

FROM: Det 7, 38th ARRSq, APO 96337

10 September 1966

Subject: Mission Narrative # 1-3-59

TO: 3d ARRGp/RGOP

At 0740Z, 8 September 1966 I was scrambled in Jolly Green 15 and was accompanied by Jolly Green 24. I was airborne at 0745Z. All scramble procedures were normal. The downed aircraft was reported to me as being Hobo 24 down at XD 920/170. Enroute Cigar gave me the position as being the 218 degree radial, 30 miles from channel 46 which fit the coordinates. I continued my climb to 4000 feet and leveled off to an overcast to the west. My ETA for the area was 0805Z. Cigar then gave me the cover aircraft as being Red Bird 81 and 82 and Condol 55. When I had reached the area at 0805Z, Waterboy gave me the position as being the 223 degree radial 20 miles from channel 46. The weather in the area was 4500 feet MSL Overcast and 15 miles visibility. Bird Dog 60 came into the area at approximately my arrival time. I had not received any voice or beeper at this time and started a route search between the two conflicting positions. Red Bird and Condol aircraft were remaining on top of the overcast.

At 20 miles from channel 46 I still had not received any beeper and commenced a creeping line search back over the same area. Red Bird 82 reported getting the beeper but could only give me his position when he heard it. On my first southern leg of the creeping line search I started receiving a beeper. I homed in on the beeper on a heading of 180degrees.

After 2 or 3 miles on this heading, I heard a voice transmission from the survivor but it was too garbled to decipher. The heading took me into a steep sided gorge. Red Bird 81 then came on the scene below the clouds. When closer to the survivor, I made voice contact with him. He did not have me in sight so I instruct him to stay on beeper. Just as we were getting a swing on the beeper, I instructed the pilot (survivor) to use a smoke pyrotechnic. Captain Johnson, my Copilot spotted some red smoke down in the trees. I turned over control of the aircraft to Captain Johnson and told him to keep the smoke in sight and put the aircraft on a final approach to the smoke. I then jettisoned my external tanks while on a crosswind. The survivor was located on a hill with a 30 or 40 degree slope. He was in among trees approximately 100 feet high. The smoke never came above the tree canopy. After final approach was established, I took control of the aircraft and completed the approach to the red smoke. I established my hover approximately 50 feet above the trees to allow T/Sgt Williams, the Crew Chief and ALC Flower, the Pararescueman, a larger field of vision down among the trees. T/Sgt Williams sighted the survivor and directed me over top of him. The hoist which operated only in manual override during the check out operated properly during the pickup. I lowered the helicopter to a point where the rotor blades on the right were clearing the trees by about 6 to 8 feet. The hoist pickup was made at 0833Z from approximately 150 feet above the survivor.

Atch 1

Lt/Col Philip R. Obiren Jr, the survivor, was taken on board. He had not sustained any injuries during his bailout or pickup. I delivered Lt/Col Obrien to Dong Ha at 0855 where an aircraft was waiting to Air-Evac him to DaNang Air Base.

The only other factor which detracted from the mission is the excessive radio transmissions on HF radio. The transmissions became so numerous that I had to turn off my monitor switch in order to properly utilize the UHF Guard frequency.

Kenneth D. Murphy
KENNETH D. MURPHY, Capt, USAF
Pilot

SEPTEMBER 8

Aboumel & Flower with. Flower
made pickup of A-1E pilot in ??
Isobey flying Hu-16's today

SEPTEMBER 9

Isobey & Lab with, Moore
on alert

Isobey on Alfa and Combs
on Bravo (Hu-16's)

Jenkins left to be NCIC
at Pleiku today.