

FROM: Det 6, 38th Aerospace Rescue & Recovery Sq, APO 96227

63-38-135
13 DEC 66

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SUBJECT: Narrative Summary of Mission 6-38-135-11

13 December 1966

TO: 38th CGO

At 0910Z (1710L) hours on 11 Dec 66, Bien Hoa Tower advised the Detachment that there had been a bailout at 11° 22'N 106° 29'E. The alert helicopter was immediately launched with the second HH-43F following close behind. An armed HU-1B was met 5 miles NW of the base and the HH-43F's were escorted to the bailout site. The pilot had landed in a heavy jungled area approximately 2 miles SE of the Rubber Plantation, his bailout being witnessed by a FAC. The HH-43F's were lead to the bailout site by the FAC. Had the FAC pilot not done this difficult, would have arisen in finding the pilot due to the dense growth. A hoist was established at approximately 110 feet. The hoist penetrator was lowered and the pilot boarded the penetrator for his return to the HH-43F. While rescue of the down pilot was being effected, one of the Army gun ships was hit by ground fire, he was approximately 300 feet from the rescue helicopter at this time. A rapid turning climb was made by the Rescue Crew Commander and no hits on the HH-43F were realized. The crew of the HH-43F consisted of: Major David M. Randall, RCC; 1st Lt Robert A. Reilly, Co-Pilot; SSgt Robert A. Loud, Pararescueman; and A1C Melvin G. Goff, helicopter mechanic. The crew of the second HH-43F was Captain James T. Jansa, RCC; 1st Lt Charles I. Rice, Co-Pilot; SSgt Barry Sherman, helicopter mechanic; and A2C John J. Dagneau III, Pararescueman. This was the first "save" Airman Goff ever made with a rescue hoist, he had just recently been fully qualified as a crew member. Both helicopters flew 0:45 minutes a piece for a total of 2 sorties and 1:30 minutes.


DAVID M. RANDALL, Major, USAF
Rescue Crew Commander

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3d ARRGp Hist, Oct-Dec 66

Det 1-38-11-24 Nov (RCC Narrative)

(C) (GP-4) At 1410L, we were notified by MAC-V that three ARVN soldiers were in need of immediate medical evacuation. The ARVN's were engaged in a search and destroy operation 10 miles South East of the base. At 1415L, two HH-43B's were scrambled. At 1418L radio contact was made with Cagey 61, an O-1E, for further directions to the ARVN force, who stated that there was no enemy contact at that particular time. Upon arrival at the scene, a smoke bomb was set by ARVN's for positive identification. Pedro 92 went in for the first landing while Pedro 44 remained high. Two of the patients were picked up by Pedro 92, and then took off to maintain a high cover position while Pedro 44 landed and picked up the remaining patient. The three were then taken to a field near the town of Phan Rang and turned over to ARVN medical authorities. All three patients were litter patients and unconscious due to shock.

Det 2-3-137-6 Dec

(C) (GP-4) SAR Objective: Two RF-4C pilots downed in area near Dien Bien Phu. Four Sandy aircraft and two Jolly Green helicopters were diverted to the scene. Sandy A-1E's picked up beeper signals and then established voice contact with both pilots. Condition of the first survivor was reported good but the second one had bad leg and back injuries. Jolly Green 53 moved into position and hoisted the first pilot aboard using the forest penetrator. The pararescueman (PJ) had to be lowered with litter to aid the injured pilot. As the litter containing the survivor was being raised the HH-3E received battle damage from ground fire and had to withdraw due to the loss of oil pressure leaving the PJ on the ground. Jolly Green 05 moved in to recover the PJ but could not locate him visually or by radio so elected to lower his PJ to search for the one from Jolly Green 53. After about five minutes hovering Jolly Green 05 observed a fire light on number one engine and was forced to pull off the hover to gain airspeed. Crew prepared for forced landing, however, aircraft remained flyable on one engine and a landing was made at a site for emergency repairs. Enroute Jolly Green 05 received several hits from groundfire. Both pararescuemen left on the ground evaded for almost two hours. Although they heard many shots and much activity in the immediate area, they never saw or heard each other until another Jolly Green arrived and recovered them.

Det 1-3-91-8 Dec

(U) SAR Objective: Two crewmembers of an F-4C down near Danang. Two HH-43F's were scrambled to the scene and made contact with the downed pilots by radio and flare signalling. One helicopter landed and the two survivors climbed aboard for the return to Danang AB. Time from launch to pick-up was ten minutes.

Det 6-38-135-11 Dec

(U) F-100 pilot ejected in an area north of Bien Hoa. Pilot landed in jungle in trees 75 to 100 feet high. UH-1Bs (Hueys) and F-100s flew protective cover while HH-43Fs were enroute. One of the UH-1s received battle damage from groundfire in the vicinity. Survivor recovered by HH-43 using

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3d ARRGp Hist, Oct-Dec 66

hoist/forest penetrator and flown to Bien Hoa AB.

Det 2-3-139(140)-14 Dec

(C) (GP-4) Orbiting HC-130 (Crown 2) reported that an F-105 had been shot down 43NM WSW of Hanoi and the wingman reported a good chute and beeper. Two Jolly Greens and four Sandys were launched and MIG CAP was provided the SAR Task Force. On arriving in the area the Sandies established voice contact with the pilot. At 1743 local Jolly Green 36 recovered the downed airman using the hoist forest penetrator. Surprisingly, no ground fire was experienced; however, both helicopters were fired upon at three different points enroute to recovery base. As the SARTF was in the process of returning to base from the above mission, Compress Control advised that an A-26 with three crewmembers aboard crashed SW of Dong Hoi. At 1927 local, Jolly Green 55 was instructed to overfly his recovery base and proceed to the crash scene. Crown 2 reported voice contact with one crewmember, beeper contact with the second and nothing with the third; however, three people were observed firing flares in the vicinity. At 2009 local time with the aid of a flare ship, Jolly Green 55 rescued the pilot of the A-26 after considerable difficulty. The delays encountered and difficulties experienced were apparently caused by the fact that the A-26 crew expended all of their flares prior to the arrival of the helicopter. No flares to fire coupled with the darkness made visual acquisition of the survivors difficult. The second crew member was finally located and recovered by Jolly Green 55 at 2059L; Jolly Green 55 was then forced to retire from the area due to low fuel state. A UH-1F helicopter made the third pickup at 2116L. No hostile fire was encountered although unfriendlies were in close proximity. This is believed to be one of the first night combat rescues in Southeast Asia.

Det 1-3-94-20 Dec

(U) SAR Objective: Two crew members of a US Army O-1A aircraft which crashed near the DMZ. Two HH-3E helicopters were launched along with Rescort A-1Es. Communication with the downed pilot was made through his survival radio (RT-10); the pilot fired a smoke flare as a signalling device and a hoist recovery was made by Jolly Greens using the forest penetrator thirty minutes after launch. The rescued pilot reported that after he ejected, he observed the aircraft going down into the ground. He reported that he saw no chute and did not think the other crewmember had a chance to get out of the aircraft. After a search of the immediate area around the crash site, the SAR mission was suspended because no additional sightings or leads were discovered. Survivor was flown to Dong Ha medical facility.

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