

ROUTING	ACTIVITY	COORDINATING ACTION & CLEARANCE
FOR		
VIC		
C/S		

FROM: Det 6, 38th Air Rescue Sq, APO US FORCES 96227 9 Nov 65

SUBJECT: Mission Narrative Report 38-1112-8 Nov 65
(Initial Mission Summary - 9 copies)

TO: 38th Air Rescue Sq, APO US FORCES 96307

THRU: Det 6, 38th Air Rescue Sq (Commander), APO US FORCES 96227

1. Mission number: 38-1112-8 Nov 65.

2. Call alerted by: Rescue Coordination Center, 38th Air Rescue Squadron.

3. Type SAR aircraft used: One (1) HH-43F helicopter.

Crew:

POB	Captain Edwin A. Hemmingson	Det 6, 38th ARS
CP	Captain Ronald L. Bachman	Det 6, 38th ARS
RS	Capt. George E. Schipper	Det 6, 38th ARS
RS	1st Lt. David E. Milston	Det 6, 38th ARS
PM	1st Lt. Alexander Montgomery	Det 6, 38th ARS

4. Elapsed time from initial notification to first pick up: Fifty-five minutes.

5. Call assistance: 2 U.S. Army armed HH-13 helicopters.

6. Area and type of pick up: Recovery made with rescue hoist and Stokes litter from hostile area heavily wooded with trees 150-200 feet high.
Coordinates 1107 E. 10535 E.

7. Signaling equipment used to locate wounded crewmen: Smoke grenades.

8. Survivors names and serial numbers: Neither available nor possible to determine.

9. Summary of events:

At 1245 hours, 8 Nov 65, a call was received from the Rescue Coordination Center at 38th ARS that a group of 173rd Battalion personnel were in need of immediate air-evac of 50 US Army wounded down an area 13 miles at 38 degrees from Bien Hoa Air Base (coordinates 115-305). The army personnel on the ground reported they were trying to secure the area of Viet Cong (VC) fire and were also attempting to clear some kind of a landing/pickup area. There was a slight delay in the scramble time due to efforts to secure another HH-43 as a top cover ship (Det 6, 38th ARS had only one helicopter in commission at the time) and also to make arrangements for fire support/cover from one of the Army's armed HH-13 (Army) units. We were finally able to secure cover from the 501st element of the 173rd Battalion who used the call sign Firebird 72. Our recovery aircraft was instructed to use the call sign Pedro 1. Pedro 1 departed Bien Hoa at 1305 hours arriving over

ORIGINATOR (Typed Name and Grade)

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DATE PREPARED

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the designated area at 1315 hours. We were instructed by the army gun ships to orbit at 2,500 feet until such time as they completed their firing passes and had determined that the area was ready for us. At this time heavy rain showers were moving in from the east and made it extremely difficult to keep track of the spot and move in on it. We were instructed to remain in the eastern quadrant relative to the pick up point (PUP) and the area landing zone (ELZ) since personnel on the ground were engaged in continuous contact with the VC immediately west of these areas. The first approach to the PUP was accomplished in heavy rainshowers with the aid of smoke and vectoring over the radio by both ground and airborne instructions. Although the controlling agencies for this mission had been identified as Python Control (539.6 UHF) and Diesel Stamp #1 (43.8 FM) we were never able to make radio contact with either of these parties; as a result Firebird 91, the armed army HU-1B not only acted as firepower/protector, but also coordinated the entire operation of evacuation and airlift. After considerable hovering around over the trees in the area, the selected PUP was located; it was simply a spot over trees 150-180 feet tall, and at this point some of the trees had been cut down, nor any foliage removed. The paramedis crewmember was lowered into the trees, along with a power chain saw and fuel for the saw. Then the hoist operator lowered a stokes litter into the trees to bring up the first of twelve (12) army wounded who were to be recovered in this manner. There was no clear area for the hoist operator to maneuver the litter into/through, so all he could do was to try as best he could to thread the stokes litter up and down through the branches. We were instructed to airlift the evacuees to a small ELZ clearing $\frac{1}{4}$ mile north of the PUP, where they were to be picked up and air-evacuated by Dustoff (a "slick" HU-1B flight). During the first round trip we learned that the chain saw had broken, and that personnel in the clearing were requesting another saw, tools and more gasoline. They were also out of ammunition so we were asked to airlift in two cases of ammo, which we let down in the litter with the first pick up. One more wounded was winched up via stokes litter at which time our Firebirds reported they would have to return to Bien Hoa for fuel, and invited us to join them. Our fuel state at this time was 320%. We air-evacuated the patient we had on board to the 173rd "Flash" area, then returned to Bien Hoa for fuel. Firebird flight advised us to delay getting airborne back to the site for awhile as they were in the process of blasting out a landing area in the trees. (However, when we arrived at the scene, we found the area unchanged from before). Following a phone call from Firebird we were airborne to pick up our stokes litter at the "Flash" area and then flew on to the scene. As before, we were instructed to orbit at 2,500 feet while the "Hueys" (Army HU-1B) and Manasas completed their firing passes, and reconnoitered the area. At the word from Firebird, we again proceeded to pick up the wounded via stokes litter, picking up seven (7) on this series of sorties, and each time bringing supplies from the ELZ to the PUP area on the return trip. During this segment of the mission, personnel at the PUP again reported they were out of ammunition, and so we airlifted 6 more cases of ammo into them. In addition, 2 cases of TNT, 10 cases of medical supplies (Dextran, etc), 2 more power saws, gasoline and tools. During this period of time the HU-1B's reported taking hits (battle damage, apparently from small arms fire) just east

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of the PUP/ELZ area, and we were instructed to stay in real tight between the PUP and the ELZ in order to minimize our exposure to ground fire. On a previous run, personnel in the ELZ clearing reported what appeared to be small arms fire directed at our '43 from a point at the west edge of the clearing. Sometime during this same period of the operation, the "Hueys" also cautioned us as what appeared to be small arms fire directed at us. Throughout the recovery operation, the hoist appeared to be overheating; we could smell the strong, acrid odor coming from the cabin. We were concerned about losing the hoist during a sustained operation like this with 300 to 360 feet of cable being winched for every pick-up. Toward the latter part of this portion of the mission a few of the smaller trees directly below the chopper in the PUP area had been felled making the operation somewhat less strenuous. Our paramedic man, Sgt. Schipper who went down on the hoist the first time was later discovered to have suffered injured ribs. On the last sortie at the PUP during this trip the paramedic was recovered from the PUP and we then returned to the 173rd "Flash" area to off-load another wounded Army man. The "Hueys" were once again low on fuel and our fuel state was 220%. From the "Flash" area we returned to Bien Hoa to refuel and coordinate the next segment of the evacuation. Fifteen minutes later we were airborne enroute to the 173rd area to pick up our litter, then continued on to the evacuation area only to find as before that we would have to orbit at 2,500 feet until advised to go in due to the fact that both Navy and Air Force fighter aircraft were conducting heavy air strikes immediately adjacent to the area in which we were working. There was also considerable artillery fire in the area. However, the gunship advised that the firing would continue and to go ahead and "get on with it". At this time what appeared to be ground fire of some kind sailed past the side of the helicopter, and we were advised to get down low and stay in tight. We were once again vectored into the PUP by the higher flying HU-1 aircraft (personnel on the ground at the PUP were out of smoke flares) and proceeded to continue with the recovery of litter patients via the hoist, each time returning with medical supplies, etc. Following the evacuation of the second of this "batch" of evacuees we airlifted in 20 cases of C-Rations. After dropping the rations the hoisting crew continued with the recovery operation only to find that the hoist was inoperative. We flew to the ELZ to attempt to repair the hoist, but after landing discovered that the hoist cable has sheared and was irreparable. We were requested to make 2 more C-ration delivery flights. Following the first of these (10 cases) when we returned to the ELZ for another load we were waved off. We loitered in the area to learn if we could be of further assistance and since there seemed to be some confusion as to whether they needed us to haul anything else we decided to return as quickly as possible to Bien Hoa to attempt rapid repair of the hoist and return to the scene before nightfall. At Bien Hoa it was learned that there would be a minimum delay of 1 hour for replacement of the hoist cable. The crew was also advised that they were to be relieved to eat and for a rest break. A summary of statistics for the mission up to this point reflects: 35 sorties flown for a total of 4:25 hours of flying time, 12 personnel evacuated by stokes litter and hoist (9 saved). Airlifted in the following equipment and supplies to the PUP: 8 cases of ammunition,

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ACTION ITEMS

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☐ Return to action agency for signature & checked

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FROM: Det 6, 38th Air Rescue Sq, APO US FORCES 96227 9 Nov 65

SUBJECT: Mission Narrative Report 38-1112-8 Nov 65
(Initial Mission Summary - 9 saves)

TO: 38th Air Rescue Sq, APO US FORCES 96307

THRU: Det 6, 38th Air Rescue Sq (Commander), APO US FORCES 96227

1. Mission number: 38-1112-8 Nov 65.
2. SAR alerted by: Rescue Coordination Center, 38th Air Rescue Squadron.
3. Type SAR aircraft used: One (1) HH-43F helicopter.

Crew:

RCC	Captain Edwin A. Henningson	Det 6, 38th ARS
CP	Captain Ronald L. Bachman	Det 6, 38th ARS
RS	SSgt George E. Schipper	Det 6, 38th ARS
RS	SSgt David E. Milsten	Det 6, 38th ARS
HM	ALC Alexander Montgomery	Det 6, 38th ARS

4. Reaction time from initial notification to first pick up: Fifty-five minutes.
5. CAP assistance: 2 U.S. Army armed HU-1B helicopters.
6. Area and type of pick ups: Recovery made with rescue hoist and stokes litters from hostile area heavily wooded with trees 150-180 feet high. Coordinates 1107 N. 10656 E.
7. Signaling equipment used to locate wounded evacuees: Smoke grenades.
8. Survivors names and serial numbers: Neither available nor possible to determine.
9. Summary of events:

At 1245 hours, 8 Nov 65, a call was received from the Rescue Coordination Center at 38th ARSq that a group of 173rd Battalion personnel were in need of immediate air-evac of 50 US Army wounded from an area 13 miles at 38 degrees from Bien Hoa Air Base (coordinates YT 115-305. The army personnel on the ground reported they were trying to secure the area of Viet Cong (VC) fire and were also attempting to clear some kind of a landing/pickup area. There was a slight delay in the scramble time due to efforts to secure another HH-43 as a top cover ship (Det 6, 38th ARS had only one helicopter in commission at the time) and also to make arrangements for fire support/cover from one of the Army's armed HU-1B (Huey) units. We were finally able to secure cover from the 501st element of the 173rd Battalion who used the call sign Firebird 91. Our recovery aircraft was instructed to use the call sign Pedro 1. Pedro 1 departed Bien Hoa at 1305 hours arriving over

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the designated area at 1315 hours. We were instructed by the army gun ships to orbit at 2,500 feet until such time as they completed their firing passes and had determined that the area was ready for us. At this time heavy rain showers were moving in from the east and made it extremely difficult to keep track of the spot and move in on it. We were instructed to remain in the eastern quadrants relative to the pick up point (PUP) and the evac landing zone (ELZ) since personnel on the ground were engaged in continuous contact with the VC immediately west of these areas. The first approach to the PUP was accomplished in heavy rainshower with the aid of smoke and vectored over the radio by both ground and airborne instructions. Although the controlling agencies for this mission had been identified as Python Control (339.6 UHF) and Diesel Stamp #1 (43.8 FM) we were never able to make radio contact with either of these parties; as a result Firebird 91, the armed army HU-1B not only acted as firepower/protector, but also coordinated the entire operation of evacuation and airlift. After considerable hovering around over the trees in the area, the selected PUP was located; it was simply a spot over trees 150-180 feet tall, and at this point none of the trees had been cut down, nor any foliage removed. The paramedic crewmember was lowered into the trees, along with a power chain saw and fuel for the saw. Then the hoist operator lowered a stokes litter into the trees to bring up the first of twelve (12) army wounded who were to be recovered in this manner. There was no clear area for the hoist operator to maneuver the litter into/through, so all he could do was to try as best he could to thread the stokes litter up and down through the branches. We were instructed to airlift the evacuees to a small ELZ clearing $\frac{1}{4}$ mile north of the PUP, where they were to be picked up and air-evaced by Dustoff (a slick HU-1B Flight). During the first round trip we learned that the chain saw had broken, and that personnel in the clearing were requesting another saw, tools and more gasoline. They were also out of ammunition so we were asked to airlift in two cases of ammo, which we let down in the litter with the first pick up. One more wounded was winched up via stokes litter at which time our Firebirds reported they would have to return to Bien Hoa for fuel, and invited us to join them. Our fuel state at this time was 320%. We air-evaced the patient we had on board to the 173rd "Mash" area, then returned to Bien Hoa for fuel. Firebird flight advised us to delay getting airborne back to the site for awhile as they were in the process of blasting out a landing area in the trees. (However, when we arrived at the scene, we found the area unchanged from before). Following a phone call from Firebird we were airborne to pick up our stokes litter at the "Mash" area and then flew on to the scene. As before, we were instructed to orbit at 2,500 feet while the "Hueys" (Army HU-1B) and Mohawks completed their firing passes, and reconned the area. At the word from Firebird, we again proceeded to pick up the wounded via stokes litter, picking up seven (7) on this series of sorties, and each time bringing supplies from the ELZ to the PUP area on the return trip. During this segment of the mission, personnel at the PUP again reported they were out of ammunition, and so we airlifted 6 more cases of ammo into them. In addition, 2 cases of TNT, 10 cases of medical supplies (Dextran, etc), 2 more power saws, gasoline and tools. During this period of time the HU-1B's reported taking hits (battle damage, apparently from small arms fire) just east

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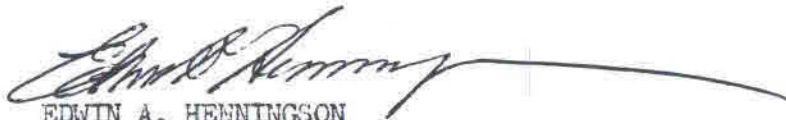
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of the PUP/EIZ area, and we were instructed to stay in real tight between the PUP and the EIZ in order to minimize our exposure to ground fire. On a previous run, personnel in the EIZ clearing reported what appeared to be small arms fire directed at our '43 from a point at the west edge of the clearing. Sometime during this same period of the operation, the "Hueys" also cautioned us on what appeared to be small arms fire directed at us. Throughout the recovery operation, the hoist appeared to be overheating; we could smell the strong, acrid odor coming from the cabin. We were concerned about losing the hoist during a sustained operation like this with 300 to 360 feet of cable being winched for every pick-up. Toward the latter part of this portion of the mission a few of the smaller trees directly below the chopper in the PUP area had been felled making the operation somewhat less strenuous. Our pararescue man, Sgt. Schipper who went down on the hoist the first time was later discovered to have suffered injured ribs. On the last sortie at the PUP during this trip the paramedic was recovered from the PUP and we then returned to the 173rd "Mash" area to off-load another wounded Army man. The "Hueys" were once again low on fuel and our fuel state was 280#. From the "Mash" area we returned to Bien Hoa to refuel and coordinate the next segment of the evacuation. Fifteen minutes later we were airborne enroute to the 173rd area to pick up our litter, then continued on to the evacuation area only to find as before that we would have to orbit at 2,500 feet until advised to go in due to the fact that both Navy and Air Force fighter aircraft were conducting heavy air strikes immediately adjacent to the area in which we were working. There was also considerable artillery fire in the area. However, the gunship advised that the firing would continue and to go ahead and "get on with it". At this time what appeared to be ground fire of some kind sailed past the side of the helicopter, and we were advised to get down low and stay in tight. We were once again vectored into the PUP by the higher flying HU-1 aircraft (personnel on the ground at the PUP were out of smoke flares) and proceeded to continue with the recovery of litter patients via the hoist, each time returning with medical supplies, etc. Following the evacuation of the second of this "batch" of evacuees we airlifted in 20 cases of C-Rations. After dropping the rations the hoisting crew continued with the recovery operation only to find that the hoist was inoperative. We flew to the EIZ to attempt to repair the hoist, but after landing discovered that the hoist cable has sheared and was irreparable. We were requested to make 2 more C-Ration delivery flights. Following the first of these (10 cases) when we returned to the EIZ for another load we were waved off. We loitered in the area to learn if we could be of further assistance and since there seemed to be some confusion as to whether they needed us to haul anything else we decided to return as quickly as possible to Bien Hoa to attempt rapid repair of the hoist and return to the scene before nightfall. At Bien Hoa it was learned that there would be a minimum delay of 1 hour for replacement of the hoist cable. The crew was also advised that they were to be relieved to eat and for a rest break. A summary of statistics for the mission up to this point reflects: 35 sorties flown for a total of 4:25 hours of flying time, 12 personnel evacuated by stokes litter and hoist (9 saves). Airlifted in the following equipment and supplies to the PUP: 8 cases of ammunition,

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2 cases TNT, 10 cases of medical supplies, 30 cases of C-Rations, 4 chain saws, 3 cans gasoline plus miscellaneous tools, rope, etc.

A handwritten signature in dark ink, appearing to read 'Edwin A. Henningson', with a long horizontal flourish extending to the right.

EDWIN A. HENNINGSON
Captain, USAF
Rescue Crew Commander

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MISSIONSRESCUERSLOCATIONSSURVIVORS

	<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 Reiderick	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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to the Navy helicopter landing scene and picked up the remaining two crewmembers. In order to hover it was necessary to dump fuel which precluded its continuing on to the CH-3C bailout area. The two Navy survivors were taken to Udorn. On the morning of Nov 8, a first light search was initiated in the CH-3C bailout area. Several passes were made and no ground fire was observed by the A1E's that were receiving a beeper. However, as more aircraft entered the area to attempt to pinpoint the beeper heavy ground fire erupted. Two A1E's were hit and had to withdraw; both landed safely at Udorn. Due to the intensity of the ground fire, the further recovery of survivors was deemed to be not feasible without additional losses. The mission was suspended on 8 Nov. The missing CH-3C crewmembers are: Capt Warren Lilly, 1Lt Jerry Singleton, and SSgt Arthur Cornier. 20

18. 38ARS-1111-7 Nov 63 (U). On 7 Nov 63, Lt Cmdr Charles Wack's A4E was hit by ground fire while pulling out of a dive over his target. He immediately headed toward the coast, and about 12 miles out over the Gulf of Tonkin he ejected. The distress call on guard channel was monitored by the HU-16 pilot 1Lt Joseph Kirby, who immediately headed for the bail out site. The HU-16 crew spotted the pilot approximately 15 minutes later, and noted a junk fleet one half mile from the downed pilots raft. The external fuel tanks were jettisoned, and a water landing made. The downed pilot was brought aboard the HU-16 just 17 minutes after his distress call went out. The uninjured pilot was taken to Danang AB.

19. 38ARS-1114-8 Nov 63 (C). At 1230H on 8 Nov, a request for MED EVAC of battle casualties was received. A large scale operation was taking place and over 100 casualties were reported. Rescue helicopters from both Bien Hoa and Tan Son Nhut were utilized in this recovery operation that was to run two days. The recovery site as a heavily wooded jungle area with trees 150 to 180 feet high. There were no clear areas, so all of the wounded had to be picked up from a high hover. A rescue technician was lowered into the pick up point with a chain saw to make a landing zone but the saw malfunctioned. Of the 71 sorties flown by the HH-43's during the two days the following was typical. They were escorted in by armed UH-1B's and waited in a high hover until the "Hueys" had made several firing passes to suppress VC ground fire. The "Hueys" received hits while performing this task. When they felt they had silenced the opposition, the HH-43's were directed in. While hovering over the 180 foot trees, the rescue technician lowered the stokes litter threading it through the tree branches. The casualties were picked up and taken to a forward aid station, and ammunitions and C-rations were taken in on the return journey. During the course of the operation the HH-43's recovered fifty personnel, of whom 20 were saves. In addition 3 cases of ammunition, 2 cases of TNT, 10 cases of medical supplies and 30 cases of C-rations were taken into the battle area. 21

20 Append 5 page 12

21 Append 6 page 11

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8 NOV 65

~~Circa 1967~~ Bien Hoa AB, RVN. An Air Force pararescueman, George Schipper, assigned to the 38th ARRS, turns woodcutter during a pitched battle between American soldiers and Viet Cong guerrillas in order to clear an extraction site for wounded personnel. The incident occurs a few miles northeast of Saigon in an area known as "War Zone D," long a Viet Cong stronghold. A foreboding jungle, densely wooded with trees, vines, and thick underbrush, makes this an ideal location for VC insurgents. Caves and endless tunnels, deeply carved in the ground, give them added protection. An American unit undertakes a search and destroy mission in this area. The unit is cut off and quickly surrounded. Facing annihilation by a numerically superior enemy force, it sends out a call for help from its only avenue of escape: air evacuation. Medical aid is imperative for the wounded men.

When Rescue's HH-43 helicopter arrives on scene, there is no way to extract the wounded men through the thick tangle of jungle. Realizing the need for immediate action, Schipper arms himself with an axe, a machete, and a sidearm, then mounts the forest penetrator and descends some one hundred and eighty feet into the battle. As he drops through the matted foliage, he sustains a painful rib injury while hacking his way past grasping tree limbs. Although he is in constant radio contact with the hovering helicopter, Schipper does not report his injury, electing to complete the mission. On the ground, he begins clearing an area out of the thick vegetation so that litters can be lowered to haul out the seriously wounded. For more than three hours he works feverishly in the humid tropical heat enlarging the extraction site, providing medical aid, and securing the injured men on litters. The throbbing pain in his side is unrelenting. As he secures each man into the hoist or into a litter, bullets tear through the jungle and overhead as the VC fight to overtake the defender's position and shoot down the hovering helicopter. Despite the plummeting odds for survival, Schipper refuses to return to the helicopter, opting to remain on the ground and continue his evacuation. It is not until fresh American units are introduced into the fray that he relinquishes control of the operation and departs the scene. It is only then that he makes his own injury known. Nonetheless, after dropping a load of wounded soldiers at a nearby medical station, he again elects to return to the extraction site with the last rescue chopper and operates the hoist during the final phase of the rescue. He pulls up the last wounded American and sees him back to safety and medical treatment. Schipper's courage and heroism saved many lives. He is awarded the Silver Star for gallantry.

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SO G-249, 2d AD, 29 Mar 66, 1st Lt Richard J. Sans, Det 5, 38 ARRSq, DFC for heroism while participating in aerial flight on 16 Jan 66.

SO G-251, 2d AD, 30 Mar 66, SSgt Joe Barnes Sr, Det 5, 38 ARRSq, DFC for heroism while participating in aerial flight on 16 Jan 66.

SO G-251, 2d AD, 30 Mar 66, A1C Leroy W. Kelsay Jr, Det 5, 38 ARRSq, DFC for heroism while participating in aerial flight on 16 Jan 66.

SO G-251, 2d AD, 30 Mar 66, A1C Alexander Montgomery, Det 6, 38 ARRSq, DFC for heroism while participating in aerial flight on 8 Nov 65.

SO G054, PACAF, 3 Mar 66, SSgt George E. Shipper, Det 6, 38 ARRSq, Silver Star for meritorious action on 8 Nov 65.

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