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FROM: Det 6, 38th Air Rescue Sq, APO San Francisco 96227 6 Dec 1965

SUBJECT: Mission Narrative Report

TO: Hq Air Rescue Service, Orlando AFB, Fla 32813

1. Mission Number: 38-1188-2 Dec 65.

2. SAR Alerted By: 38th ARRescueSq

3. SAR Aircraft Used: 1 HH-43F

RCC Captain Raymond L. Murden, Det 6, 38ARS

CP Captain Charles P. Nadler, Det 6, 38ARS

HM TSgt Kenneth L. Perkins, Det 6, 38ARS

RS ALC Henry J. O'Beirne, Det 6, 38ARS

4. Reaction time from initial notification to pick-up: 0:48.

5. CAP assistance: 1 C-123, 2 O-1F's.

6. Area and type of pick-up: Land, coordinates 11 39N - 106 32E and 11 39N - 106 33E.

7. No signalling equipment used to locate downed personnel.

8. Survivors Names: Lt/J.G. Donald Wayne Schmidt
Lt/J.G. T. J. Potter

Both were from U.S.S. Enterprise.

9. SUMMARY OF EVENTS: We were notified at 1402L by 38th ARS - SARCC that one F-4B pilot had bailed out at XT 775 890 11 39N - 106 38E. I requested that 38th SARCC arrange for armed helicopter escort and since we had only one HH-43F in commission I requested that they scramble one HH-43B from Tan Son Nhut to provide backup for us. Since our HH-43F was on LBR alert with reduced fuel, immediate refueling was requested. We checked on artillery firing in the local area and were informed that there was artillery fire in the southeast quadrant of Bien Hoa AB. There was no firing to the north. Meanwhile, the crew chief and pararescueman were loading the equipment we normally take on an off base mission, ie., stokes litter, chain saw and rope. As soon as refueling was accomplished we departed Bien Hoa AB at 1410L and proceeded toward the crash site at an altitude of 4,000 feet as instructed by 38th SARCC to avoid possible ground fire. We contacted Paris-Control on UHF. Paris Control informed us that a C-123 call sign CREAMO 53 and two FAC's in O-1F's were circling the bailout area. I asked Paris Control if they had any information on our armed escort. Paris replied negative. CREAMO 53 said that there were two crew members down. One appeared to be injured. There was a doctor aboard CREAMO 53. They suggested that we land at Hon Quon, a dirt strip

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approximately 5 miles away, after picking up the survivors and transfer them to the C-123 for transport to Tan Son Nhut. During the radio conversation with CREAMO 53 we used the UHF/DF to obtain bearings to his location. We established radio contact with one of the FAC's, Viper 9, on FM. As we neared the bailout area we saw CREAMO 53 first and then we saw the two O-1F's. Viper 9 said that they had not received any ground fire and that friendly troops were on the way to the injured crew man. Viper 9 led us to the injured man. He was at the edge of a small clearing 11 39N - 106 32E. There were clumps of small bamboo and stumps scattered about the clearing, but there was adequate room to land. We landed at approximately 1450. The pararescueman, crew chief and co-pilot loaded the injured man onto a stretcher and into the helicopter. The pararescueman said that the crewman probably had a fractured pelvis and/or hip. He was in severe pain and light shock. Airman O'Beirne treated him for shock by administering morphine and liquids orally. He decided not to start an I.V. since a doctor was nearby. The friendly forces arrived shortly after we landed and deployed to secure the area. We proceeded to the second downed crewman who was about one mile east 11 39N - 106 33E. We landed in a small clearing beside a dirt road where there was a convoy of friendly troops. The pilot was uninjured. He got aboard and we proceeded to Hon Quon 11 39N - 106 37E. The C-123 had already landed there. We landed at 1520 and transferred the survivors to the C-123 for medical attention and transport to Tan Son Nhut AFID. We departed Hon Quon and proceeded to Bien Hoa AB landing at 1600L. Mission Completed.

10. COMMENTS: Neither armed escort nor backup helicopter was present during the mission.

Raymond L. Murden
RAYMOND L. MURDEN, Captain, USAF
Rescue Crew Commander

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TO: Hq Air Rescue Service, Orlando AFB, FLA 32813

1. Mission Number: 38-1100-2 Dec 65.

2. SAR Alerted By: 38th Air Rescue Sq

3. SAR Aircraft Used: 1 HH-43F

ECC Captain Raymond L. Marden, Det 6, 38ARS

CP Captain Charles F. Nadler, Det 6, 38ARS

RM TSgt Kenneth L. Perkins, Det 6, 38ARS

EB ALC Harry J. O'Deirne, Det 6, 38ARS

4. Reaction time from initial notification to pick-up: 0143.

5. CAP assistance: 1 C-123, 2 O-1F's.

6. Area and type of pick-up: Land, coordinates 11 39N - 106 32E and 11 39N - 106 33E.

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1A/J.C. T. J. Potter

Both were from U.S.S. Enterprise.

9. SUMMARY OF EVENTS: We were notified at 1402L by 38th ARS - SARCC that one F-4B pilot had bailed out at XT 775 890 11 39N - 106 30E. I requested that 38th SARCC arrange for armed helicopter escort and since we had only one HH-43F in commission I requested that they scramble one HH-43B from Tan Son Nhut to provide backup for us. Since our HH-43F was on LER alert with reduced fuel, immediate refueling was requested. We checked on artillery firing in the local area and were informed that there was artillery fire in the southeast quadrant of Bien Hoa AB. There was no firing to the north. Meanwhile, the crew chief and pararescueman were loading the equipment we normally take on an off base mission, i.e., stokes litter, chain saw and rope. As soon as refueling was accomplished we departed Bien Hoa AB at 1410L and proceeded toward the crash site at an altitude of 4,000 feet as instructed by 38th SARCC to avoid possible ground fire. We contacted Paris Control on UNF. Paris Control informed us that a C-123 call sign GREAMO 53 and two FAC's in O-1F's were circling the bailout area. I asked Paris Control if they had any information on our armed escort. Paris replied negative. GREAMO 53 said that there were two crew members down. One appeared to be injured. There was a doctor aboard GREAMO 53. They suggested that we land at Ben Quan, a dirt strip

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ORIGINATOR (Typed Name and Grade)

ACTION

PHONE NUMBER

TYPIST'S INITIALS

DATE PREPARED

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approximately 5 miles away, after picking up the survivors and transfer them to the C-123 for transport to Tan Son Nhut. During the radio conversation with CHINNO 53 we used the UH-1H to obtain bearings to his location. We established radio contact with one of the FAC's, Viper 9, on FM. As we neared the bailout area we saw CHINNO 53 first and then we saw the two O-1F's. Viper 9 said that they had not received any ground fire and that friendly troops were on the way to the injured crew man. Viper 9 led us to the injured man. He was at the edge of a small clearing 11 39H - 106 32E. There were clumps of small bamboo and stumps scattered about the clearing, but there was adequate room to land. We landed at approximately 1450. The paratrooper, crew chief and co-pilot loaded the injured man onto a stretcher and into the helicopter. The paratrooper said that the crewman probably had a fractured pelvis and/or hip. He was in severe pain and light shock. Airman O'Daigga treated him for shock by administering morphine and liquids orally. He decided not to start an I.V. since a doctor was nearby. The friendly forces arrived shortly after we landed and deployed to secure the area. We proceeded to the second downed crewman who was about one mile east 11 39H - 106 33E. We landed in a small clearing beside a dirt road where there was a convoy of friendly troops. The pilot was uninjured. He got aboard and we proceeded to Bien Hoa 11 39H - 106 37E. The C-123 had already landed there. We landed at 1520 and transferred the survivors to the C-123 for medical attention and transport to Tan Son Nhut AFB. We departed Bien Hoa and proceeded to Bien Hoa AB landing at 1600L. Mission Completed.

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RAYMOND L. MURDEN, Captain, USAF
Rescue Crew Commander

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MISSIONS

RESCUERS

LOCATIONS

SURVIVORS

<u>Name</u>	<u>Aircraft</u>	<u>Name</u>	<u>Service</u>	<u>Aircraft</u>
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	USMC HE1E
			4 Marines	

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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 severely 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, taxied 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.

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