

JOINT MESSAGEFORM				RESERVED FOR COMMUNITY INTER	
SECURITY CLASSIFICATION UNCLASSIFIED EFTO					
TYPE MSG	BOOK	MULTI	SINGLE	X	
PRECEDENCE					
ACTION PRIORITY					
INFO DTG					
FROM: DET 7 38ARESCUE SQ DANANG AB, RVN TO: ARS ORLANDO AFB, FLA INFO: 38ARECOVERY SQ TAN SON NHUT AB, RVN PACARESCUE CEN, HICKAM AFB, HAWAII UNCLAS EFTO DET 7, 38ARESCUE SQ <u>00829</u> NOV 65 MISSION NARRATIVE 1. MISSION NUMBER: DET 7-38-671/21 NOV 65 2. SAR ALERTED BY: PRIMARY CRASH PHONE 3. TYPE SAR AIRCRAFT USED: HH-43F HELICOPTER CREW COMMANDER: CAPT ALVA G. GRAHAM, DET 7, 38ARS, OKLAHOMA CITY, OKLA. CO-PILOT: CAPT ROCKWELL N. GREENE, DET 7 38ARS, LINCOLN, KANSAS HELICOPTER MECHANIC: A1C RONALD E. RENARD, DET 7 38ARS, EUCLID, OHIO. PARARESCUE: A1C MICHAEL D. LEONARD, DET 7 38ARS, LAWLER, IOWA. 4. TIME FROM INITIAL NOTIFICATION TO PICK UP: SEVENTEEN MINUTES. 5. CAP ASSISTANCE: NONE 6. LANDED ON GRASSY SLOPE JUST INSIDE PERIMETER FENCE FOR PICKUP. 7. A LARGE SEARCHLIGHT ILLUMINATED THE WRECKAGE. 8. SURVIVORS MOST SERIOUSLY INJURED AND EVACUATED BY HELICOPTER WERE:					SPECIAL INSTRUCTIONS
TYPED NAME AND TITLE		PHONE		SIGNATURE	
SSGT ROBERT G. CAVICCH,		6104			
		RELEASE		TYPED (or stamped) NAME AND TITLE	
				CAPT ROCKWELL N. GREENE USAF, OPS OFF.	
SECURITY CLASSIFICATION UNCLAS EFTO				REGRADING INSTRUCTIONS DECLASSIFIED	

FROM:

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DET 7 38ARESCUE

A1C MICHAEL J. KELLY,

1LT ROGER RUCKER,

~~A2C KIRBY R. WHEELER,~~

HOMETOWNS UNKNOWN.

9. SUMMARY OF EVENTS: THE HH-43F CREW WAS ASLEEP IN THE ALERT TRAILER

ON THE FLIGHT LINE WHEN THE PRIMARY CRASH PHONE RANG AT 0035.A C-123 HAD CRASHED ONE MILE SHORT OF RUNWAY 35. NUMBER OFSOULS ON BOARD WAS NOT KNOWN AT THIS TIME. CAPT GREENETELEPHONED THE BARRACKS TO SCRAMBLE THE SECOND ALERT CREW. THEHELICOPTERS HAD BEEN TIED DOWN AND ANCHORED FOR SEVERE WEATHERWARNING. THE PRIMARY ALERT CREW, ASSISTED BY HOOK UP MAN,TSGT ROBERT K. FLANDERS, DET 7, 38ARS, AVENAL, CALIF., UNTIEDTHE ALERT HELICOPTER AND WAS AIRBORNE NINE MINUTES AFTERPRIMARY CRASH PHONE RANG. SSGT PATRICK, CONTROL TOWER OPERATER,RELAIED EXCELLENT DIRECTIONS TO CAPT GRAHAM, GUIDING HIM TOTHE CRASH THUS SAVING VALUABLE SECONDS WHICH WOULD HAVE BEENSPENT SEARCHING FOR THE CRASH. THE PILOTS LOCATED A GRASSYSLOPE JUST INSIDE THE PERIMETER FENCE AND ADJACENT TO THE CRASHSUITABLE FOR LANDING. THE LANDING SITE EVALUATION WAS HAMPEREDBY GUSTY WINDS AND EXTREMELY POOR VISIBILITY DUE TO THE RAINAND BLINDING LIGHTS AT THE CRASH SCENE. THE TWO MOST SERIOUSLYINJURED, 1LT RUCKER WITH A BROKEN JAW AND A1C KELLY WITHCONCUSSION AND CHEST INJURIES WERE IMMEDIATELY LOADED, BYA1C LEONARD AND A1C RENARD ASSISTED BY FIRE DEPARTMENT AND

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USAF DISPENSARY PERSONNEL ON THE SCENE. THE CABIN CREWMEMBERS LOST THEIR CAPABILITY OF TRANSMITTIN TO THE PILOTS SO CAPT GREENE AND A1C LEONARD COMMUNICATED BY MEANS OF HAND SIGNALS TO DETERMINE WHEN THE CABIN WAS SECURE FOR TAKEOFF AND HOW MANY MORE SURVIVORS REQUIRED EVACUATION. NONE OF THE OTHER SIX SURVIVORS (INCLUDES ONE MARINE KNOCKED FROM HIS SANDBAGGED BUNKER BY THE C-123) REQUIRED AIRLIFT EVACUATION AT THIS TIME. A1C LEONARD HAD TO HOLD DOWN THE LITTER PATIENT A1C KELLY WHO WAS IN EXTREME PAIN. HE ALSO HAD TO KEEP A RECUSITUBE IN A1C KELLY'S MOUTH WHILE ADMINISTERING FIRST AID AND TREATING BOTH SURVIVORS FOR SHOCK. THE HAZARDOUS FLIGHT TO AND FROM THE MARINE HOSPITAL OVER HOSTILE TERRAIN WAS FORTUNATELY COMPLETED WITHOUT INCIDENT. CAPT'S GRAHAM AND GREENE WERE ABLE TO LOCATE THE UNLIGHTED MARINE HOSPITAL HELIPORT AT THE FOOT OF HILLS OBSCURED BY CLOUDS AND RAIN ONLY BY SUPERIOR PILOT SKILL, FAMILIARITY WITH THE AREA, DEAD RECKONING, AND LOOKING OUT THE SIDE DOORS TO REMAIN IN VISUAL CONTACT WITH THE GROUND AS FORWARD VISIBILITY THROUGH THE RAIN AND RAIN COVERED NOSE BUBBLE WAS ALMOST NON-EXISTENT. A SECOND LANDINGXCKE AT THE CRASH SITE TO VERIFY THAT NO ADDITIONAL SURVIVORS REQUIRED EVACUATION WAS ACCOMPLISHED ON THE PERIMETER ROAD. *The Secondary Crew* CREW HAD REACHED THEIR HELICOPTER FOR MASS CASUALTY EVACUATION AND WERE JUST READY FOR TAKEOFF WHEN THE PRIMARY CREW RETURNED TO THE RAMP. THE SECONDARY CREW MEMBERS WERE:
CREW COMMANDER: 1LT TOMMY L. BROWN, DET 7 38ARS, FORTVILLE, IND.

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FROM:

DET 7 38ARESCUE

CO-PILOT: CAPT JAMES C. RODENBERG, DET 7 38ARS, HALSTEAD, KS.

HELICOPTER MECHANIC: A1C EDGAR W. FORRESTER JR, DET 7 38ARS,
NORTH ATTLEBORO, MASS.PARARESCUE: A2C ALBERT W. FOSTER III, DET 7 38ARS, VIRGINIA
BEACH, VA. ASSISTED BY TSQT PATRICK A. BOWERS, DET 7 38ARS,
KINGSTON, N.Y.

THE PRIMARY CREW WAS SCRAMBLED AGAIN AT 0610 TO EVACUATE
SURVIVOR A2C WHEELER WITH A BROKEN MANDIBLE TO THE MARINE HOSPITAL.
TAKE OFF WAS AT 0620. THIS FLIGHT WAS ALSO COMPLETED WITHOUT
INCIDENT DURING DARKNESS, GUSTY WINDS, AND LIMITED VISIBILITY DUE
TO RAIN. TIME: FORTY MINUTES. SORTIES: TWO. 2 sorties 40 minutes

10. COMMENTS: THE C-123 WAS ALMOST UNRECOGNIZABLE. THE AIRCRAFT
HAD SLID THROUGH RICE PADDIES, A MINE FIELD, A SAND BAGGED BUNKER,
AND PERIMETER FENCE COMING TO REST JUST INSIDE THE PERIMETER
FENCE. THE EMPENAGE BROKE OFF, WHAT WAS LEFT OF THE CABIN, WING,
AND ENGINES WAS INVERTED ON TOP OF THE CRUSHED NOSE SECTION. WE
WERE AMAZED ANYONE GOT OUT ALIVE. THE ABSENCE OF FIRE PROBABLY
POSSIBLE RECOVERY
MADE ~~RECOVERY~~ OF ALL. XX

THE HELICOPTER CREW WAS INFORMED LATER THIS MORNING THAT THEIR
FIRST LANDING AT THE CRASH SCENE WAS MADE IN A MINE FIELD.

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20. DET PROV FIRST-1-14 Nov 65 (U). Capt Pfadenhauer, the pilot of a HH-43B, out on a base support mission, noticed a crowd on the beach waving and trying to attract his attention. After landing he learned that an airman had been pulled out of the water, and was being administered artificial respiration. Leaving his two crewmembers, 1st Lt Theodore S. Cochran, and TSgt Eddie Hagerman, to take over the first aid treatment of the still unconscious victim, the pilot flew to the base to pick up a doctor. By the time he returned to the incident scene with the doctor, the two crewmembers had revived the victim. Upon the doctor's recommendation they evacuated the survivor directly to the US Army hospital at Nha Trang. ²²

21. 38ARS-1138-17 Nov 65 (U). The F8E piloted by Commander Robert Chew Jr, was hit by ground fire while running on a target in North Vietnam. He turned out to sea and ejected off the coast. The HU-16 piloted by Capt David Richardson had been relieved at the orbit station and was proceeding to Danang when he monitored the emergency call. He was vectored into the survivors position by Commander Chew's wingman. Following the pick up the survivor was taken to Danang AB.

22. 38ARS-1141-18 Nov 65 (S). Captain Larry Mahaffey's F-105 was hit by ground fire over North Vietnam. He turned towards the mountains and ejected when he lost control of the aircraft. He landed in trees 100 feet high, and made no attempt to reach the ground. The HC-34 on prepositioned orbit headed toward the bail out scene and two HH-43's were scrambled from Nakhon Phanom, Thailand. The downed pilot made contact with RESCAP aircraft utilizing his URC-10 radio. The helicopters had difficulty finding the pilot due to the dense foliage, but the survivor fired several pen flares which were spotted by the helicopter crew. The forest penetrator was lowered, and the uninjured pilot recovered and taken to Nakhon Phanom by the HH-43 pilot, Capt John B. Reiderick. ²³

23. DET 7-671-21 Nov 65 (U). On 21 Nov 65 a C-123 crashed one mile short of the runway at Danang AB. The LBR crew scrambled, and were directed into the crash scene by the control tower operator. The landing at the incident site was hampered by gusty winds, heavy rain, and darkness. It was necessary for the helicopters to land in a mine field to pick up two of the most seriously injured crewmembers. The flight to the hospital was a busy one for the rescue technician, A1C Michael D. Leonard, as both survivors, A1C Michael J. Kelly and A1C Kirby R. Whellern, were in shock. A1C Kelly's injuries were so painful that he had to be held down while the recusitube was held in his mouth. The hospital was unlighted and obscured by clouds and rain, but a successful landing was made. The HH-43F crew commanded by Capt Alva C. Graham had indeed surmounted many obstacles in saving the lives of the two survivors.

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MISSIONS

RESCUERS

LOCATIONS

SURVIVORS

	<u>Name</u>	<u>Aircraft</u>		<u>Name</u>	<u>Service</u>	<u>Aircraft</u>
38-959-22 Sep	Capt Richardson	HU-16B	1700N - 10715E	Capt Tuong	VNAF	A1H
38-968-24 Sep	Maj Hollfelder	HU-16B	1708N - 10758E	Capt Graves	USAF	F4C
				Lt Nolan		
6-38-820-24 Sep	Capt Layman	HH-43F	5 NM E. Bein Hoa	Maj Barbena	USAF	F-100
6-38-898-5 Oct	Capt Murden	HH-43F	8 NM E. Bien Hoa	2 Soldiers	USA	
	Capt Nadler			5 Soldiers	USA	
6-38-929-9 Oct	Capt Cook	HH-43F	10 NM W. Bien Hoa	2 Soldiers	USA	
	Capt Potter			1 Soldier	USA	
38-1027-13 Oct	Capt Jennings	HH-3	2132N - 10317E	Maj Randall	USAF	F-105
38-1055-22 Oct	Capt Porter	HH-43F	37 NM SSW Pleiku	Maj Elliot	USAF	A1E
7-38-642-23 Oct	Capt Cunningham	HH-43F	12 NM W. DaNang	2 Marines	USMC	
38-1073-28 Oct	Capt Burdeaux	HH-43F	1635N - 10624E	LCDR Lindsey	USN	F-4B
	Capt McMillan	HH-43F	1635N - 10624E	LT Cooper	USN	F-4B
38-1084-1 Nov	Capt Westenbarger	HU-16B	2051N - 10729E	Capt Huggins	USAF	RF-101
38-1088-1 Nov		HH-3	1803N - 10540E	LCDR Wheat	USN	A4C
38-1110-6 Nov		HH-3	2029N - 10527E	2 Navy	USN	SH3
6-38-1047-6 Nov	Capt Murden	HH-43F	1104N - 10703E	1 Australian	Aust	
38-1111-7 Nov	Lt Kirby	HU-16B	1953N - 10614E	LCDR Wask	USN	A4C
38-1114-8 Nov*	Capt Henningson	HH-43B	1108N - 10657E	20 Soldiers	USA	
	Capt Nadler					
38-1138-17 Nov	Capt Richardson	HU-16B	1913N - 10748E	CDR Chew	USN	F8E
38-1141-18 Nov	Capt Relderick	HH-43B	1814N - 10532E	Capt Mahaffey	USAF	F-105
38-1150-20 Nov	Capt Keesler	HH-43B	1113N - 10643E	2 Soldiers	USA	
7-38-671-21 Nov	Capt Graham	HH-43F	1 NM S. DaNang	Lt Rucker	USAF	C-123
				A1C Kelly		

* Recovered on 9 November

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