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#138

FROM: Det 9, 38th ARRSq (1st Lt Davis/4184)

8 October 1966

SUBJECT: Mission Narrative 9-38-30-7 Oct 66

TO: 3rd ARRGp (RGOS)
APO 96307

1. Detachment 9 was notified at 1910 hours local by the 4th Med, 4th Inf Div, that one Army soldier located at ZVL09808 had a badly cut hand and required medical evacuation as soon as possible. We were advised that the Army Medical Evacuation Unit had been notified but could not accomplish the evacuation since no landing zone was available. We were notified that we would launch our two helicopters as soon as fueling was accomplished and our secondary crew arrived. Re-fueling and launch reaction time was greatly hampered due to the non-availability of fuel truck (out of commission for repairs). This meant we had to fuel one bird from our bladder/pump system and fly it out of the way so the other one could be towed close enough to get fuel. Both crews were prepared to launch at 1920 hours but we ended up waiting an extra 15 minutes because of fueling. We launched at 1935 hours.
2. II DASC provided an AC-47 for RESCORT which proved to be a very essential aid in the successful accomplishment of this mission. No particular difficulties were encountered enroute. Near IFR conditions were encountered because it was totally black except for an occasional light on the ground. No horizon was visible. The AC-47 crew advised us of our position and gave estimates to the site. We were notified enroute that two people were to be evacuated.
3. Radio contact was made with the ground party and Spooky 23 dropped flares to aid in direction finding. The site was spotted through the use of flashlights held by the ground party. A low recon was flown and the site was observed to be situated on the very top of a 2500 foot ridge with a sharp drop-off on the downwind side. The terrain was very rough which created highly gusty and variable winds. We were advised that 15 knot winds out of the East prevailed on top of the ridge. An approach was made and a hover established. Without the air-drop flares the site would have presented an even more hazardous approach due to the complete darkness. The top of the ridge was hardly visible without flares.
4. Sgt Brundridge lowered Airman Rosler to the ground on the forest penetrator. The most critically injured man was sent up first. As he neared the cabin door he grabbed the sides to help himself inside and would not let go. Sgt Brundridge had to knock his arms back out of the way and forcefully turn him around to get him inside. Airman Rosler then put the other injured soldier on the hoist with himself, and both were hoisted into the helicopter. The most critically injured one reportedly had severed an artery. The second was slightly injured.

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By *[Signature]* (Date) 22 Oct 75
[Signature]

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5. We were asked to deliver our patients to Oasis rather than bring them back to Pleiku. This we did with navigational aid from the Spooky crew.

6. Participating Crew Members:

PRIMARY CREW

- RCC - 1STLT Michael E. Davis
- RCCP - Captain Fredrik M. Bergold
- HM - SSgt Bertrum E. Brundridge
- RS - A2C Michael J. Rosler

SECONDARY CREW

- RCC - Captain Carlton P. Vermeys
- RCCP - 2ndLt George H. Bonnell, III
- HM - A2C Francis D. Rice
- RS - SSgt Charles (NMI) Jenkins

Michael E. Davis

MICHAEL E. DAVIS, 1STLT, USAF
Rescue Crew Commander

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5100.10

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3d ARRGp Hist, Oct-Dec 66

Fuel state at this time, 0305Z, was 1900 pounds. Sandys 1,2,3, and 4 were in the area at this time to relieve Sandy 41 and 42 who had also expended all ordnance and reached bingo fuel. Upon returning to the location, Sandy 3 took Jolly Green 02 down into the area, Jolly Green 02 had positive sighting of the parachute. Entry was made up in a small valley on an approximate heading of 070°. Jolly Green 02 then turned to parallel the slope to 030° and was established in a hover over the co-pilot when ground fire opened up again. Jolly Green 02 pulled off to a safer area after taking two hits in the right side of the aircraft in the vicinity of the cargo door. The Sandys again attempted to sterilize the ridge line where the firing was suspected to be from. Jolly Green 02 was called down again using the same entry. Again no ground fire was received until the aircraft was establishing in a hover, close to the co-pilot. Jolly Green 02 took one hit which completely penetrated the armor plating, glanced off internally, penetrated the floor, and ruptured the forward fuel cell. The Paramedic and Flight Mechanic both received slight cuts from shrapnel. The odor of smoke filled the aircraft and they retreated to a safe area. It was thought later to be the odor of cordite. The Sandys were requested to go in and hit them again. Jolly Green 02 was within 20 minutes of bingo fuel. The crew elected to try once more as the weather in the area was deteriorating. This attempt was successful with no known hits, although the Paramedic heard ground fire. At the time of the rescue, the upper ridges were in the clouds and visibility had dropped to 2 miles in haze and smoke. At no time during their attempts was the pilot sighted. Jolly Green 02 had reached bingo fuel and was advised to recover to base where arrangements had been made to air evacuate the recovered co-pilot in a C-123.

Det 9-38-30-7 Oct (RCC Narrative)

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Det 1-3-75-8 Oct (RCC Narrative)

(U) At approximately 1100, 8 Oct 1966, we were notified of a downed aircraft on the 345° radial at 37 miles from channel 37. We topped off the firebird and were airborne at 1105. After airborne we were notified by tower that the crash site was 030/13 nm from Channel 37. We changed heading and followed two Marine H-46s who were heading for the site. We conducted a search after we arrived over the crash site, sighting no survivors. We were aided in our search by the two H-46s, one H-34 and a UH-1B. The seas were moderate and the weather was high overcast. Crown Charlie arrived approximately 15 minutes later and received a beeper in the vicinity of a small group of Vietnamese sampans 3-5 miles from our position. We proceeded toward the sampans and began receiving a strong beeper signal. We got a visual sighting on the Radar Operator riding in the stern of a sampan. We hovered over the sampan and hoisted the RO aboard. Upon questioning the RO we found his pilot to be in another sampan approximately 1/4 to 3/4 miles away. We sighted the second pilot and hoisted him from the sampan to the helicopter. The only difficulty encountered occurred during the first pickup. The sampan the RO was on was proceeding at 5-10 knots and was headed crosswind. Also the RO experienced some difficulty getting onto the forest penetrator. Both the pilot and the radar observer were in excellent shape.

Det 1-3-76-8 Oct (RCC Narrative)

(U) At 1735 hrs on 8 Oct 1966, Pedro 95 received notification that a O-1E pilot had just been shot and was going to crash land near Ba Tung, Republic of Vietnam. At 1738 hours Pedro 95 took off during a thunderstorm in search of the downed pilot.

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