

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

16 August 1966

SUBJECT: Mission Narrative, 9-38-25-14 August 1966

TO: 3rd ARRGp (RGOS)
AFO 96307

1. On 14 August at 1855 I was called by a Major Mol, Air Liaison Officer with the 1st Cavalary Division at Operation Paul Revere II. He stated that our rescue helicopters were needed for medical evacuation on the Chu Pong Mountain. As he was calling on a field phone from landing zone Cat, communication was very weak. I referred him to DASC Alpha for rescue coordination. Both Pedro aircraft were standing by and were launched at the advise of Captain Phelan, JSARC duty controller.
2. Weather at Pleiku was four hundred feet overcast with scattered fog banks. The same conditions prevailed over most of the route to landing zone Cat although we were frequently in and out of moderate rain showers and fog.
3. Upon arrival at landing zone Cat at 2010 we were met and briefed on the mission by Major Mol. There were four critically wounded patients who needed evacuation that night and four ambulatory wounded who were in no immediate danger. The mission was delayed until 0245 because the Army platoon with the wounded were forced to withdraw approximately 500 meters to the east of the last known enemy position. During the five hours we were delayed at Cat the weather closed in to zero zero both at the strip and in the pickup area. At approximately 0200 communications at the pickup site revealed that fog had lifted to the point where they had six to nine hundred feet straight line visibility with patchy fog overhead. Three UH-1D gunships departed Cat ahead of us and radioed back that a flare ship was on the scene and that flashlights from the pickup area had been spotted. Using instrument take-off procedures both Pedro aircraft departed Cat and flew to the pickup area. To pinpoint the exact location the ground personnel vectored us in on FM radio by visual sighting. I came to a hover over the flashlights and lowered two stokes litters but not my pararescue technician. The same platoon had prepared the litters a few days before and we were confident they could accomplish it again in less time than it would take to lower and then pickup our own man. Two wounded were lifted aboard in less than 15 minutes while Captain Bergold and crew orbited overhead. When we departed the area Captain Bergold came in and hoisted two stokes litters and one of the ambulatory patients that they felt should come out. During the pickups Spooky 22 dropped flares over the area. Without the flare assistance I doubt the pickups could have been made before morning. This was apparent during periods when flares had extinguished and new ones had not been dropped. About half-way through Captain Bergolds pickups, the conditions at the scene became completely IFR and I started back to Pleiku to avoid the orbiting gunships. When the secondary bird completed his pickups he was escorted back to Pleiku by the gunships, also IFR. No significant problems were encountered

during the mission other than the possibility of our over extending ourselves during the poor weather conditions. Considering the amount of IFR experience we are allowed to gain, I feel under similiar circumstances I would be more selective on the conditions under which I would launch. No actual difficulties were experienced while flying instruments to Pleiku but considerable vertigo and disorientation were experienced during the orbiting of the area during periods without flares. Our experience showed that even though considerable glare is present when the illuminating flare is in fog, it lights up the trees below for an adequate reference,

4. The intergrity of the platoon commander is to be commended. His report on the weather conditions was extremely accurate and he did not call us in for the pickup until it reached the point stated above.

5. Crewmembers who participated:

PRIMARY CREW

RCC - Captain Richard L. Cardwell
 RCCP - Captain Carlton P. Verneys
 HM - A2C William L. Houghtaling
 RS - A2C Allen R. Stanek

SECONDARY CREW

RCC - Captain Fredrik M. Bergold
 RCCP - 1STLT MICHAEL E. DAVIS
 HM - SSgt Bertrum E. Brundridge
 RS - A2C David A. Carl

Richard L. Cardwell

RICHARD L. CARDWELL, Captain, USAF
 Rescue Crew Commander

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FM PARRC HICKAM AFB HAWAII

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TO RUMNTB/DET 9 38 ARRS PLEIKU AB VIETNAM
INFO RUMSBJ/38 ARRS TAN SON NHUT AFLD VIETNAM
RUMSBJ/3 ARRG P TAN SON NHUT AFLD VIETNAM
RUEBSBA/ARRS ORLANDO AFB FLA

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UNCLAS E F T O PRCCO 01466 AUG 66 PERSONAL FROM COL SMITH TO
CAPTS BERGOLD AND CARDWELL AND CREWS. CONGRATULATIONS FOR
COMBINE EFFORT IN SAVING FIVE CRITICALLY WOUNDED U.S. ARMY

SOLDIERS FROM BATTLE ZONE 15 AUG 66. OUTSTANDING AIRMANSHIP

AND TEAMWORK DISPLAYED IN ACCOMPLISHING EVACUATION UNDER
EXTREMELY ADVERSE NIGHT WEATHER CONDITIONS ATTESTS TO YOUR

PROWESS AND PROFESSIONAL COMPETENCE. PLEASE CONVEY MY COMPLI-
MENTS AND WELL DONE TO ALL PARTICIPATING CREWMEMBERS.

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INFO RUMSBJ/3ARRS TAN SON NHUT AFLD VIETNAM

RUMSBJ/3ARRG TAN SON NHUT AFLD VIETNAM
RUEBSM ARRS ORLANDO AFB FLA

BT
UNCLAS E F T O PRCCO 01467 AUG 66 / PERSONAL FORM COL SMITH TO

CAPTS BERGOLD AND TYREE AND CREWS. PROFESSIONAL COMPETENCE OF
THE ARRS HELICOPTER TEAM HAS ONCE AGAIN BEEN EMPHASIZED BY YOUR
EXCEPTIONAL PERFORMANCES DURING EVACUATION OF TWO SERIOUSLY
WOUNDED U.S. ARMY PERSONNEL FROM COMBAT AREA ON 13 AUG 66.

SUPERB AIRMANSHIP AND "CAN DO" ATTITUDE DISPLAYED IN ACCOMPLISHING
MISSION DESPITE EXTREMELY ADVERSE WEATHER CONDITIONS WAS IN
FINEST TRADITION OF ARRS. MY PERSONAL ADMIRATION AND WELL DONE
TO ALL CONCERNED.

BT

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