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FROM: Det 7, 38th ARRS APO 96337

11 Oct 1966

Subject: Mission Narrative Report 1-3-71

#30

TO: 3rd ARRCp, APO 96307

As primary Rescue Crew Commander (Jolly Green 24) 6 October 1966, I was notified to assume cockpit alert at 0650Z. I was accompanied by Jolly Green 18 as secondary aircraft. During preparation for cockpit alert, notification was received via "cigar" radio for scramble - a B-57 (Redbird 02) down, 305°/08 NM, TACAN Channel 46, 2 parachutes observed. Scramble procedures were normal with an airborne time of 0655Z. 47

An enroute climb was initiated to the highest practicable altitude. A broken cloud deck at approximately 1500 feet MSL restricted climb to a desired minimum altitude of 4000 feet. Scattered rain showers and artillery firing over portions of my course precluded direct-line navigation. I navigated to the scene of the downed aircraft by use of the TACAN and UHF steers from transmissions of the rescap aircraft. My arrival time was 0705Z.

Enroute to the area, I learned from WaterBoy GCI the pilot of the downed aircraft had been picked up by an Army helicopter passing through the area at time of bailout. Just prior to reaching the scene UHF radio contact was made with Redbird 01 orbiting the crash. In the area, I observed the weather to be 2500 feet broken, with approximately 15 miles visibility in the Eastern quadrant and about 5 miles with haze in other directions. I immediately spotted the smoke from the aircraft wreckage. At this time I saw a Redbird aircraft in a left orbit at my altitude (2300 feet indicated). I reported visual contact to him and he replied that at that time he was directly over the beeper signal and downed air-crewman. I spotted a chute and made a rapid decent to the area, coming to a 100 foot hover over the chute. I immediately recognized the chute as other than a personnel type and initiated a take-off and climb back to altitude.

During the acceleration and climb, I began receiving a strong beeper signal to my 10 o'clock position. Simultaneously I observed a second Redbird aircraft in the orbit and realized that I must have noted the wrong aircraft when he reported "as being directly over the beeper signal". Up to this point, radio chatter rendered communications almost impossible. I was unable to receive an uninterrupted radio reply to questions necessary to obtain the status of events up to that point.

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By Authority of GDS

By 467 (Date) 14 MAR 71

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QTR 1

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While climbing through 1200 feet, I felt my aircraft being hit with ground fire and heard the impacts. I immediately broke to the left and increased airspeed. All instruments and controls indicated normal and an A-okay report was acknowledged from my Crew Chief, ALC Bettevy, in the cargo compartment. I then had gained sufficient altitude and airspeed to join the other orbiting aircraft, with Jolly Green 18 behind and above me. A quick inventory showed the following aircraft orbiting the area: 2 B-57's; 3 Army/Marine helicopters; 2 Air Force FAC aircraft; 2 Jolly Green helicopters. Shortly two Al-E aircraft joined the orbit. Aircraft were stacked between 1500 and 2500 feet. Aircraft congestion progressed to the point where full attention had to be devoted to the traffic situation to avoid a mid-air collision.

Observing the situation, I transmitted (on guard channel) to all aircraft to maintain radio discipline and requested the other helicopter aircraft to withdraw to a wider location. I then attempted radio contact with the downed Redbird airman while other aircraft searched for a visual sighting.

I attempted to get a positive position on the downed airman from the orbiting Redbird aircraft; however, they continued to identify a position where the strong beeper signal was being received. I flew my aircraft over the position and received a signal swing on the compass. I immediately broke left to circle the area for a broader view but saw nothing. Voice contact still had not been made. Throughout the entire area, I had continually altered aircraft heading and altitude to the extent of the confined area created by weather and other aircraft.

I ask the Al-E's (Hobo 37 & 38) to go down and observe the area of the beeper. They descended a few hundred and made a high pass over the area. I was homing on the signal again and when the needle swung, I broke to the left to circle in the opposite direction from before. Immediately as I broke left, I received heavy ground fire, picking up several hits on the aircraft. The utility hydraulic system was hit, spraying hydraulic fluid, under 3000 PSI, throughout the aircraft. The HF radio received a direct hit and became inoperative. Loss of the hydraulic system made the hoist inoperative. I immediately radioed my status to Jolly Green 18 and requested he become primary rescue aircraft.

At the time of receiving the second flurry of ground fire, I could determine from where it was coming. While relaying this to the other aircraft, Jolly Green 18 received direct hits of ground fire from approximately the same position.

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The Redbird aircraft then informed me that was the area the downed pilot had landed and was recovered by the Army helicopter. The other Redbird crew member had landed approximately 100 yards to the south. I realized we had been receiving the "beeper" on the chute of the pilot which he had rolled up and discarded in the brush at the edge of a clearing. Adjacent to this location and to the north-west, was the area from where ground fire was coming. I then directed the Hobo aircraft into the area to dispense their ordnance and ammunition.

After several passes by the Hobo aircraft, the "beeper" signal ceased and no further ground fire was noted. The entire area was thoroughly searched for a visual sighting of the second crewmember. Later I learned from the other aircraft the downed crewmember had never been seen in person or by parachute sighting. Voice contact had never been made and no other beeper location was received. It could only be concluded, that due to the concentration of hostile forces in the area, the second crewmember had been captured immediately upon landing and his parachute disposed of. At 0805Z I recommended to "Crown Two" that all forces be withdrawn with the exception of one aircraft to remain in the general area for a short time and monitor for a possible beeper signal.

A subsequent discussion with the recovered pilot of Redbird 02 confirmed my calculation of his downed position and the location where he had hidden his parachute. He also confirmed my calculated position of the second crewmembers landing and stated he had observed his landing in a wooded area some 100 yards or so beyond his position.

This was the first time my pararescue man and flight mechanic had been under fire. Their reactions were calm and maintained their assigned observation positions. Two projectiles entered the side of the aircraft below the open cargo door; one exiting through the cargo compartment floor approximately 10 inches from where the flight mechanic (A1C Bettevy) was standing; the other exiting higher and approximately 2 feet aft, severing the hydraulic line. Airman Bettevy, being caught in a gush of hydraulic fluid, immediately reported the damage to me by intercom and attempted to wrap the line to retard the leakage. This being impossible, he then reported the hoist as being completely inoperative. During these events, Airman Bettevy displayed extreme courage in maintaining his assigned position, analysing the damage and attempting to save the system.

William O. Mayfield
WILLIAM O. MAYFIELD, Major, USAF
Rescue Crew Commander

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5000.10

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By 14 MAR 75 (Date)

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Unsuccessful rescue attempt to rescue Redbird 02,
Navigator B-57 north of DMZ. 6 October 1966.

Jolly Green 24 A/C 65-12786 Low Bird

P. Maj. William O. Mayfield
C.P. Maj. Jay V. Cannon
H.M. A2C. Rodney J. Bettevy
R.S. A2C. John C. Jeffers

Jolly Green 18 A/C 65-12784 High Bird

P. Maj. William V. D. Hickerson
C.P. Maj. Frank L. Trochak
H.M. SSGT. Earl E. Chambers
R.S. A2C. Robert F. Gabourel

Both aircraft sustained multiple hits by ground fire.
Above picture of J.G. 18 shows 50 cal. damage on left engine.

OCTOBER 6

Jeffers & Gabonnet north. Returned to Q.T. Had a mission north of Dm 2. 1 pilot rescued other presumed dead or captured. Both birds hit by ground fire. Hobe had 31 mm flak take and 6 mm semtex section of air craft within 8 inches of top of head. Said he did a "double take" when it hit. Low bird had 9 holes in it and high bird had 7.

HH-43 alt. Tobey

OCTOBER 7

- Tobey & Tracy north. Tobey flying on "Bonnie Sue", a Marine C-46 chopper called in to fly as high bird.

- HH-43 alt. Gabonnet