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FROM: Det 9, 38thARRSq, APO 96295/Capt. Lowery/4184

29 July 1966

SUBJECT: Mission Narrative Report, 1-3-52-28 July 1966

TO: 3rd ARRGp (RGOP), APO 96307

1. Captain Lowery, primary RCC, received notification of a downed aircraft from Det 1, 3rdARRGp (Capt Arauj) at 1823L, 28 July 1966. At this time we were told the location of the downed aircraft was 14°50'N, 107°30'E or 195° and 95 NM from Da Nang AB, RVN. The call sign of the downed aircraft was Conto 100, type was unknown.
2. Since one of our HH-43F helicopters had just made a precautionary landing with transmission chip detector light on, it was decided to launch with one HH-43F using A-1E aircraft as RESCORT. II DASC was called for aircover and Pedro 42 launched at 1835L.
3. We proceeded on course with GCI monitored track accompanied by A-1E aircraft. Shortly after takeoff we heard aircraft over the crash site on the radios and immediately established contact. An Army HU-1B departed the crash site and met us 5 NM northwest of Kontum, and escorted us into the area. After we joined up with the HU-1B the A-1E's went on to the crash site to provide aircover. Pedro 42 arrived at the site at 1940 hours.
4. Upon arrival at the scene a CH-47 helicopter was hovering over the crash site. He was not able to get in close enough to the survivors to allow a rope ladder to be lowered. The on-scene-commander told the CH-47 to clear the area for Pedro 42. Pedro 42 established a hover, lowered our Pararescue Specialist to the ground, then recovered the two survivors via the forest penetrator. Both survivors were suffering from shock, multiple bruises and lacerations and were in considerable pain. It was decided to proceed to an open area then transfer the two survivors to a 'Dustoff' helicopter for evacuation to Dak To Medical Area. This was accomplished with no problems.
5. Pedro 42 then returned to the crash site. It was dark, ground fog was moving in and a haze made it impractical to use flood lights other than when the aircraft was just above the ground. Thru the use of flares, flashlight and emergency radio, utilized by our RS on the ground, we located the crash site and retrieved our RS via forest penetrator. He reported that he was unable to locate the crashed aircraft due to extremely dense jungle growth. To avoid unnecessary hovering we took off and an AC-47 was asked for flare drop by the Army on-scene-controller, Alligator 6. The flaredrops were called off by Alligator 6 after two flares as it was impossible to attempt further search under the existing conditions. All aircraft were released by Alligator 6. Pedro 42 returned to Dak To for fuel. Pedro 42 was not able to make a visual sighting of the crashed aircraft at any time during this mission. Before leaving Dak To we were asked to med-evac the two survivors to the 18th Surgical Hospital at Pleiku. We consented. The survivors were off loaded at 18th Surgical Hospital at 2135 hours and Pedro 42 terminated at Pleiku AB, RVN at 2145 hours, 28 July 1966. We would continue the mission tomorrow at first light.

6. PROBLEMS:

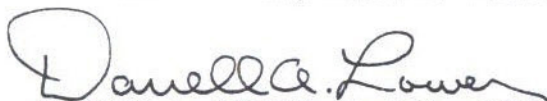
a. The old problem of too much radio chatter was a prevalent as ever. It is felt that after it has been determined that there are no hostiles in the area the amount of RESCAP could be reduced or possibly even released. It seemed like there was a constant conversation concerning directions to the crash site, latest developments, fuel checks and etc.

b. The need for a faster helicopter was apparent. Had we been able to get on station more quickly our chances of extracting the remaining two survivors before nightfall would have been increased. As it was, the remaining survivors had to spend the night in the jungle, one was paralyzed and one was pinned in the wreckage. Had hostile forces been in the area the outcome is obvious.

c. The Army had more gunships over the crash site than necessary. It is suggested, as in paragraph 6a above, that when hostiles are not in the area only minimum aircraft remain over the crash site. By minimum I mean one or two rescue vehicles plus two or three gunships. All others should clear the area. It is just asking for trouble when pilots have to keep a concealed crash site in sight plus maintain visual separation from ten or fifteen other aircraft in a very small airspace.

7. Crewmembers aboard Pedro 42:

RCC	Captain Darrell A. Lowery
RCCP	Captain Fredrik M. Bergold
HM	TSgt Kenneth B. Thompson
RS	A2C Allen R. Stanek


DARRELL A. LOWERY, Captain, USAF
Rescue Crew Commander

4 Copter Crewmen Rescued in Jungle

By TOM QUINN

Staff Staff Correspondent

SAIGON—An Air Force helicopter crew Thursday and Friday rescued four crewmen of a downed Army chopper 65 miles northwest of Pleiku.

A2C Allen Stanek, of Det. 9, 38th Aerospace Rescue and Recovery Sq., was lowered by cable 150 feet through the foliage and

found two of the survivors of the wrecked helicopter. Both were in shock and one had a broken leg.

The two were lifted out of the jungle and flown to a hospital while the search continued for the chopper and the two other crewmen.

During the night an Air Force Dragonship, Skyraider and flare-ship circled the area in a night-long vigil to keep the Viet Cong from reaching the wrecked chopper.

Friday morning, Stanek and pararescue man, SSgt. George Shipper finally located the wreckage with two Army crewmen trapped inside. Both were seriously injured.

After burning away part of the aircraft, the two Army men were removed and flown to Pleiku Air Base hospital.

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3d ABRGP Hist, Jul-Sep 66

Det 1-3-48-25 July

(U) Two survivors of a crashed Marine H-34 helicopter were picked up by a rescue HH-43 and flown to Dong Ha. Enroute to the crash site (11 miles NE of Dong Hoi), rescue aircraft encountered ground fire but received no hits; one deceased crew member was also retrieved from the crashed H-34.

Det 1-3-50-27 July

(U) An F-105 pilot ejected in an area west of Dong Hoi. The pilot's wingman gave a distress call and two HH-3Es with RESCORT were dispatched for pickup. On reaching the scene, voice contact was established with the downed airman and the rescue helicopter told him to release a smoke grenade. The survivor was recovered uninjured by hoist/penetrator and returned to Quang Tri.

Det 1-3-52-28 July

(U) A single HH-43 helicopter with two A-1Es as RESCORT launched from Pleiku to the site of a crashed aircraft near Dak To. On reaching the scene, the rescue helicopter lowered the Pararescue Specialist to the ground and he recovered two survivors via the forest penetrator. Both were in considerable pain and were immediately evacuated to Dak To for medical attention. Search for other survivors was suspended due to weather and darkness. Two HH-43s returning at first light the next morning, located the site in heavy undergrowth where one of the injured airman fired a colored flare. One survivor paralyzed from the waist down was helped by the Pararescue Specialist into the litter and hoisted aboard but the other was pinned in the crashed aircraft and could not be immediately recovered. Members of the Army security force arrived in the area after a short time and assisted the two Pararescue men in getting the injured pilot out of the wreckage. He was hoisted up without incident and flown to the aid station at Dak To. After retrieving the Pararescue men, the two survivors were flown to Pleiku Army hospital. Though in critical condition both are expected to recover.

Det 2-3-91-31 July

(C) Two HH-3s and four A-1Es (RESCORT) scrambled from Nakhon Phanom to pickup the downed pilot of an A-1E southwest of Dong Hoi. Arriving in the area, the RESCORT dropped white phosphorous bombs between the pilot and the enemy to screen the rescue helicopter during the pickup. The low HH-3 hovered over the pilot for ten minutes, hampered by the fact that a 200 foot hover was necessary above the pilot, who had lashed himself to a branch of the tree he had landed in. The branch was threatening to break due to rotorwash and the helicopter could not come down without dislodging the pilot. He eventually untied himself and reached the lowered tree penetrator and was brought up to the helicopter. During the recovery the A-1E fighter placed ordnance on enemy concentrations and prevented them from interfering with the pickup.

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FROM: Det 9, 38th ARRSq/Captain Cardwell/4184

SUBJECT: Mission Narrative Report - 28 July 1966

31 July 1966

TO: 3rd ARRGp (RCOPO)

1. Due to closing weather and darkness the rescue mission on 28 July (1-3-52) was suspended overnight. As primary Rescue Crew Commander on 29 July, I made plans for a 0630 takeoff. Weather enroute and in the pickup area was 4 hundred overcast with visibility of two miles. Once at the Aviation Company Headquarters we were informed that the mission would be delayed until the ceiling lifted and an assault company could be heli-lifted in for area security. By 0945 the ceiling was reported as ragged with 7 miles visibility and we were dispatched to the area.

2. Upon arrival the crashed aircraft was located and a colored flare observed through the heavy undergrowth. SSgt Schipper was lowered on the forest penetrator with a crash entry kit. Following our take off the secondary crew RCC made an approach and lowered A2C Stanek and a stokes litter. The two pararescue men found one crewmember free of the aircraft and prepared him for pickup. He was paralyzed from the waist down but was alert and able to identify his injuries and assist in getting into the litter.

3. I made another approach and lowered a second stokes litter prior to raising the injured crewmember. He was brought up at approximately 1015L and flown immediately to Dak To aid station about 12 miles to the east. While I was there I refueled at the Army Aviation fuel dump. The secondary rescue crew continued to orbit the crash while Schipper and Stanek attempted to extricate the pilot of the downed aircraft. He was so tightly pinned that it became necessary for our secondary crew to land at a nearby LZ and pickup an Army crew chief who had volunteered to be lowered by hoist to assist. Sgt Schipper reported that approximately one hours work was needed to free the pilot. Our secondary aircraft decided to fly to Dak To for refueling during this time. Our two crews rendezvoused at the refueling point and decided that the primary crew should take on full fuel and return immediately in case the remaining survivor was freed earlier than expected. If not, we would still be on the scene with adequate fuel for pickup. We departed Dak To ahead of the secondary aircraft and shortly after arrival were called in by Sgt Schipper. Members of the Army Security force had made their way to the crash and assisted in getting the injured man out. He was hoisted up without incident and flown to the aid station. Captain Lowery arrived back on the scene with his crew and picked up our pararescue men, the Army crew chief, and all equipment.

4. The two survivors, who had spent the night in the crash, were given emergency treatment for their injuries at Dak To and then loaded aboard our aircraft for the flight to the Army Surgical Hospital at Pleiku. Both are in critical condition but expected to survive.

5. No problems of any significance were encountered during the mission. Army gunships flew cover during the operation and were extremely helpful in providing ground security. No enemy contact was reported and no groundfire received by our aircraft. The pickup area was a heavily forested hillside that completely obscured the crashed aircraft. At no time was any portion of it visible from the air. Although the general area was known, the flare ignited by the injured man was invaluable in pinpointing his position. It is felt that a 3-5 thousand pound block and tackle would be a useful piece of equipment to add to the standard loading configuration of a rescue aircraft. Sgt Schipper stated that the pilot could have been freed much sooner if this item had been available. Also noted is the fact that a chain saw has been on order for this detachment since 8 May 1966 but has not been received. The Army ground forces that made their way to the crash had one in their possession and it was put to use as a method of clearing the area and for cutting lifting bars.

6. Crewmembers aboard Rescue Aircraft were as follows:

<u>PRIMARY CREW</u>	<u>SECONDARY CREW</u>
RCC Captain Richard L. Cardwell	RCC Captain Darrell A. Lowery
RCCP Captain Dale R. Tyree	RCCP Captain Fredrik M. Bergold
RS SSgt George E. Schipper	RS A2C Allen R. Stanek
HM A2C Harry J. Hull	HM A2C William L. Houghtaling

Richard L. Cardwell
RICHARD L. CARDWELL, Captain, USAF
Rescue Crew Commander