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3d ARRGp Hist, Oct-Dec 66

i. (U) In the late afternoon of 18 October 1966, Crown Bravo (HU-16, SN 517145) on orbit mission (Det 1-3-78-18 Oct) over the Gulf of Tonkin failed to return to home base at Danang. Control agency became aware of possible emergency because of lack of operations normal reports from Crown Bravo at 1700L and 1730L. Organized search began that evening and continued until 1820L on 25 October 66 with no sightings or findings reported. Aircraft was assigned to 37 ARRSq and had a total of seven crewmen aboard. Loss of the HU-16 amphibian was reported as missing due to hostile action.

j. (U) On 20 October Jolly Green 02 (SN 65-12778) on an ACR mission (Det 2-3-117-20 Oct) was disabled by suspected enemy ground fire. Oil pressure was lost and the HH-3E helicopter was forced to land in a hostile area. The crew and a recently recovered survivor were quickly taken aboard the other HH-3E (high bird) and they departed the area. RESCORT (A-1Es) destroyed the disabled Jolly Green to prevent it from falling into unfriendly hands.

k. (U) On 28 October Pedro 42 (HH-43F, SN 62-4511) on an Army Med Evac mission (Det 9-38-31-28 Oct) near Pleiku was shot down and burned. Three evacuees and the Flight Mechanic in the rear of the helicopter were killed. Army troops and the Pararescueman (PJ) on the ground helped get the Pilot and Copilot out of the burning wreckage under enemy fire. The PJ, Pilot and Copilot were flown out the next morning by another Pedro helicopter. The Copilot subsequently died from injuries received in the shooting down and crash of the helicopter.

l. (U) In the afternoon of 29 Oct Pedro 56 (SN-62-4525) flying in support of the mission (Det 9-38-31-28 Oct) in which Pedro 42 was lost, received a volley of groundfire and had to make a forced landing at Army LZ 3-Hotel, near Pleiku. Crew sustained only minor injuries and was returned to Pleiku that afternoon. HH-43 (Pedro 56) was repaired locally and is back in operation.

m. (U) On 15 November, Detachment 11, 38 ARRSq located at Tuy Hoa AB, SVN became operational. Tuy Hoa is situated approximately 50 miles north of Nha Trang on the Vietnam coast. One HH-43B is presently assigned; however, a second HH-43 will be placed there when resources permit.

n. (C)(GP-4) Jolly Green 52 (SN 64-14229) lost transmission oil pressure (15 Nov) shortly after launch on an ACR mission and made a forced landing. Parts were dispatched and maintenance performed in the field. On return, severe transmission problems developed after short flight and Jolly Green 52 was forced to land. Due to uncertain reception by local populace, crew was evacuated and friendly forces supplied to protect aircraft until repairs could be made. Aircraft subsequently repaired at landing site and flown to secure base.

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NOVEMBER 15

High Bird
Scrambled on briefly down 80
miles on the 100 radial. Sandy's
got there and starting right off
picked up groundfire. Got 35
19 miles out and the low bird
(Capt. Murphy Lt. Fugist Holmstrom)
lost; transmission oil pressure
and had to set down in a rice
19 paddy. We went in with them
but stayed airborne. Didn't see
any people around to shoot. ~~But~~
Compress advised that there are some
19 friendlies in the area. Sandy's
stayed to cover them and they launched
a hurry out of NKP so we headed
for the downed pilot. Picked
19 up flak 3 different times going
in. Sandy's laid good smoke
screen but when we got to a

NOVEMBER 15

W1
ORL
19) however they opened up with
auto weapons. We stayed there
and picked him up. I shot up
6 clips. Don't know if I got
19 any of them. I was shooting at
muzzle flashes. Guy Fowler
was the SIC pilot name. He
was alert with us yesterday.
19 His chute opened right above
the trees. He almost wanted 2
late to jump.
Our crew. Lt. Webster Lt. Dean
19 A2C Gary Meyers. myself.
Fighters went in after we left and
pretty well cleaned out the area.
If the bad guys don't get to our
19 down 24 tonight they'll try and
get a Army sky crane tomorrow
from War Mang.

NOVEMBER

NOVEMBER 18

H 19 They've brought Thai and Laotian troops
14 to secure the area so the main man
14 can fix it right there. We flew food and
water out to the gaugade. I took it
148 down the hoist and took some pictures
coming up.

J. 6. 18 out of Gunung Iri is down
149 we scramble. They picked up
19 2 out of a P.I.E. The crew chief
they don't think has a surviving vest.
The pilot was shot pretty bad coming
up the hoist. A P.S. went down the
19 hoist to beat the bunker for the
3rd guy and the bad guys really
opened up. They drug him through
the trees. Heard he was hurt
19 pretty bad. We got 100 miles
out and they RTB us.

Low bird

19 Fac bird saw signal panels
out 60 miles on the 890, after
May Pass. Compress launches us
They spot 5 or 6 guys in grey
19 clothes. Looks like it might be
50 a intel team. We go on in, however
they don't know how to use
the penetrator so I go down
19 and show them. I kept my
M16 on them but if it would
have been bad guys we would
have had a chance. Picked 3
19 of them guys and took
them back to NKP.

Souza was P.S. yesterday.
He'll be all right after a few
19 days. No sign of the crew
chief. The Col. was shot sitting
on the P.S. seat while he was on
the ground.