3, PARC

1. At 0340Z Radar Operations alerted us that they had contact with a Navy A-1H, squawking emergency. I went directly to Radar Operations, where at 0345Z I overheard a radio transmission from an A-1H in a flight of two, saying that they were 19 miles out and would attempt an emergency landing at this station. I immediately made the decision to scramble one helicopter to intercept the damaged aircraft. Since the aircraft was or would soon be in Thailand, I directed that the additional survival gear not be loaded aboard the aircraft. At 0350Z helicopter 60-280 was airborne.
2. Radio transmissions upon take-off revealed that the pilot of the damaged A-1H had elected to bail out. Upon turning out of traffic we had the flight of A-1H's, followed by the Rescue HU-16, in sight. In an attempt to gain altitude, the flight of A-1H's made a 360 degree turn around the base. On approximately the 030 degree radial, about two miles from the base, the pilot abandoned his aircraft. The aircraft made a descending turn to the right and dove into an uninhabited, wooded area just over a mile from the base. The pilot's parachute "blossomed" a few seconds after he left the aircraft, and he floated almost straight down in the very light wind. I flew descending circles around the pilot until he touched down in a lightly wooded area. I was able to land in a confined rice paddy, not more than 75 yards from the downed pilot. The pilot apparently did not strike any trees, but his parachute tangled in the top of one tall tree. As I was making a hover landing, the pilot released himself from the parachute harness and dropped five to ten feet to the ground. The pararescue man and crew chief departed the aircraft and assisted the pilot to and aboard the helicopter. The pilot apparently suffered only minor superficial injuries.
3. With the pilot aboard I made a max-performance take-off and returned to the base. I left the crew chief at the sight to recover the pilot's survival equipment. The crew of a second helicopter later assisted and picked up the crew chief. After letting off the downed pilot, who was met by the base doctor at the ramp, I returned to the downed aircraft to insure that the fire had not gotten out of control. I terminated the flight at 0420Z.
4. The weather throughout the mission was 4,000 feet scattered to broken, visibility 15 miles, winds light and variable.

James C. Rodenberg
JAMES C. RODENBERG, Capt, USAF
Rescue Crew Commander

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