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3d ARRGp Hist, Apr - Jun 66

~~CONFIDENTIAL~~

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(C) Two crewmembers of an OIE were recovered from Laos (1705N 10538E) by landing an HH-3E in an open area and boarding the survivors.

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(C) SAR objective was to locate the crewmembers of a crashed AC-47 in Laos (1703¹/₂N 10559¹/₂E). Search suspended on 6 June due to negative leads or contact with survivors.

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(C) An HH-3 made a hoist recovery of an injured F-105 pilot from NVN (1715N 10626E). The paramedic was lowered through dense foliage to help the pilot get on the penetrator seat.

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Det 2-3-74-9 June

2 A1E's
SAR

(C) An A1E pilot was recovered from Laos (1935N 10307E) by an Air America H-34 who was in the vicinity and had monitored the distress call.

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FROM: Det 9, 38th ARRGs/Captain Marcum/4184

SUBJECT: Mission Narrative Report - Mission Number 9-38-17-9 Jun 66

TO: 3rd ARRGp (RCOP)

13 June 1966

1. Initial notification of the mission came from Captain Robertson, II DASC, at 1505 hours local, stating the 101st Airborne Division had five (5) critically wounded Army personnel that had to be evacuated from the jungle by hoist due to the fact that Army Med-Evac helicopters could not land in this particular area. We requested he notify JSARC, Tan Son Nhut AB, RVN, of mission and arrange RESCORT for our HH-43F helicopters. Captain Robertson stated he would launch two (2) A-1E aircraft, call sign Hobo 01 and 02.
2. Rescue helicopters, Pedro 42 (primary) and Pedro 56 (secondary), launched from Pleiku AB, RVN at 1515 hours local after receiving final approval from Major Robertson, JSARC, Tan Son Nhut AB, RVN, at 1508 hours. Pedro crews were told to proceed to Tan Canh airfield for further briefing on casualties and pick-up area status.
3. Weather enroute presented no problem in that it was reported 2000 scattered, high broken condition and 10 miles visibility with isolated rain showers. The rain showers were circumnavigated enroute to preclude damage to helicopter flaps and blades.
4. RESCORT aircraft, Hobo 01 and 02, joined Pedro aircraft approximately ten (10) miles from Pleiku and provided escort to Tan Canh area. Pedro 42 and 56 landed at Tan Canh at 1555 hours to receive a briefing. RESCORT aircraft were informed of our intentions and requested to stand by to provide RESCAP.
5. Major Petersen, 101st Airborne Division Operations, and Major Williams, USAF Liaison Officer, were contacted for further information. Both officers agreed we should not be dispatched into the casualty pick-up area at that time due the insecure status of the area. Close contact with the two officers was maintained so our aircraft could be dispatched at the first available opportunity.
6. Casualties continued to increase during the afternoon. Army Med-Evac (Dust Off) helicopters could not recover casualties due to inadequate landing zones and no hoist capability.
7. At 1910 hours, Major Petersen informed the Pedro crews that contact in the pick-up area had decreased and we could proceed. Major Williams had obtained flare ships for aerial drop to provide illumination during recovery operations.
8. Pedro 42 and 56 departed Tan Canh at 1915 hours for the first of seven trips into the pick-up area. Pedro crews had been briefed that HH-1 helicopter "Gunships", call sign "Joker", would lead us over the area since they had been there before.

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"Joker" aircraft flew high cover with Pedro 56 while Pedro 42 looked for ground party with casualties. Ground personnel fired hand-held flares to show their location once Pedro was in sight. FM communication was maintained with the ground unit through the "Joker" aircraft.

9. The pick-up area was located in a small saddle on a long-ridge with tall trees on all sides. Pedro 42 established a hover below the tree tops and approximately eighty (80) feet above the wounded. SSgt Schipper was lowered to the ground on the forest penetrator at 1930 hours to assist in preparing the wounded for evacuation. He maintained radio contact with the recovery helicopters with an emergency RT-10 radio. As soon as a patient was ready to be lifted out, SSgt Schipper would describe the nature and extent of his injuries to the recovery crew hovering above. He then would advise the crew of the type of rescue device, stokes litter or forest penetrator, which would be needed on the next pick-up. This was extremely useful because Pedro 56, awaiting his turn to make the next pick-up, could monitor these transmissions and be preparing the right piece of equipment. This held true through out the operation. Due to Sgt Schipper's efficiency on the ground the whole operation continued in a smooth, well-coordinated manner for four (4) hours. Flare ships continued to drop flares throughout the entire four hours. When one recovery helicopter was loaded with casualties, he would depart for Dak To, while the next one would be making his approach into the site.

10. Three problems were encountered that are worthy of mentioning. (1) Air-strikes were being conducted within approximately 200 meters of the pickup area and artillery firing was active in the immediate area. (2) The ground party used all their flares on the first approach into the area. Subsequent approaches were made by use of guidance from ground radio and flashlights. Due to the surrounding trees we had to be right over the spot to see the flashlights. (3) Pedro 56 was limited in recovering litter patients due to not having a stokes litter available. Pararescue personnel had rigged a folding litter (mountain evacuation type) for this aircraft which was somewhat slower than using a stokes litter. This procedure causes excessive exposure time over pickup area. On the first pickup utilizing this method it was found that the patient had to literally be cut out of the ropes tying him onto the litter. This was very time consuming and also slowed down the next pick-up because a full length of rope could not be used to tie in the patient. Sgt Schipper had to use bits and pieces dropped down from the hovering helicopter. To our knowledge, this is the first time this type recovery device has been used on a helicopter hoist. It is a good substitute for a stokes litter if you have lots of time and few litter patients.

11. All the wounded personnel were evacuated to a medical aid station at Dak To Special Forces camp for further medical attention. Pedro 42 recovered six (6) litter and eight (8) ambulatory patients while Pedro 56 recovered two (2) litter and two (2) ambulatory. The last wounded soldiers were delivered to Dak To at 2345 hours.

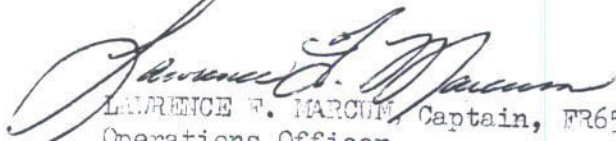
12. The rescue crews were as follows:

PEDRO 42

RCC	Captain Lawrence F. Marcum
RCCP	Captain Fredrik M. Bergold
HELI	Tsgt James E. Johnson
PARA	SSgt George E. Schipper

PEDRO 56

1SGLT Michael E. Davis
Captain Dale R. Tyree
A2C Harry J. Hull
A2C David A. Carl


 LAWRENCE F. MARCUM, Captain, FR65860
 Operations Officer

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2	Lt Kimsey Capt Rush	SSgt Youngblood Amn Brotten	50	Capt Smith	16 May 66	USAF	LAOS	A1-E Under Fire
1	Lt Guilmartin Maj Vavra	SSgt Holloway Amn Kraft	51 52	L/Com Sommers L/Com Sullivan	18 May 66	USN	LAOS	F-4B Under Fire
6	Capt Butera Capt Henry	TSgt Heywood Amn Williamson	53	Lt Hackford	22 May 66	USAF	LAOS	F-105 Under Fire
5	Capt Uhl Capt High	TSgt Jones Amn Ward	54	Capt Bush	26 May 66	USAF	LAOS	A1-E
2	Maj Haynes Capt O'Dell	TSgt Warren MSgt Daniels	55	Lt Eckman	31 May 66	USAF	NVN	F-105
3	Capt Drangsveit Lt Kenny	SSgt Schrader SSgt Farrior	56	Capt Peacock	1 Jun 66	USAF	NVN	F-105
4	Capt Furman Capt Hardy	A1C Grites A2C Stevson	57	Capt Whipple	2 Jun 66	USAF	NVN	F-105 Under Fire
3	Maj Stearman Lt Gunnin	SSgt Youngblood A2C Brotten	58 59	Capt Witterman L/C Marshall	2 Jun 66	USAF	LAOS	O-1E
4	Capt Weekly Lt Bridge	A1C Tadewald A1C Kellerman	60	Maj Holly	9 Jun 66	USAF	NVN	F-105
8	Lt Guilmartin Lt Stiles	Amn Trujillo SSgt Schrader	61	Maj Shay	14 Jun 66	USAF	THAI	F-105

JUNE 8

19 Sat in Bangkok terminal waiting
for a flight. Ran into Maj.
Hutto

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JUNE 9

19 Lt. Bridge finally got a pick up.
Bellman P.S. this morning out of
NKP. They lowered Bugs down the
hoist to check if he was still in
19 his chute. While Bugs was looking
for him the 5-6 got a beeper
a few hundred yds away so they
picked the pilot up then came
19 back and got Bugs. 2 Sandy's
ran into each other coming off a
low pass. Capt Bush who we
picked up in DRV 3 weeks earlier
19 got out of his plane but was so
low his chute didn't open. The
other one didn't get out, Daniels
went down to check. That makes
19 13 we've traded for 61 so far.