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FROM: Det 7, 38th ARRS APO 96337

28 Nov 1966

SUBJECT: Mission Narrative Report 1-3-84 15 November 1966 (U)

TO: 3rd ARRGp APO 96307

(U) Jolly Green 15

(U) Jolly Green 18

Major Youngblood RCC
Major Hicks CP
A1C Bettevy HM
A2C Hackney RS

Capt Dickey RCC
Maj Trochak CP
TSgt Tindal HM
SSgt Souza RS

(C) (Gp-4) Jolly Green 15 and 18 took off from DaNang at 0625 on 15 November 1966 to proceed to Quang Tri for the purpose of pulling strip alert. Approximately 10 minutes before arrival at Quang Tri, Water Boy (GCI) informed us that a small U.S. Navy fast-boat had overturned and sunk, but was unable to give a location of the distressed boat. We orbited awaiting further information to determine which direction to proceed. Contact was attempted with Crown to obtain more information, but could not be reached, even after numerous calls on different frequencies. Hillsboro was contacted also but he had no information. Again Water Boy was contacted, who in the meantime had obtained a tacan fix from an unknown aircraft source supposedly pinpointing the overturned boat. A direct course was flown at maximum speed to the tacan fix at low altitudes to remain clear of 200 feet ceilings. Upon arrival it was immediately determined that the fix, as reported, was erroneous. At least 15 minutes was lost because of this. Several Army helicopters were seen proceeding north, so having no better method of locating the overturned boat, we followed the helicopters to the area, arriving there approximately 30 minutes after initial notification. Two other fast-boats were in the area at the mouth of the Hue River, and numerous personnel were standing on the beach. A search pattern was begun and immediately an empty inflated life preserver was sighted. Continuing the search and approximately 6 minutes after arriving at the scene, a U. S. Navy sailor was located floating in his life preserver about one-half mile off the coast. He was in the surf with waves at least 12 feet high with gusty winds up to 35 knots, which made hovering exceedingly difficult. The sailor appeared lifeless, and it was decided he could only be recovered by lowering the pararescue specialist into the water. A2C Hackney was lowered on the hoist, attached the body to the "horse collar" and gave the signal to raise the cable. A few feet up, the body slipped from the harness and fell back into the waves. The body was again placed on the sling and this time the pararescue specialist affixed himself around the lifeless body to

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prevent it from again falling out. Both were raised into the helicopter, where artificial respiration on the sailor was attempted until it was definitely determined that no life existed. To go into the extremely rough sea required much courage and heroism on the part of Airman Hackney, whose professional performance made the recovery operation successful. The cadaver was flown to the nearest military facility at Hue Phu Bai and delivered to U. S. medical authorities. The Jolly Green 15 and 18 continued on to Quang Tri for strip alert.

(C) (Gp-4) The mission was hampered by insufficient and erroneous information concerning the location of the overturned fast-boat. Apparently communication between the Navy and Air Force rescue network left much to be desired.

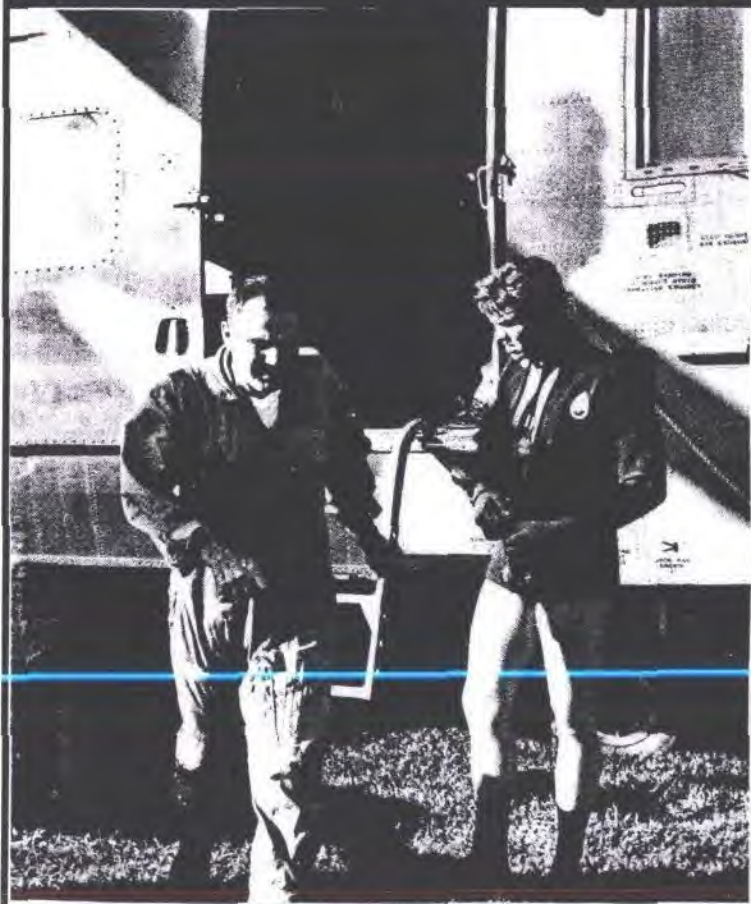
Adrian D. Youngblood
ADRIAN D. YOUNGBLOOD, Major, USAF
Rescue Crew Commander

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the Name of the Daring Game

DA NANG, South Vietnam —at 19, Duane Hackney is tall, broad-shouldered; a

husky farm boy with a well-tanned face that seldom requires the touch of a razor.



Sikorsky Photographer Mike Grasso snapped this photo immediately following a mission by an HH-3E from Quang Tri. Airman 2/C Duane Hackney removes his swim gear, as Capt. John W. Perry, Silver Star winner, jumps down from helicopter.

He looks like he should be strolling the Flint, Michigan, high school, carrying textbooks and wearing a football letter sweater. You'd think his biggest worry would be passing an algebra test.

But for the past eight months, Hackney's biggest worry has been staying alive.

Airman 2/C Duane Hackney is a pararescueman flying with HH-3E Jolly Green helicopters, out of Da Nang Air Base.

It is the job of a pararescueman (or "PJ", as he's called) to parachute from a helicopter, drive into high seas or be lowered into combat areas on a sling beneath the HH-3E — to rescue others. The PJ is also a trained medic, administering to injured troops, often after he has risked his life in the rescue.

Why did Hackney decide to become a PJ?

Heading toward a shower, outside his hut in the Air Force Compound with a towel slung over his shoulder, Hackney paused and chuckled. "Well, just before I finished basic, we were asked to make a choice. A sergeant asked me if I ever considered jumping out of an airplane.

"I told him 'only with a parachute.' He figured I was a wise guy and 'dropped me for 20' (20 pushups). That's how I got into pararescue."

Then, turning serious, Hackney said, "I think it's the

best job in the world for me. I wouldn't trade it for anything."

Since his tour began in Vietnam, Hackney has been blown out of a helicopter by anti-aircraft fire, missed being fatally or seriously wounded twice by a fraction of an inch and almost lost his life in 12-foot waves in the recovery of a body floating in the South China Sea.

Hackney was in the doorway of an HH-3E during a recent mission when he was hit trying to pull a wounded Marine into the helicopter to administer first aid. "The bullet hit me right in the middle of my flight helmet" he said. "The round knocked me down, and as I fell, I pulled up both my legs for balance. About this time, another bullet went through the pocket on the right leg of my flight suit. It shattered my survival radio."

Then he added, "I only received a couple of scratches."

On another mission, the HH-3E was blasted by anti-aircraft fire. Hackney, standing near the cabin door, was blown out of the helicopter. Although his parachute was only loosely strung over his shoulder, he managed to pull the rip cord. The chute blossomed just before he landed in some trees. He was picked up within minutes by a second HH-3E.

The South China Sea incident came during a scramble from Quang Tri, the forward

outpost (about 15 miles south of the DMZ) of the 37th Aerospace Rescue and Recovery Squadron. A Navy patrol boat had sunk, most of the survivors had been picked up by other helicopters when the HH-3E arrived at the scene. Scouting the area, Hackney spotted a man in a May West floating in the sea.

The waves were too high to pancake the helicopter on the water. Struggling against the wind-whipped waves, Hackney finally reached the man. With one arm around the man, Hackney managed to grab the rescue hoist and attach it to the "survivor".

Twice, the man slipped from the harness back into the sea. Realizing there was no other way out, Hackney hefted the seaman over his shoulder and grabbed the rescue hoist with both hands.

As the hoist was being raised with Hackney and the seaman dangling from the end, the helicopter rolled slightly and Hackney was smashed into the side of the sponson, bruising his forehead.

Once inside the helicopter, Hackney ripped off the seaman's clothing, and began mouth-to-mouth resuscitation. After 20 minutes, exhausted, Hackney leaned back. "He's gone."

Capt. John Perry, one of the Jolly Green pilots with whom Hackney has often flown (and a Silver Star winner), remarked recently. "That kid Hackney . . . he's really something."

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Mission Narrative Report (1-3-84 15 November 1966) dated 28

November 1966, illustrates the need for the flexibility and varied capabilities of the Pararescuemen: ¹⁰

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All ACR aircraft utilized in SEA prior to the HH-53 possessed a common failing; the inability to support adequate crew members and lift sufficient numbers of survivors. The ACR operational concept for pararescue utilization required a minimum of two-men. The HU-16 operated through 1964 and early 1965 with the two-man pararescue team. As enemy activity and aircraft losses increased the HU-16's were required to land in the Gulf of Tonkin more frequently to recover downed personnel. These

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NOVEMBER 15

Folly Steens - Souza, Hackney

HH-43 Alet - Weddel

HH-3E Alet - Gabour

Hackney made pickup of
crewmember from capsized boat. Was
lowered with very rough seas to
secure man. When both got back on
board Hackney started mouth to
mouth but to no avail. A fine job
by all.

Weddel had med. evac to N.S.H.