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FROM: Detachment 9, 38th Aerospace Rescue and Recovery Squadron
APO US Forces - 96295

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REPLY TO ATTN OF: 38-9 (Captain Cardwell/4184)

SUBJECT: Mission Narrative - Army Casualty Evacuation 4 Apr 66

TO: 38th ARRSq (OPS)

1. Reference paragraph 134.5.1.2 and paragraph 134.5.1.3, ARRSM 55-1. The following is submitted as a narrative description of the rescue mission on the night of 4 April 1966 involving 5 saves.

2. 1923L - JSARC notified Detachment 9 that 5 U. S. Army men were critically wounded and in need of immediate air evacuation from a position plotted as YA812038. Secondary crewmembers were alerted immediately and both aircraft were fully fueled in the main tanks and configured for an ACR. At 1940 Pedro 42 (RCC Captain Richard L. Cardwell, CP Captain Frederik M. Bergold, HM SSgt Bertrum Brundridge, RS A2C Roy E. Kelsey) departed Pleiku AB. Approximately 5 minutes later the secondary crew (RCC Lawrence F. Marcum, CP 1stLt Gordon O. Tooley, HM TSgt James E. Johnson, RS SSgt George E. Schipper) was airborne.

3. Enroute weather was reportedly deteriorating to a low overcast, VIZ $1\frac{1}{2}$ miles with thunderstorms in the II Corps area. Winds forecast 099° 20 G35. In reality the winds were much calmer but a thick haze layer made transition to instruments necessary. Thunderstorms were prevalent approximately 10 miles south of our route.

4. After flying on a heading of 223° for approximately 20 minutes I was contacted on UHF by Ragged-Scooper 91 (Army Ground Control at Duc Co) and asked to divert to Duc Co so that I could be vectored from their position to a remote camp where a doctor was to be picked up. By the use of UHF-DF and flares Duc Co and the camp were located and both Pedro 42 and 56 landed. Pedro 42 on-loaded the doctor, a radio man, and 5 "Jerry-cans" of water. Pedro 56 picked up 5 water cans. After becoming airborne I was contacted by Ragged-Scooper 93 at the pickup site and vectored to his position. A power differential check revealed that maximum power would be required to land but that it could be accomplished. The landing area was reported as being 40' x 60' and surrounded by a 100' canopy of trees. I had alerted the para-rescue technician that if that size was accurate he would be required to go down the hoist and either clear the LZ further or load the injured parties by hoist. During the approach

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both Captain Bergold and myself agreed that a landing could be accomplished. At about 50' from touching down it was noted that torque pressure was above red line and I instructed the crewmembers to throw the water cans overboard. When off-loaded torque pressure was reduced to 37.5PSI and a landing made. Elephant grass surrounding the LZ was cut-down by the blades but no damage resulted. Crew coordination was outstanding during this critical period. Using the litters aboard the aircraft the para-rescue technician and crew chief picked up the two most critically injured and loaded them aboard. Ground time was approximately 20 minutes as the doctor administered injections and I.V. inside the helicopter. One evacuee experienced heart seizure but was revived and responded well during first aid treatment. Once cleared for take-off by the doctor I turned the helicopter around and made a max power take-off over the lowest obstacles in sight. Pedro 56 made a similar approach to the site after orbiting the area until cleared. Being lower on gross weight he did not have to jettison cargo but did strike the elephant grass with his rotors. No damage resulted. The secondary crewmembers assisted in loading the three remaining evacuees aboard and a max power take-off accomplished. Both Pedro aircraft were instructed to fly to Duc Co where an Army hospital crew would off-load the patients. Using UHF-DF again the return to Duc Co was accomplished in 15 minutes time. Just prior to landing at Duc Co my master caution light showed transmission oil low. After off-loading the patients oil was added and the light could not be duplicated. Once more under instrument conditions both Pedro aircraft returned to Pleiku.

5. Rescort/Rescap was flown by Pleiku based A-1E's and was considered outstanding. During the entire mission they kept me advised of their location in relation to the Papa-Kilo Beacon at Holloway Field. This advisory made navigation to the various points much easier. The on-the-scene coordinator was invaluable in providing UHF-DF and flare assistance. Some difficulty was experienced in keeping the army men away from the rotor blades. Ragged-Scooper was asked to tell his men to enter from the front only but upon landing at both isolated sites at least a dozen men approached the helicopter on all sides before the crewmembers in the rear could wave them off. The dust and debris in the LZ's made it impractical to remain hovering during the stops.

6. Radio discipline presented no problems during the mission.

Richard L. Cardwell

RICHARD L. CARDWELL, Captain, USAF
RCC Pedro 42

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Rescue Unit Helps Save Seven Lives In Seven Days

PLEIKU — Detachment 9 of the 38th Aerospace Rescue and Recovery Squadron, located at the Pleiku AB, recently saved seven lives in seven days.

The first emergency took place when the detachment was notified at 5:50 a.m. that a C-130 had crashed on a landing approach one mile east of the Pleiku runway.

The alert crew was airborne in five minutes and proceeded to the crash scene. Because of early morning ground fog, the wreckage could not be seen until their H-43 helicopter was within 200 yards.

The rescue commander, Capt. Lawrence F. Marcum, landed as near the flaming cockpit as possible. Co-pilot 1st Lt. Gordon O. Tooley, fire-fighter A1C Lester Long and pararescue man A2C Roy E. Kelsey started toward the aircraft, finding two survivors groping their way out of the wreckage.

The survivors were taken to the helicopter while others continued to search for survivors, aided by a second rescue helicopter crew of Capt. Dale R. Tyree, 1st Lt. David Stevenson, SSgt. James Johnson and A2C Allen Stanek. Exploding detonator caps in the vicinity did not deter them from the search.

No other survivors were located, and Captain Marcum and crew returned the two injured persons to the Pleiku AB dispensary. They received emergency treatment there and were then air evacuated to a hospital. Both have since recovered.

The second mission took place six days later just after sundown, when an emergency call to Detachment 9 informed its members that five American soldiers were suffering from heat prostration and needed immediate evacuation from the Chu Pong mountain area. One in fact was so near death that he was receiving artificial respiration.

These soldiers had been clearing a landing strip in enemy territory and their water supply had run out. The clearing was not yet large enough for

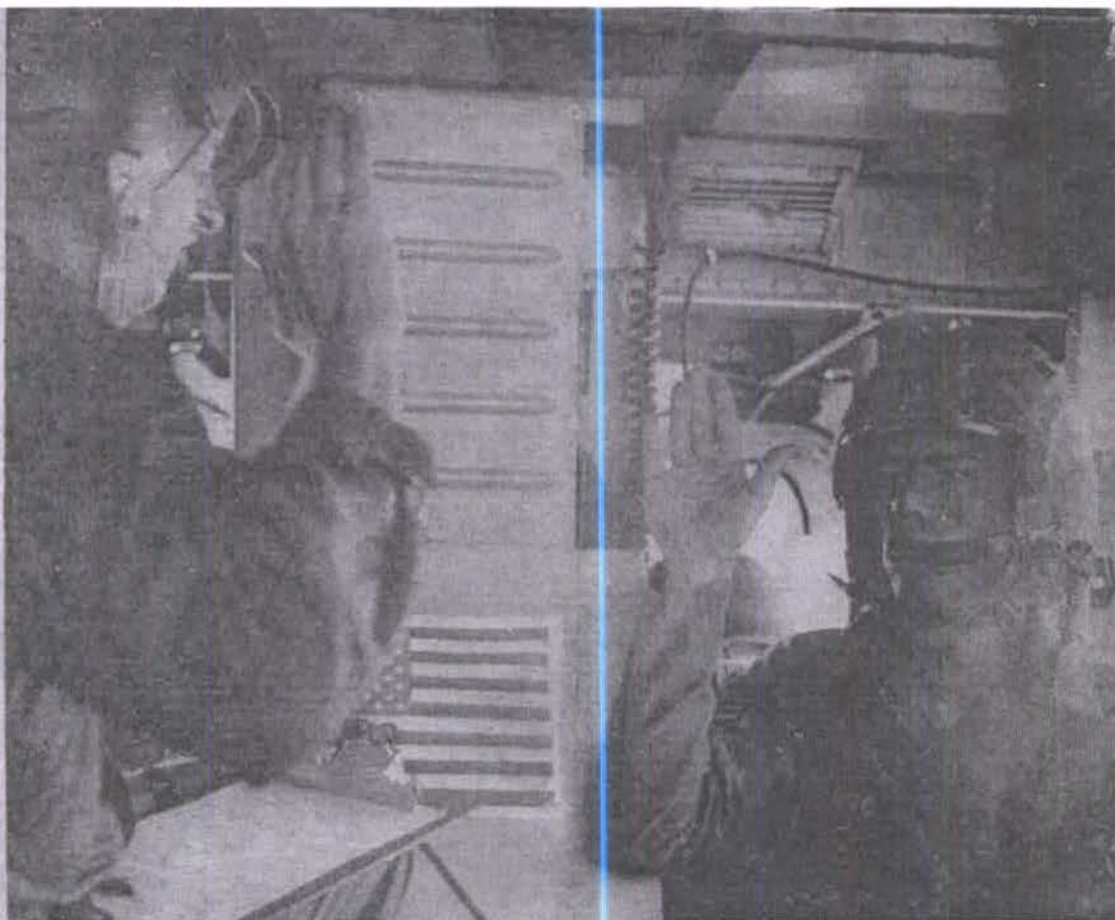
Army helicopters to land on it, so the Air Force was given the call for help.

The alert crews, Capt. Richard L. Cardwell, Capt. Fredrik M. Bergold; mechanic, A2C Bertrum E. Brundridge, and Airman Kelsey; and Captain Marcum, Lieutenant Tooley; mechanic, SSgt. James Johnson, and pararescue man SSgt. George Schipper, departed Pleiku after a quick mission planning and briefing.

They evaded trees surrounding the cleared area that reached as high as 150 feet, with Captain Cardwell landing first with the doctor. After 20 minutes of first aid treatment for the soldiers, Captain Cardwell took off with two of the sick men and then Captain Marcum eased his helicopter into the confined area and picked up the three remaining.

30 MAR 66

4 APR 66



A1C LESTER E. LONG, 832nd Civil Engineering Squadron, is reenlisted by Capt. Dale R. Tyree, Detachment 8, 38th Aerospace Rescue and Recovery Squadron commander, while on a training flight over Vietnam. Airman Long is currently TDY to Pleiku Air Base, Vietnam, where he is assigned to the detachment as an airborne fire-fighter. (Air Force Photo)