

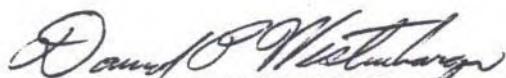
FROM: Det 1, 3RD ARRG (Capt David L. Westenbarger)

SUBJECT: Mission Narrative No. 1-3-27, 5 May 1966

6 May 1966

TO: 3 ARRG APO U.S. ~~FORCES~~ 96307

1. While on SAR Station, we received simultaneous radio calls from Fleet Fox and Busy Bee Lead advising that Busy Bee 605 had bailed out at coordinates 20° 40N 107° 28'E. Busy Bee Lead stated that the pilot was in the water safely.
2. We departed station promptly and dispatched our RESCAP, Electron 503, in front of us to provide cap for the downed pilot. We requested Busy Bee Lead to remain on station until relieved by Electron Flight. Enroute to the area we requested helicopter support and were advised that Fetch 51 was being launched from Lionheart. Lionheart, a USN Destroyer, was 30 miles behind us.
3. We arrived on scene at 0435Z, 2½ miles south of Nui Ha Mai Island, and immediately sighted the survivor who had been marked with a smoke float by Electron 503. The sea was calm and the wind light. We jettisoned our drop tanks and landed at 0440Z. We taxied to the survivor, threw him a line, pulled him aboard and were airborne at 0442Z. We proceeded directly to DaNang and landed at 0650Z.
4. Crew performance was outstanding throughout the recovery operation. I elected not to deploy the pararescue man since the survivor was obviously not seriously injured and remained in his raft. The Flight Mechanic threw a heaving line to the survivor as he passed adjacent the left float. The survivor caught the line and was hauled aboard by the Flight Mechanic, Pararescueman, Navigator and Radio Operator. The survivor's raft and survival gear were also recovered.
5. No hostile fire was observed during the recovery operation.
6. Recommend that a heaving line be carried aboard HU-16s in SEA. The one used aboard Crown Alpha consisted of 100ft of parachute shroud line tied to a rubber heaving ring from a new type 20 man life raft. It's use permitted more rapid and safer recovery of the uninjured survivor than would have been possible had the pararescueman been deployed.
7. The survivor was USN Lt JG Jeffery G. Greenwood from the carrier Ranger. Lt Greenwood had received a briefing given by Captain Westenbarger 3 to 4 weeks earlier on proper procedures for pick-up.



DAVID P. WESTENBARGER, Captain, USAF
Rescue Crew Commander

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3d ARRGp Hist, Apr - Jun 66

At this period we have received approval for 160 Air Medals, 3 Purple Hearts, 1 Airman's Medal, 1 Bronze Star, 24 Distinguished Flying Crosses, and 4 Silver Stars.

o. (U) MISSIONS.

(1) Combat.

Det 1-3-21-10 Apr

(C) Four USN WIA and one KIA aboard Swift Boat, call sign Red Dog 6. 3 ARRGp dispatched 2 H-34's and HU-16 with Flight Surgeon aboard to rendezvous with boat at 1700N 10735E for air evacuation. Meanwhile SH-3A's were enroute from ship with another doctor. HU-16 Crown Charlie located Red Dog 6 and vectored SH-3A's in to lower doctor. (USN) SH-3A airlifted one survivor to DaNang; two survivors, two deceased and doctor remained on boat.

Det 1-3-22-13 Apr

(U) An OLE pilot took a hit in his engine at 1635N 10632E and had to make a forced landing. Pilot was recovered and returned to Khe Sanh by USMC H-34's assigned to 3 ARRGp for primary SAR.

Det 1-3-23-14 Apr

(U) Two B-57 crews involved in a mid air collision bailed out near DaNang. HU-16 located four survivors and directed Marine helicopters in the area to the crew members. USMC H-34's picked up three survivors and a 3 ARRGp HH-43 picked up the last survivor. The pararescueman (SSgt Charles A. Kezer) while assisting the crewman board the rescue device was injured on the survivor's knife which protruded from its scabbard.

Det 1-3-24-17 Apr

(C) Two Navy pilots bailed out of their A6 Intruder when the wing caught fire about 45 NM north of DaNang. A 3ARRGp HU-16 from DaNang located the two pilots, made an uneventful open sea landing and returned survivors to DaNang AB, RVN.

Det 1-3-25-17 Apr

(C) Eight Special Forces personnel were stranded 5 miles S.W. of Khe Sanh. 3 ARRGp coordinated with USMC for pickup; two USMC H-34's returned 8 survivors to Khe Sanh.

Det 1-3-26-18 Apr

(C) An A1E was hit in the right wing by automatic weapons fire over Tiger Island. Crown Alfa HU-16 from DaNang recovered pilot who was in excellent condition.

Det 1-3-27-5 May

(C) An A4C pilot bailed out of his aircraft into the water at 2040N 10728E. SAR HU-16 in the area made an open sea landing and recovered the Navy pilot in good condition by use of a heaving line.

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