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 Cormier.[20]

18. 38ARS-1111-7 Nov 65 (U). On 7 Nov 65, 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 65 (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 supress 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 8 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

13. ~~38-1081-30 Oct 65 (C).~~ At 1209H the radio operator at Quang Tri, RVN, intercepted a May Day from an Army UH-1B that had crashed. Two HH-43 helicopters that were on alert at Quang Tri scrambled, and an HU-16 was diverted to the incident scene. The downed helicopter was located and the crew taken to a forward Army outpost. The two HH-43 pilots, Capt John Keen and Capt Arvo then returned to alert duty at Quang Tri. [18]

14. ~~38 ARS LBR-172-1 Nov 65 (U).~~ On 1 Nov 65 the tower at Tan Son Nhut AB informed the LBR unit of a P-2V landing with one engine out. One HH-43B scrambled with a fire suppression kit and intercepted the aircraft on final approach. The P-2V blew a tire on landing, and as the aircraft came to a stop on the runway a magnesium fire broke out in the left wheel well; the flames engulfing the entire wing. The HH-43B hovered and directed its rotor wash so as to keep flames from igniting the fuel tanks or the paraflares that were mounted on the wing. They continued this until the fire trucks arrived and extinguished the flames. Due to the action of the HH-43B pilot, Capt Alden, the 13 crewmembers of the P-2V escaped without injuries.

15. ~~38ARS-1084-1 Nov 65 (S)~~ On 1 Nov 65, Capt Huggins was forced to eject from his RF-101 over the North Vietnamese coast. He hit the water approximately 100 yards from shore. Fortunately, another RF-101 was in the area and was able to immediately locate the raft. The HU-16 along with two USN A1H aircraft proceeded to the scene. As the pilot was spotted the HU-16 began an approach for a water landing; however a go-around was initiated because a sampan was approaching the downed pilot. The A1H RESCAP aircraft were directed by the HU-16 to fire across the bow of the sampan. This was done; however, the sampan continued toward the survivor. On the next pass the sampan was sunk approximately 100 yards from the survivor. The HU-16 then water landed, and as it was taxiing to the survivor noted three armed swimmers also attempting to reach the downed pilot. During this entire time machine gun fire from the shore was being directed at both the survivor and the HU-16, and Capt Huggins was engaged in a pistol duel with the swimmers. The HU-16 called for the RESCAP aircraft to make a pass at the swimmers and Taxiied to the survivor. The uninjured survivor was taken aboard, and flown to Danang by the HU-16 RCC, Capt David Barger.

16. ~~38ARS-1088-1 Nov 65 (S)~~ On 1 Nov 65, Lt Cmdr Billy V. Wheat ejected from his A4C over North Vietnam. His wingman noted the successful bailout and alerted the HU-16 on precautionary orbit over the Gulf of Tonkin, which in turn alerted the rescue center at Udorn AB, Thailand. An EC-54 was diverted to the scene, and two HH-43 aircraft were scrambled from Nakhon Phanom, Thailand. Occasionally beacon signals were heard, but no visual nor voice contact was made by the time the HH-43's had reached their bingo fuel time.

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MISSIONS	RESCUERS		LOCATIONS	SURVIVORS		
	Name	Aircraft		Name	Service	Aircraft
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

SECRET

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c. Combat Operations

(1) Combat flying for period 1 October to 31 December 1965 totaled 1254 hours. There were 135 SEA missions. Five open sea landings were made during the quarter with five (5) pilots saved.

(a) Mission # 1084-1 November 1965 2 Sorties. HU-16 Pilot rescued from northern Gulf of Tonkin: Captain Norman P. Huggins, Mullins, South Carolina. Rescue crew responded to May-Day call from Wingman. Position of HU-16 was 140 miles from scene. Distressed pilot had ejected over water, drifted over a hostile island, and landed in the water 100 yards from the island. Survivor was under hostile small arms fire from shore and three swimmers were trying to outflank him. Prior to the rescue a running gun battle had been in progress with one of the swimmers. The Rescue aircraft remained under hostile fire throughout the rescue. A small armed junk was neutralized while the HU-16 was rescueing the survivor. The aircraft was in the water for four minutes. Take-off was made into a rain shower and transition instruments was necessary. An uneventful flight to Danang AB followed. The HU-16 sustained no damage.

CREW	RCC	Captain David P. Westenbarger
	CP	Captain David K. Wendt
	NAV	1st Lt Donald S. Price
	RO	SSgt Frank J. Trombino
	FM	A1C James M. Allen
	Pararescueman	A2C James E. Pleiman

(b) Mission # 1111-7 November 1965. 2 Sorties. HU-16 Pilot rescued from the Gulf of Tonkin: Lieutenant Commander Carles Gale Wack, 595696 USN, Effingham, Illinois. Rescue crew responded to May-Day call from Wingman. Due to excessive chatter on frequency, radar vectors from friendly ship were blocked off and the HU-16 was vectored by DF steers on the Wingman. Survivor was 15 miles from shore and ½ mile from fishing boats. An open sea landing was made, the pilot rescued, and without further incident returned to friendly base.

CREW	RCC	1st Lt Joseph G. Kirby
	CP	1st Lt Robert M. Kramer
	NAV	Captain Roger J. Coslett
	RO	SSgt Harold R. Erickson
	FM	SSgt Patrick D. McCoy
	Pararescueman	SSgt Larry D. Huyett

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

JAMES E. PLEIMAN

Airman Second Class James E. Pleiman distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 1 November 1965. On that date, Airman Pleiman was instrumental in effecting the safe and expeditious recovery of a United States Air Force RF-101 Pilot from hostile waters in the Gulf of Tonkin. With complete disregard for his safety, and with armed hostile swimmers within one hundred feet of him, Airman Pleiman jumped into the water to assist the pilot. This courageous and aggressive action promulgated against overwhelming odds, resulted in reducing the time the aircraft and crew were exposed to hostile fire. By his gallantry and devotion to duty, Airman Pleiman has reflected great credit upon himself and the United States Air Force.

13. ~~38-1081-30 Oct 65 (S).~~ At 1209H the radio operator at Quang Tri, RVN, intercepted a May Day from an Army UH-1B that had crashed. Two HH-43 helicopters that were on alert at Quang Tri scrambled, and an HU-16 was diverted to the incident scene. The downed helicopter was located and the crew taken to a forward Army outpost. The two HH-43 pilots, Capt John Keen and Capt Arvo then returned to alert duty at Quang Tri. [18]

14. ~~38 ARS LBR-172-1 Nov 65 (S).~~ On 1 Nov 65 the tower at Tan Son Nhut AB informed the LBR unit of a P-2V landing with one engine out. One HH-43B scrambled with a fire suppression kit and intercepted the aircraft on final approach. The P-2V blew a tire on landing, and as the aircraft came to a stop on the runway a magnesium fire broke out in the left wheel well; the flames enguiffing the entire wing. The HH-43B hovered and directed its rotor wash so as to keep flames from igniting the fuel tanks or the paraflares that were mounted on the wing. They continued this until the fire trucks arrived and extinguished the flames. Due to the action of the HH-43B pilot, Capt Alden, the 13 crewmembers of the P-2V escaped without injuries.

15. ~~38ARS-1084-1 Nov 65 (S)~~ On 1 Nov 65, Capt Huggins was forced to eject from his RF-101 over the North Vietnamese coast. He hit the water approximately 100 yards from shore. Fortunately, another RF-101 was in the area and was able to immediately locate the raft. The HU-16 along with two USN AIH aircraft proceeded to the scene. As the pilot was spotted the HU-16 began an approach for a water landing; however a go-around was initiated because a sampan was approaching the downed pilot. The AIH RESCAP aircraft were directed by the HU-16 to fire across the bow of the sampan. This was done; however, the sampan continued toward the survivor. On the next pass the sampan was sunk approximately 100 yards from the survivor. The HU-16 then water landed, and as it was taxiing to the survivor noted three armed swimmers also attempting to reach the downed pilot. During this entire time machine gun fire from the shore was being directed at both the survivor and the HU-16, and Capt Huggins was engaged in a pistol dual with the swimmers. The HU-16 called for the RESCAP aircraft to make a pass at the swimmers and Taxiied to the survivor. The uninjured survivor was taken aboard, and flown to Danang by the HU-16 RCC, Capt David Barger.

16. ~~38ARS-1088-1 Nov 65 (S)~~ On 1 Nov 65, Lt Cmdr Billy V. Wheat ejected from his A4C over North Vietnam. His wingman noted the successful bailout and alerted the HU-16 on precautionary orbit over the Gulf of Tonkin, which in turn alerted the rescue center at Udorn AB, Thailand. An RC-54 was diverted to the scene, and two HH-43 aircraft were scrambled from Nakhon Phanom, Thailand. Occasionally beacon signals were heard, but no visual nor voice contact was made by the time the HH-43's had reached their bingo fuel time.

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1 NOV 65

Farthest North Viet Sea Rescue Saves Captain

TAN SON NHUT AB, Vietnam — In the most northerly sea rescue so far in the war here, an RF-101 pilot was picked up after bailing out over the North China Sea.

The pilot, Capt. Norman P. Huggins, was completing a photo reconnaissance mission over the SAM sites destroyed by air strikes when his aircraft was hit by automatic weapons fire. He headed out to sea and bailed out near Ile Des Sangliers, 57 miles east of Haiphong.

He spent about an hour on the water in his life raft before being picked up by an HU-16 from Det. 7, 38th Air Rescue Sq., Da Nang AB.

As the twin-engine amphibious airplane approached the area, the pilot, Capt. David P. Westenbarger, saw a sampan headed for the life raft. He called in an air strike of A-1Es to warn the sampan to stay away, and one Skyraider placed several shots across its bow. When the boat did not alter course, both A-1Es strafed it, and left it swamped and sinking.

Captain Huggins said he received machine gun fire from the shore, a few hundred yards away, but neither he nor the Albatross was hit.

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NARRATIVE OF RESCUE MISSION

On 1 November 1965, a CH-3C helicopter departed Nakhon Phanom Air Base for the purpose of locating and recovering an American pilot whose jet aircraft had been shot down while on a mission over North Vietnam. The CH-3C helicopter took off on this normally hazardous mission handicapped by the following: the TACAN and ARA-25 navigation systems were inoperative, the rescue hoist would only operate from the pilot's position, and due to a critical shortage at the base, there was insufficient personal survival equipment aboard for the crew. Two HH-43 Rescue helicopters had previously been scrambled from the same base on the same mission but had been forced to return due to minimum fuel. Enroute to the area, the CH-3C was intercepted by A-1E aircraft which were to provide escort and suppressive fire power as needed. Upon entering the area, the A-1E escort aircraft went in low over the area and did not draw any ground fire so the CH-3C was taken in for a close look. The CH-3C pilot decided to start a search along a line and a personnel locator "beeper" tone was heard by one of the A-1E pilots. At almost the same time, the CH-3C copilot caught a fleeting glimpse of a pen gun flare. As the approach to the spot where the flare was sighted was started, a garbled and excited voice came over the air on the emergency UHF frequency. The area from which the flare had been fired was in a shallow valley on the side of a high mountain. Finally, after talking to the survivor, the CH-3C crew was able to pick out his location. The flight mechanic spotted the downed pilot in an area surrounded by very high trees waving his " T" shirt. The downed pilot had stated that he was injured, so the decision was made to lower the paramedic to the ground, hoping that he could then help the injured pilot to a better location for the pick up.. The paramedic was lowered through the trees and when all the available hoist cable had been extended (200 feet), he was still 15 feet from the ground. He then dropped the rest of the way, crashing through the dense tangle of underbrush. He located the injured man and half carried, half dragged him through the forest to an area which he thought would be suitable for a pick up. Throughout all this the helicopter pilot had been maintaining a steady hover with the nose of the aircraft brushing the top of one tree and rotor tip clearance of two feet from another tree towering up on the right side. Suddenly the copilot noticed a high transmission oil temperature and low pressure. The pilot moved the helicopter and flew around letting the airflow around the transmission dissipate the excess heat. When the temperature and pressure were back within limits, the helicopter returned and was directed over the spot where the paramedic and survivor were by the two flight mechanics. The hoist was lowered with two "horse collars" , both men were brought up at the same time. The CH-3C then headed for Nakhon Phanom, one hour and

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eighteen minutes after reaching the objective area. During the return flight, the paramedic, assisted by one of the flight mechanics, administered excellent first aid to the survivor.

Crew Members:

RCC Capt. Warren R. Lilly
CP 1/Lt Jerry A. Singleton
HM T/Sgt Spence C. Heywood
HM T/Sgt William J. Warren
PJ S/Sgt Arthur Cormier

SECRET

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14. ~~38 ARS LBR-192-1 Nov 65 (S).~~ On 1 Nov 65 the tower at Tan Son Nhut AB informed the LBR unit of a P-2V landing with one engine out. One HH-43B scrambled with a fire suppression kit and intercepted the aircraft on final approach. The P-2V blew a tire on landing, and as the aircraft came to a stop on the runway a magnesium fire broke out in the left wheel well; the flames enguifing the entire wing. The HH-43B hovered and directed its rotor wash so as to keep flames from igniting the fuel tanks or the paraflares that were mounted on the wing. They continued this until the fire trucks arrived and extinguished the flames. Due to the action of the HH-43B pilot, Capt Alden, the 13 crewmembers of the P-2V escaped without injuries.

15. ~~38ARS-1084-1 Nov 65 (S)~~ On 1 Nov 65, Capt Huggins was forced to eject from his RF-101 over the North Vietnamese coast. He hit the water approximately 100 yards from shore. Fortunately, another RF-101 was in the area and was able to immediately locate the raft. The HU-16 along with two USN AIH aircraft proceeded to the scene. As the pilot was spotted the HU-16 began an approach for a water landing; however a go-around was initiated because a sampan was approaching the downed pilot. The AIH RESCAP aircraft were directed by the HU-16 to fire across the bow of the sampan. This was done; however, the sampan continued toward the survivor. On the next pass the sampan was sunk approximately 100 yards from the survivor. The HU-16 then water landed, and as it was taxiing to the survivor noted three armed swimmers also attempting to reach the downed pilot. During this entire time machine gun fire from the shore was being directed at both the survivor and the HU-16, and Capt Huggins was engaged in a pistol dual with the swimmers. The HU-16 called for the RESCAP aircraft to make a pass at the swimmers and Taxiied to the survivor. The uninjured survivor was taken aboard, and flown to Danang by the HU-16 RCC, Capt David Barger.

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18 Append 7 page 6

A CH-3C had been scrambled from Nakhon Phanom to relieve the HH-43's on station. A CH-3C made voice contact with the downed pilot who was able to direct the helicopter to his location, and the rescue technician was lowered to assist the injured survivor into the hoist. Following the successful pickup the survivor was taken to Nakhon Phanom where medical assistance was standing by. [19]

17. 38ARS-1110-6 Nov 65 (S). On 5 Nov 65 an F-105, call sign Oak 1, was missing over North Vietnam. His wingman had last seen him going into the clouds. The weather in the area was rapidly deteriorating and no signals were being received. On 6 Nov, two A1E's, Sandy 11 and 12, went into the area to search for Oak 1. During the course of the search, Sandy 12 was hit by ground fire, and the pilot bailed out. His wingman observed him on the ground. A CH-3C was scrambled from a forward site in Laos, and two more A1E's were sent from Udorn, but Sandy 11 was not able to relocate the downed pilot prior to his bingo fuel time. The CH-3C, Jolly Green 85, was hit by ground fire in the search area. The four man crew bailed out, and four good chutes were observed by their A1E escort. Voice and beeper contact was made with at least one crewmember, and a visual sighting was made on another. AT this time, the on scene commander received a call stating that the Navy had a helicopter enroute to the search area. Two A1E's, Sandy 13 and 14, were sent to the coast to escort the Navy helicopter in, and while escorting the helicopter Sandy 14 was hit by ground fire. A transmission from him stating he had been hit followed, but there was no further contact. The remaining A1E and the Navy helicopter remained in the area until the helicopter had to depart due to fuel limitations. After refueling, the Navy helicopter returned to the search area, accompainied by Navy A1H RESCAP. The A1H's picked up a beeper in the vicinity of the CH-3C bailout location. Soon after this voice contact was made and the Navy SH3, call sign nimble 62, went in low to attempt visual contact. It was dark at this time, but fortunately the survivor had a cigarette lighter which was used to signal the helicopter. His flashes were observed and Sgt Naugle, a crewmember from the downed Jolly Green 85, was picked up and taken to the carrier. The only injuries Sgt Naugle suffered were slight burns on his hand. The following morning Nimble 62, piloted by Lt JG Campbell, returned to the search area in an attempt to locate additional survivors. While enroute a Mig alert was received, and Nimble 62 descended to get between cloud layers at 2000 and 3000 feet. As it flew over a hole in the bottom cloud deck it was hit by automatic weapons fire. The fuel lines were ruptured and a rapid loss of fuel was experienced forcing the pilot to make a controlled landing in North Vietnam. The two A1H aircraft that escorted Nimble 62 were also hit, however, both made it safely to Danang; although one aircraft had to make a gear up landing. A short time later another Navy helicopter, a UH-2, arrived at the landing sight of Nimble 62 and was able to pick up 2 of the 4 crewmembers. Jolly Green 76, was enroute to the bailout site of Jolly Green 85 when informed of the Navy helicopter in distress. It diverted

19 Append 5 page 10

c. Combat Operations

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	CP	Captain David K. Wendt
	NAV	1st Lt Donald S. Price
	RO	SSgt Frank J. Trombino
	FM	A1C James M. Allen
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	CP	1st Lt Robert M. Kramer
	NAV	Captain Roger J. Coslett
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	FM	SSgt Patrick D. McCoy
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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 Cormier.[20]

18. 38ARS-1111-7 Nov 65 (U). On 7 Nov 65, 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 65 (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 "Huey's" had made several firing passes to supress VC ground fire. The "Huey's" 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 8 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]

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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.

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.

ROUTING | ACTION | COORDINATION & CLEARANCE

ADR

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

V/C

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

C/S

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:

ROC	Captain Edwin A. Hemingson	Det 6, 38th ARS
CP	Captain Ronald L. Dagham	Det 6, 38th ARS
RS	SSgt George E. Schipper	Det 6, 38th ARS
RS	SSgt David E. Milston	Det 6, 38th ARS
PJ	A1C 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. 10536 E.

7. Signaling equipment used to locate wounded survivors: 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 AHQ that a group of 173rd Battalion personnel were in need of immediate air-evac of 50 US Army wounded (Army) in 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 72. Our recovery aircraft was instructed to use the call sign Padre 1. Padre 1 departed Bien Hoa at 1305 hours arriving over

ORIGINATOR (Typed Name and Grade)	ACTION AGENCY	PHONE NUMBER	TYPIST'S INITIALS	DATE PREPARED
	13.			

☐ Return to action agency for signature if checked.

DATE FORM 1 JAN PREVIOUS EDITIONS MAY BE USED

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 vectoring 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 Stump #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 ¼ 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 "Hash" 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 "Hash" 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

ORIGINATOR (Typed Name and Grade)	ACTION AGENCY	PHONE NUMBER	TYPIST'S INITIALS	DATE PREPARED
	14.			

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ROUTING | SIGNATURE | COORDINATION & CLEARANCE

COMDR

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 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 paurescue 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 220#. 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 artillary 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 saves). Airlifted in the following equipment and supplies to the PUP: 8 cases of ammunition,

ORIGINATOR (Typed Name and Grade)	ACTION AGENCY	PHONE NUMBER	TYPIST'S INITIALS	DATE PREPARED
	15.			

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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.

KENN A. HERRINGSCH
Captain, USAF
Rescue Crew Commander

ORIGINATOR (Typed Name and Grade)	ACTION AGENCY	PHONE NUMBER	TYPIST'S INITIALS	DATE PREPARED
	16			

☐ Return to action agency for signature if checked.

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	A1C 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 Batallion 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 Batallion 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

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 vectoring 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 ¼ 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

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 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 artillary 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 saves). Airlifted in the following equipment and supplies to the PUP: 8 cases of ammunition,

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

EDWIN A. HENNINGSON
Captain, USAF
Rescue Crew Commander

K318.2411-6.

FROM: Det 6, 38th Air Rescue Sq, APO US FORCES 96227 10 Nov 65

SUBJECT: Mission Narrative Report-38-1112-8 Nov 65
(Second Mission Summary - 5 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 Charles P. Nadler	Det 6, 38th ARS
CP	Captain Maurice G. Kessler	Det 6, 38th ARS
HM	TSgt Kenneth L. Perkins	Det 6, 38th ARS
RS	A1C Henry J. O'Beirne	Det 6, 38th ARS

4. Reaction time from initial notification to first pickup: Mission preplanned on 8 Nov 65 to allow a 0600 takeoff on 9 Nov 65.

5. CAP assistance: Two (2) U.S. Army armed UH-1B helicopters.

6. Area and type of pickups: Recoveries made using rescue hoist, stokes litter and forest penetrator from very hostile heavily wooded jungle area 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 or possible to determine.

9. Summary of events:

On the evening of 8 Nov 65, Major Bliss of the US Army 173rd Airborne Brigade requested that we land at the Third MASH Hospital in the 173rd AB area north of the Bien Hoa runway at 0605. We did so and were briefed on radio frequencies, artillery firing and cover aircraft. We departed the area with four soldiers, two chain saws and gasoline at 0615. We arrived in the area of YT 115-305 at 0625 and followed a UH-1B over the hole in the jungle where the pickups were to be made. We encountered tracer fire which passed some 50 feet to our left. We broke to the right and descended to tree top height over the hole. Four soldiers and their equipment were lowered in five hoist operations using the forest penetrator. The stokes litter was then lowered and a badly wounded soldier was hoisted into the helicopter. This constituted our first save. We returned him to the 3rd MASH hospital, picked up 4 more soldiers and

returned to the hole. Personnel on the ground succeeded in enlarging the hole so that we were able to descend vertically 180 feet and land. We offloaded the soldiers, loaded 4 more seriously wounded soldiers into the helicopter (two of whom were saves), took off and landed at the 3rd MASH hospital. We loaded water cans aboard the helicopter and made a thrid trip into the hole, evacuating six soldiers. We flew to 3rd MASH hospital with the wounded. On the fourth trip into the hole, we evacuated the last four wounded soldiers. We offloaded them at 3rd MASH hospital and refuelled the helicopter at Bien Hoa AB. We departed Bien Hoa at 1000 and were diverted to YT 157-264 to pick up Australian wounded. Two stokes litters were lowered through 100 feet trees and one seriously wounded soldier was picked up. We offloaded him at a collection point from where UH-1B's flew wounded and KIA's to Saigon and Bien Hoa 3rd MASH hospital. This man constituted our fourth save. We made a second trip to the same area, picked up a second wounded Australian soldier, and flew him to the collection point. On the third trip into the area, we lowered our pararescue technician to the ground on the forest penetrator. He rode up with the third wounded Australian and informed us that there were no more wounded in that area. We offloaded that soldier at the collection point and proceeded to YT 115-305 to pick up some KIA's. As we were about to enter the hole, we were asked to pick up three litters at the collection point and bring them with us into the hole so that the KIA's would be removed. After loading the KIA's, we were told that one more wounded man was being carried into the area and would arrive in fifteen minutes. I decided to wait for him and when he arrived, he was promptly loaded and taken to 3rd MASH hospital. This soldier was our fifth save. We offloaded the KIA's at the clearing station and returned to our landing area at Bien Hoa AB at 1155.

We flew a total of twenty five sorties for five hours and ten minutes and picked up 19 wounded and three KIA's. We made a total of six hoist operations with the forest penetrator and three with the stokes litter. We transported 8 soldiers and 400 pounds of equipment into the hole. We are credited with five saves.

I strongly suggest that the HH-43F be equipped with the high speed hoist so as to reduce the length of time in a hover. Hoist operations and rescues would be made in less time thus allowing the helicopter greater fuel reserve and range. It also reduces the time that the helicopter is very vulnerable to enemy ground fire.

for CHARLES P. NADLER
Captain, USAF
Rescue Crew Commander

MISSIONS	NUMBER OF SORTIES(ARS)	OBJECTIVES	TYPES AND NR ARS ACFT LOST	ARS MENWIA , KIA, MIA
38-1110-6 Nov 65	4	1 F105 Pilot 2 A1E Pilots 4 CH3C crew 4 SH3 crew	1 Ch-3C	3 MIA 1 WIA
38-1111-7 Nov 65	1	1 A4C Pilot		
38-1114-8 Nov 65	71	106 Btl Cas*		
PROV 1-1-14 Nov 65	5	Accid. Vict.		
38-1138-17 Nov 65	2	1 F8E Pilot		
38-1141-18 Nov 65	3	1 F105 Pilot		
7-671-21 Nov 65	2	UNK C-123		
38-1167-26 Nov 65	2	6 UH1B crew		
38-1174-28 Nov 65	2	1 F8E Pilot		
38-1188-2 Dec 65	4	2 F4B crew		
38-1220-15 Dec 65	3	1 F105 Pilot		
38-1236-20 Dec 65	2	1 F105 Pilot		
38-1239-21 Dec 65	3	1 F105 Pilot		

*Battle Field Casualty evacuation.

31. Key personnel assigned. (U) 38th Air Rescue Squandron

Col Arthur W. Beall	Commander [26]
Lt Col James L. Blackburn	Operations Officer
Lt Col Donald F. Karschner	Chief JSARC
Maj Franklin H. Roberts	Chief of Maintenance
1st Lt James R. Haug	Supply Officer
CWO W-4 Earl A. Wilson Jr.	Administrative Services Officer

Det Prov First, 38ARS, Cam Ranh Bay AB, RVN Capt Richard C. Pfadenhaur, Cmdr [27]
Det 2, 38ARS, Takhli AB, Thailand, Capt Edwin J. Christy, Cmdr [27]
Det 3, 38ARS, Ubon AB, Thailand, Capt Henry P. Fogg, Cmdr [27]
Det 4, 38ARS, Korat AB, Thailand, Capt Jerome R. Luttinger, Cmdr [27]
Det 5, 38ARS, Udorn AB, Thailand, Major Baylor R. Haynes, Cmdr [27]
Det 6, 38ARS, Bien Hoa AB, RVN, Major Maurice G. Kessler, Cmdr [29]
Det 7, 38ARS, Danang AB, RVN, Major Charles E. Hamrick, Cmdr [28]
Det 9, 38ARS, Pleiku AB, RVN, Capt Richard R. Cowles, Cmdr [27]
Det 10, 38ARS, Bien Thuy AB, RVN, Capt Ervin L. Schaefer, Cmdr [30]

26 Atch 1
27 Atch 5
28 Atch 3
29 Atch 8
30 Atch 9

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 Cormier.[20]

18. 38ARS-1111-7 Nov 65 (U). On 7 Nov 65, 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 65 (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 supress 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 8 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

FROM: Det 6, 38th Air Rescue Sq, APO US FORCES 96227 10 Nov 65

SUBJECT: Mission Narrative Report-38-1112-8 Nov 65
(Second Mission Summary - 5 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 Charles P. Nadler	Det 6, 38th ARS
CP	Captain Maurice G. Keerler	Det 6, 38th ARS
HM	TSgt Kenneth L. Perkins	Det 6, 38th ARS
RS	A1C Henry J. O'Beirne	Det 6, 38th ARS

4. Reaction time from initial notification to first pickup: Mission preplanned on 8 Nov 65 to allow a 0600 takeoff on 9 Nov 65.

5. CAP assistance: Two (2) U.S. Army armed UH-1B helicopters.

6. Area and type of pickups: Recoveries made using rescue hoist, stokes litter and forest penetrator from very hostile heavily wooded jungle area with trees 150-180 feet high. Coordinates 1187 N. 1065½ E.

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

8. Survivors names and serial numbers: Neither available or possible to determine.

9. Summary of events:

On the evening of 8 Nov 65, Major Bliss of the US Army 173rd Airborne Brigade requested that we land at the Third MASH Hospital in the 173rd AB area north of the Bien Hoa runway at 0605. We did so and were briefed on radio frequencies, artillery firing and cover aircraft. We departed the area with four soldiers, two chain saws and gasoline at 0615. We arrived in the area of YT 115-305 at 0625 and followed a UH-1B over the hole in the jungle where the pickups were to be made. We encountered tracer fire which passed some 50 feet to our left. We broke to the right and descended to tree top height over the hole. Four soldiers and their equipment were lowered in five hoist operations using the forest penetrator. The stokes litter was then lowered and a badly wounded soldier was hoisted into the helicopter. This constituted our first save. We returned him to the 3rd MASH hospital, picked up 4 more soldiers and

ORIGINATOR (Typed Name and Grade)	ACTION AGENCY	PHONE NUMBER	TYPIST'S INITIALS	DATE PREPARED

Return to action agency for signature if checked.

MATS FORM 140 PREVIOUS EDITIONS MAY BE USED COORDINATION SHEET

returned to the hole. Personnel on the ground succeeded in enlarging the hole so that we were able to descend vertically 180 feet and land. We offloaded the soldiers, loaded 4 more seriously wounded soldiers into the helicopter (two of whom were saves), took off and landed at the 3rd MASH hospital. We loaded water cans aboard the helicopter and made a third trip into the hole, evacuating six soldiers. We flew to 3rd MASH hospital with the wounded. On the fourth trip into the hole, we evacuated the last four wounded soldiers. We offloaded them at 3rd MASH hospital and refuelled the helicopter at Bien Hoa AB. We departed Bien Hoa at 1000 and were diverted to YT 157-264 to pick up Australian wounded. Two stokes litters were lowered through 100 foot trees and one seriously wounded soldier was picked up. We offloaded him at a collection point from where UH-1B's flew wounded and KIA's to Saigon and Bien Hoa 3rd MASH hospital. This man constituted our fourth save. We made a second trip to the same area, picked up a second wounded Australian soldier, and flew him to the collection point. On the third trip into the area, we lowered our pararescue technician to the ground on the forest penetrator. He rode up with the third wounded Australian and informed us that there were no more wounded in that area. We offloaded that soldier at the collection point and proceeded to YT 115-305 to pick up some KIA's. As we were about to enter the hole, we were asked to pick up three litters at the collection point and bring them with us into the hole so that the KIA's would be removed. After loading the KIA's, we were told that one more wounded man was being carried into the area and would arrive in fifteen minutes. I decided to wait for him and when he arrived, he was promptly loaded and taken to 3rd MASH hospital. This soldier was our fifth save. We offloaded the KIA's at the clearing station and returned to our landing area at Bien Hoa AB at 1155.

We flew a total of twenty five sorties for five hours and ten minutes and picked up 19 wounded and three KIA's. We made a total of six hoist operations with the forest penetrator and three with the stokes litter. We transported 3 soldiers and 400 pounds of equipment into the hole. We are credited with five saves.

I strongly suggest that the HH-43F be equipped with the high speed hoist so as to reduce the length of time in a hover. Hoist operations and rescues would be made in less time thus allowing the helicopter greater fuel reserve and range. It also reduces the time that the helicopter is very vulnerable to enemy ground fire.

CHARLES P. MADLEE
Captain, USAF
Rescue Crew Commander

ORIGINATOR (Typed Name and Grade)	ACTION AGENCY	PHONE NUMBER	TYPIST'S INITIALS	DATE PREPARED
	12			

Return to action agency for signature if checked.

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS

TO

HENRY J. O'BEIRNE

Airman First Class Henry J. O'Beirne distinguished himself by heroism while participating in aerial flight as rescue specialist at War Zone "D", Republic of Vietnam on 9 November 1965. On that date, Airman O'Beirne played a decisive role in the rescue of 18 severely wounded United States and Royal Australian Army personnel from dense jungle. He hoisted four armed soldiers with chain saws through 180 foot trees to the jungle floor. When the area was cleared and the helicopter was landed, Airman O'Beirne loaded the helicopter with wounded. He then remained on the ground for some two hours to assist in caring for other wounded personnel. At least five lives were positively saved on this rescue operation. During the entire five hours and teen minutes mission, the crew was continually exposed to ground and artillery fire. The outstanding heroism and selfless devotion to duty displayed by Airman O'Beirne reflect great credit upon himself and the United States Air Force.

Det 7, 38 ARSq, Hist, Oct-Dec 65

(8) Mission 38-1081, 30 October 1965. Two helicopter crews were scrambled by the Air Force Radio Operator at Quang Tri, RVN at 1209L to recover seven crewmembers of a UH-1 who made a forced landing south of Quang Tri. Five survivors were transported to PK-17. Two crew members elected to remain with the aircraft for its security. None of the crew were injured. Another UH-1 recovered the other two survivors when Vietnamese guards arrived at the scene.

(9) Mission 7-38-668, 12 November1965. Alert HH-43F crew was scrambled by control tower at 1200L to air evacuate a seriously injured marine from the jungle nine miles northwest of Da Nang. Arrived on scene at 1220L. Guided in by excellent directions from a marine UH-1E pilot orbiting the scene and yellow smoke from the ground party. The HH-43F was hovered over jungle trees 75 feet above the valley floor. A pararescueman was lowered on the hoist to secure the patient in the rescue basket. The patient had an injured back, concussion, and two broken legs.

(10) Mission 7-38-669, 13 November 1965. Two helicopters used for medical evacuation of four ARVN from Ba Lang valley to Quang Tri, RVN.

(11) Mission 7-37-670, 18 November 1965. Two HH-43 crews were scrambled by Panama Control at 1735L to recover an injured man in a canyon on Monkey Mountain. The injured man walked out to aid before the helicopter arrived.

(12) Mission 7-38-671, 21 November 1965. Evacuated two crew-

MISSIONS	RESCUERS		LOCATIONS	SURVIVORS		
	Name	Aircraft		Name	Service	Aircraft
Det, Prov, First - PARC - 219 and 220 - 15 May	1Lt Hartke	HH-43B	1513N - 10017E	3 Thai	Civ	
31-336-18 June	Capt Muehling	HU-16B	1709N - 11737E	Lt Col Anderson	USAF	B-52
				Lt Harton		
				Lt Coolige		
				Lt Lerves		
5-PARC-19-25 Jun	-	HH-43B	1745N - 10243E	Pilot	RVN AF	T-28
31-571-22 Sep	Capt Reichardt	HU-16B	1757N - 11354E	4 Men	USN	E1B
Hq 38-172-1 Nov	-	HH-43B	Tan Son Nhut	13 Men	USN	P-2V
4-38-874-4 Nov	-	HH-43B	1440N - 10200E	1 Thai	Civ	
6-38-1049-8 Nov	-	HH-43F	1058N - 10649E	A2C	USAF	
4-38-875-10 Nov	Capt Lapham	HH-43B	1423N - 10128E	4 Thais	Civ	
7-38-668-12 Nov	Capt Rockwel	HH-43F	1609N - 10805E	Pvt Pulis	USMC	
Det, Prov, First-38-1-14 Nov	-	HH-43B	1201N - 10913E	Airman	USAF	
38-1233-19 Dec	-	HH-3	1725N - 10410E	Capt Kan	USAF	F-4C
				Lt Moran		
6-38-1067-21 Dec	-	HH-43F	1058N - 10649E	Airman	USAF	
2-38-1106-22 Dec	-	HH-43B	Takli Runway	Pilot	USAF	F-105
7-38-685-23 Dec	Capt Kneen	HH-43F	1607N - 10815E	Airman	USAF	
5-38-142-29 Dec	Capt Butera	HH-3	1740N - 10238E	Pilot	Thai AF	T-33

SECRET

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21. 38ARS-1138-17 Nov 65 (U). The F8E piloted by Commander Robert Chew Jr, was hit by ground fire while running on a traget 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 Denang 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-54 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 foilage, 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 sight 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 Mickael 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.

22 Append 1 page 9
23 Append 5 page 13

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22 Append 1 page 9
23 Append 5 page 13

On 17 November 1965, an HU-16 on a combat support orbit mission while deployed in SEA received a distress call that a U.S. Navy F-8 pilot ejected when his aircraft was disabled by enemy fire. The HU-16 crew overheard radio transmissions from the F-8 pilot indicating that his aircraft was damaged and low on fuel. Having made visual contact, the HU-16 began following the aircraft and was within 14 miles at the time of ejection. The HU-16 was on the scene in just four minutes, landed under adverse sea conditions, and rescued the survivor from hostile territorial waters. Crew: RCC Capt David K. Richardson, CP Lt David W. Haines, N Lt Jack O. Slocombe, FM SSgt William J. Reid, RO SSgt Frank J. Trombino (33rd ARS), PJ TSgt William V. Vargas.

(2) Other missions of special interest.

(a) Helicopter Mission 31-651-25 October 1965. Notified by primary crash phone at 1409L that an F-100 had flamed out. Seconds later the pilot ejected. The alert HH-43 was airborne at 1410L and arrived at the crash site eight minutes later. Unfortunately the pilot had ejected too low and his chute failed to deploy. The deceased was returned to Clark Hospital. Crew: RCC Lt William F. Austin, CP Capt David J. Wege, HM A1C James W. Burns, MT SSgt Donald J. Glassford (USAF Hospital Clark).

(b) HU-16 Air Evacuation Mission 31-669-03 November 1965. Received notification from 13th Air Force Joint Search and Rescue Center (13JSARC) that a U.S. female citizen suffering from an acute intestinal ailment required emergency airlift from Baguio, 75 nautical miles north of Clark, to Clark Air Base Hospital. An HU-16 was airborne at 0949L, landed at Baguio and picked up the patient. An hour later the HU-16 crew delivered the patient to a waiting ambulance for transfer to the hospital. Crew: RCC Major Kenneth L. Shook, CP Capt Harold K. Pike, FS Capt Thurman E. Tobias (USAF Hospital Clark), FM SSgt William J. Reid, PJ TSgt William V. Vargas.

(c) Helicopter Air Evacuation Mission 31-670-20 November 1965. Received notification from 13JSARC that a U.S. Marine who was seriously wounded in SEA required emergency airlift from the Clark AB Hospital to the compression chamber at Subic Bay Naval Base. The patient had contracted gaseous gangrene and his condition had become critical. Just thirty minutes after picking the patient up at Clark Hospital the helicopter landed at Cubi Point NAS where the Marine was transferred to a waiting ambulance. This flight was conducted at night over jungle and mountainous terrain. Crew: RCC Capt Marvin L. Palmer, CP Capt David J Wege, HM A3C Stanley Y. Asato, MT SSgt Donald J. Glassford (USAF Hospital Clark).

(d) HU-16 Air Evacuation Mission 31-671-28 November 1965. Received notification from Manila RCC through 13JSARC that a Philippine National suffering from acute nephritis required air evacuation from remote Pandan Village

SECRET

MISSIONS	RESCUERS Name	RESCUERS Aircraft	LOCATIONS	SURVIVORS Name	SURVIVORS Service	SURVIVORS Aircraft
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

SECRET

NARRATIVE OF RESCUE MISSION

On 18 November 1965, two rescue HH-43 helicopters, "Pedro 1" and "Pedro 2" were scrambled from Nakhon Phanom Air Base to pick up a pilot who had bailed out of his F-105 after it had been severly damaged by hositle fire. The downed pilot's position had been plotted as being dangerously close to confirmed concentrations of hostile anti-aircraft emplacements, and in the same area that an HH-43 helicopter had been shot down while attempting a rescue operation in September 1965. Enroute to the area, Pedro 1 and 2 encountered weather and rain of such intensity that portions of the rubber covering was peeled off the rotor blades of Pedro 1. Positive contact with the downed pilot had not been established when the Pedros arrived on the scene. A search was initiated by both helicopters and the general area was thoroughly explored for fifteen minutes. An emergency "beeper" tone was suddenly heard by Pedro 1 and voice contact was established between the downed pilot and the helicopter. A flare from the distressed crewman revealed his exact position to Pedro 2, who directed Pedro 1 to the spot. The helicopter was brought to a perfect hover over the pilot who was tangled in a dense mass of limbs and vines. With the aid of the hoist, and after five minutes of maintaining a motionless hover, the pilot was brought safely into the helicopter, and the return trip was started. As Pedro 1 moved away, there was an unidentified movement in some bushes nearby. It was thought that the movement might have been made by some natives, but there was no ground fire encountered and the departure was executed safely. Both helicopters returned safely to Nakhon Phanom Air Base.

Crew Members "Pedro 1"
RCC Capt John B. Reiderich
CP 1/LT Charles R. Sweet
HM A/2C Charles E. Veasey
PJ A/1C Harry W. Birtel

Crew Members "Pedro 2"
RCC 1/LT Frederick T. Dykes
CP 1/LT Kenneth G. Griffis
HM A/2C Philip D. Carlson

SECRET

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22 Append 1 page 9
23 Append 5 page 13

MISSIONS	SORTIES	OBJECTIVES	ARS A/C LOST	ARS MEN LOST MISSING OR WOUNDED
6-898-5 5 Oct 65	19	34 Non-wounded, wounded and dead of the 173rd Airborne - 7 saves	0	0
6-929-9 9 Oct 65	11	Pick-up 3 Army wounded - 3 saves	0	0
23 Oct 65 38-1055-23	17	Pick-up A-1E pilot at Pleiku 1 save Captain Elliot	0	0
6-1047-6 6 Nov 65	4	Tactical evacuation of two Australians - 1 save	0	0
38-1112-8 8,9 Nov 65	60	Recover US and Australian wounded from "D" Zone - 5 saves	0	0
38-1144-18 18 Nov 65	20	Recover UH-1B crash survivors 1 save possibly more	0	0
38-1150-20 20 Nov 65	5	Recover 5 Army personnel - 2 saves	0	0
38-1188-2 2 Dec 65	4	Pick-up Navy F-4B pilots - 2 saves	0	0
6-1059-7 7 Dec 65	3	Pick-up downed O-1E pilot 1 save	0	0
6-1065-19 19 Dec 65	3	Evacuate 1 Army wounded - 1 save	0	0
6-1068-21 21 Dec 65	4	Pick-up 1 1st Inf wounded 1 save	0	0

APPENDIX 2

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

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

SPECIAL INSTRUCTIONS

UNCLAS EFTO DET 7, 38ARESCUE SQ 00829 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:

DATE	TIME
21	
MONTH	YEAR
NOV	65
PAGE NO.	NO. OF PAGES
1	4

DRAFTER
TYPED NAME AND TITLE: SSGT ROBERT G. CAVICCH,
PHONE: 6104

RELEASER
SIGNATURE: Rockwell N. Greene
TYPED (or stamped) NAME AND TITLE: CAPT ROCKWELL N. GREENE USAF, OPS OFF.

SECURITY CLASSIFICATION
UNCLAS EFTO

REGRADING INSTRUCTIONS

DD FORM 1 NOV. 63 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

☆ GPO 1965—761-933

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 OF SOULS ON BOARD WAS NOT KNOWN AT THIS TIME. CAPT GREENE TELEPHONED THE BARRACKS TO SCRAMBLE THE SECOND ALERT CREW. THE HELICOPTERS HAD BEEN TIED DOWN AND ANCHORED FOR SEVERE WEATHER WARNING. THE PRIMARY ALERT CREW, ASSISTED BY HOOK UP MAN, TSGT ROBERT K. FLANDERS, DET 7, 38ARS, AVENAL, CALIF., UNTIED THE ALERT HELICOPTER AND WAS AIRBORNE NINE MINUTES AFTER PRIMARY CRASH PHONE RANG. SSGT PATRICK, CONTROL TOWER OPERATER, RELAYED EXCELLENT DIRECTIONS TO CAPT GRAHAM, GUIDING HIM TO THE CRASH THUS SAVING VALUABLE SECONDS WHICH WOULD HAVE BEEN SPENT SEARCHING FOR THE CRASH. THE PILOTS LOCATED A GRASSY SLOPE JUST INSIDE THE PERIMETER FENCE AND ADJACENT TO THE CRASH SUITABLE FOR LANDING. THE LANDING SITE EVALUATION WAS HAMPERED BY GUSTY WINDS AND EXTREMELY POOR VISIBILITY DUE TO THE RAIN AND BLINDING LIGHTS AT THE CRASH SCENE. THE TWO MOST SERIOUSLY INJURED, 1LT RUCKER WITH A BROKEN JAW AND A1C KELLY WITH CONCUSSION AND CHEST INJURIES WERE IMMEDIATELY LOADED BY A1C LEONARD AND A1C RENARD ASSISTED BY FIRE DEPARTMENT AND

FROM:

DET7 38ARESCUE

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 OT 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 LANDINGXXXX AT THE CRASH SITE TO VERIFY THAT NO ADDITIONAL SURVIVORS REQUIRED EVACUATION WAS ACCOMPLISHED ON THE PERIMETER ROAD. The Secondary 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.

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

UNCLAS EFTO

FROM:

DET 7 38ARESCUE

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

HELICOPTER MECHANIC: A1C EDGAR W. FORRESTER JR, DET7 38ARS, NORTH ATTELBORO, MASS.

PARARESCUE: A2C ALBERT W. FOSTER III, DET 7 38ARS, VIRGINIA BEACH, VA. ASSISTED BY TSGT 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 UNRECONGNIZABLE. THE AIRCRAFT HAD SLID THROUGH RICE PADDIES, A MINE FIELD, ASAND 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 MADE POSSIBLE RECOVERY OF ALL.

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

SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION	INITIALS
DET 7 38ARS OPS	4	4	UNCLAS EFTO	RHA

DD FORM 1 MAY 55 173-1

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 artifical 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 traget 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 Denang 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-54 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 sight 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 Mickael 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 G. Graham had indeed surmounted many obstacles in saving the lives of the two survivors.

22 Append 1 page 9
23 Append 5 page 13

24. 38ARS-1167-26 Nov 65 (U). An Army UH-1B made a forced landing in an unsecure area of South Vietnam following an engine explosion. An HH-43B, piloted by Capt Franklin Chase, was scrambled from Tan Son Nhut along with armed UH-1B and F-100 escort. Upon arriving at the scene the HH-43 landed within the defense perimeter the six survivors had set up. All six were recovered in good condition and taken to Tan Son Nhut.

25. 38ARS-1174-28 Nov 65 (S). Lt JG Frank Harrington was hit by ground fire over North Vietnam. He was able to nurse his damaged F8E over the sea before ejecting. Upon hitting the water he found himself in a very precarious position. There were several junks in the area which immediately headed towards him. The HU-16 was alerted to the bail-out by the SAR destroyer and was given vectors into the area. Two A1H RESCAP aircraft were sent ahead, and fired warning shots across the bows of the junks. However, three of the junks continued positive movement toward the survivor. Both A1H pilots commenced strafing and Zuni attacks against the junks, which they severly damaged. By this time the HU-16 was in the area and making his approach. After taxiing along side the survivor, the rescue technician, TSgt Raymond Hawco, jumped into the water and helped the survivor board the aircraft. The slightly injured survivor was taken to Danang.

26. ~~38ARS-1188-2 Dec 65 (U)~~. While on a bombing mission over South Vietnam the crew of a USN F4B, Lt JG Potter and Lt Schmidt, were forced to eject. An HH-43F was scrambled from Bien Hoa, and vectored into the incident area by a C-123. While the HH-43 was enroute the C-123 pilot notified the RCC, Capt Raymond Murden, that one of the survivors appeared to be injured. He also stated that he had a doctor on board and suggested the HH-43 land at a secure field five miles from the bail out location and transfer the survivors to the C-123, so they could be given immediate medical attention. The HH-43 spotted the first survivor in a field and landed to make the recovery. The downed pilot, who appeared to have a fractured pelvis, was administered morphine by the rescue technician, A1C Henry O'Beirne. The second crewmember was located about one mile away. The HH-43 again landed and picked up the uninjured crewmember. Both survivors were taken to a small field nearby and were transferred to the waiting C-123. [24]

27. 38ARS-1220-15 Dec 65 (U). Capt Dewitt was forced to eject from his crippled F-105 over the Gulf of Tonkin. The HU-16 on prepositioned orbit took up a heading for the bail out site. As the HU-16 made its approach it came under fire from shore batteries. This continued throughout the pick up. There were several junks in the area; however, they did not interfere with the rescue. The HU-16 pilot, Capt Nicholas, taxiied toward the survivor, and when he was brought aboard he was found to be in shock and had a broken leg. He was taken to Danang and turned over to the waiting ambulance.

24 Append 6 page 9

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24 Append 6 page 9

33rd ARS Hist, Oct-Dec 1965 F-PE

(c) Mission # 1174 - 23 November 1965. 2 Sorties. HU-16
Pilot rescued from Gulf of Tonkin: Lieutenant Junior Grade Frank Harrington, Bennington, Vermont. Rescue crew responded to May-Day call from the pilot of distressed aircraft. Vectors to area of bail-out were accomplished by the navigator using the APX-28 and homing in on the Wingman. Survivor was five miles from shore and in vicinity of hostile junks. An open sea landing, rescue and take-off were accomplished. Survivor was not injured and HU-16 sustained no damage.

Crew attached to 33rd from 58th ARS on TDY except for Pararescueman.

RCC	Major Glenn A. Higginson	58th ARS
CP	Captain Frank J. Linseisen	58th ARS
NAV	1st Lt Carl F. Lemon	58th ARS
RO	SSgt William O. Muckoles	58th ARS
FM	TSgt Lyle E. Martinie	58th ARS
Pararescueman	TSgt Raymond J. Hawco	33rd ARS

(d) Mission # 1220-15 December 1965. 2 Sorties HU-16
Pilot rescued from Gulf of Tonkin: Captain Harry D. DeWitt, Moscow, Idaho. While on orbit, Rescue crew responded to May-Day call from an aircraft. Same aircraft transmitted a Tacan fix of the downed pilot. Using the Tacan fix and Radar vectors from the friendly ship, the HU-16 proceeded to area arriving in 14 minutes. An oil sleek was sighted with seconds later Captain Nicholas sighting a pen gun flare. An open sea landing was made in a Sea Condition of IV, 3 miles from the closest hostile island. Due to the fact that the survivor was injured, both the pararescueman and the survivor were pulled to the aircraft on a line. While crew was trying to install Jato bottles in the rough sea, the HU-16 came under hostile artillery fire or a high caliber Anti-Aircraft gun. The Rescap flew towards the island and drew the fire away from the HU-16. An open sea take-off with three (3) Jato bottles was made. Fourteen minutes had elapsed from landing to take-off. First Aid was administered to the survivor suffering from a dislocated left knee and facial cuts. HU-16 had sustained no damage.

CREW	RCC	Captain Mansel E. Nicholas	
	CP	1st Lt Raymond M. Bauer	
	NAV	Captain Joel Ruiz	
	RO	A1C John L. Williams	
	FM	SSgt Harold W. Bayer	
*	Pararescue	SSgt Larry A. Barnes	AF Unk 31st ARS

(e) Mission # 1234-20 December 1965. 2 Sorties. HU-16
Rescue HU-16 damaged by hostile ground fire while on low level search mission in hostile area near islands. Aircraft lost its water capability, but otherwise remained airworthy. There were no injuries to crew.

DOWNED PILOT RESCUED — American pilot Frank Harrington is helped from a rescue plane after being plucked from the South China Sea off North Viet Nam. His plane was shot down. —AP

28 NOV 65

HU-16#2.JPG

MISSIONS	RESCUERS		LOCATIONS	SURVIVORS		
	Name	Aircraft		Name	Service	Aircraft
38-1167-26 Nov		HH-43B	30NM SW Tan Son Nhut	6 Soldiers	USA	UH1B
38-1174-28 Nov	Maj Higginson	HU-16B	20 NM NE Thanh Hoa	LTJG Harrington	USN	F8E
9-38-1-28 Nov	Capt McFarlane	HH-43F	1403N - 10802E		USAF	F4C
	Capt Hill	HH-43F	5 NM NE Pleiku		USAF	F4C
38-1188-2 Dec	Capt Murden	HH-43F	1139N - 10632E	LTJG Schmikt	USN	F4B
				LTJG Potter	USN	F4B
6-38-1059-7 Dec	Capt Kessler	HH-43F	1054N - 10648E	Capt O'Conner	USAF	01E
7-38-682-13 Dec	Lt Brown	HH-43F	1528N - 10740E	MSgt Forrester	USMC	UH1B
38-1220-15 Dec		HU-16B	2040N - 10724E		USAF	F-105
6-38-1065-19 Dec		HH-43F	1039N - 10711E	1 Soldier	USA	
38-1236-20 Dec	Maj Dewitt	HU-16B	2055N - 10715E	Capt Ruffo	USAF	F-105
38-1239-21 Dec	Capt Butera	HH-3	1752N - 10543E	Capt Sullivan	USAF	F-105
6-38-1068-21 Dec	Capt Nadler	HH-43F	1044N - 10704E	1 Soldier	USA	
7-38-681-29 Dec		HH-43F	1537N - 10815E	1 Pilot 4 Marines	USMC	HE1E

24 NOV 65

K318.2411-6

Detachment 9
38th Air Rescue Squadron (MATS)
UNITED STATES AIR FORCE
APO San Francisco, 96295

REPLY TO
ATTN OF: Det 9, 38 ARSq 2 Dec 1965

SUBJECT: F-4C Mission Narrative from Pleiku AB, RVN (Det 9, 38 ARS-1-28 Nov 65)

TO: Hq ARS
Orlando AFB, Fla

On 28 Nov 65, at 1342L the Base Ops crash phone rang with information that a F-4C had an engine fire on one engine and a flame-out on the other. The primary crew scrambled to their aircraft, becoming airborne at 1344L. The secondary crew was notified and also scrambled, becoming airborne at 1345L. During the scramble a large column of smoke was seen coming from an area north of the field. Both aircraft were airborne within 3 minutes after notification heading toward the column of smoke from the burning aircraft. The crash was approximately 5 miles north of the base. The helicopters proceeded northwest from the downed aircraft to search for survivors. The parachutes were all white and thus difficult to locate. A pengun flare was spotted approximately 1 mile northwest of the crash site. Shortly after, the secondary crew orbited both survivors to insure no unfriendly forces were in the area while the primary crew made their approach. The crewmembers were approximately 100 yards apart. After determining that there were no unfriendly forces in the area, the secondary crew made their approach to the remaining crewmember. The primary crew landed in a clear area close to a spot where one of the pilots had wandered. The Rescue Specialists quickly departed the helicopter and brought the pilot on board. The primary crew immediately took off to fly cover for the secondary crew. The secondary crew found the remaining survivor lying in tall elephant grass still attached to his parachute. An approach was made to this area; as the helicopter landed the rotor blades were within 2 to 4 inches of the grass. The crew chief and medical technician departed the helicopter to assist the pilot. They soon discovered him to be only slightly dazed but otherwise alright. He was brought on board the helicopter, which immediately departed the area accompained by the primary helicopter. On the way back to Pleiku AB, fuel fumes were very strong in the cockpit of the secondary helicopter. A firetruck was requested to standby. On touchdown, the rotor wash sprayed fuel over the aircraft and an immediate shutdown was made. After evacuation of the aircraft it was determined that the aft fuel cell had sustained a bad puncture from either an anti-helicopter stake or a sharpened stump, causing the loss of more than 800 pounds of fuel. The recovered pilots were delivered to the USAF flight surgeon. After landing, US Special

Forces personnel notified the detachment that the crash area had been heavily mined by unfriendly forces. The primary crew members were Capt Glen L. McFarlane (RCC), 2/Lt James E. McLain (RCCP), A1C James W. Bayles and A1C Hubert E. Smith Jr. (RS). The secondary crew members were Capt Leonard L. Hills (RCC), 2/Lt Curtis K. Bayer (RCCP), A3C Terrell L. Sage (HM), A1C Howard T. Mathies (MT).

Leonard L. Hills
LEONARD L. HILLS
Captain, USAF
Det 9, 38th ARSq

Copies to:
PARC
38th ARSq

Glen L. McFarlane
GLEN L. McFARLANE
Captain, USAF
Det 9, 38th ARSq