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98
22 Aug 1967

FROM: Detachment 7, 38th ARRSq

SUBJECT: Mission Narrative Report, 1-3-126

TO: 3rd ARRGp

1. (C)(Group four) Queen notified us at 1130L, 21 August 1967 that our alert HH-43's were to be launched for an emergency pickup of critically wounded Marines from the mountainous jungle area eleven miles southwest of Da Nang Air Base. We departed at 1155L, after being advised by Queen that UH-1 gunships were on their way to the pickup point to supply RESCORT. I arrived in the area at 1205L, but the RESCORT had not yet arrived and though I was talking with the ground party on FM radio I had not yet established visual contact, so held in the general area waiting for the RESCORT helicopters to sterilize it so that we could safely hover for the pickup. Heavy hostile fire was reported in the area, and after the ground party marked their position with smoke the UH-1's made several low passes but received no ground fire, so they cleared me in for the pickup. I pulled into a hover about 150 feet above the ground party, and Airman Thorpe lowered the forest penetrator through the dense jungle canopy where we had less than three square feet in which to maneuver the cable. No difficulties were encountered in lowering the forest penetrator, due to Airman Thorpe's clear and concise instructions and position reports. I hovered for approximately ten minutes while the ground party attempted to attach their wounded to the penetrator, but they were unfamiliar with its operation and could not properly secure the wounded to it. Captain Sams, my co-pilot was giving continuous instructions to the ground party on FM radio. Suddenly the Marines on the ground dragged their casualties away from the penetrator and dived for cover just as there were loud bursts from automatic weapons fire and single rifle bursts from directly beneath our position in the hover. Airman Thorpe said that he could see the ricocheting bullets hitting the ground beneath us, and at that time my helicopter started to vibrate excessively and there was a noticeable change in pitch of the rotor RPM. I feared that we had been hit and were going to lose power, so started to pull away for a clear landing zone--the RESCORT had advised me to abandon the area, and Airman Thorpe was attempting to recover the hoist cable and penetrator. A moment later I was forced to cut the cable when it started to tangle in the trees. I then continued to fly down the ridge toward a safe emergency landing area. All performance instruments indicated normally, so I elected to return to Da Nang AB to inspect the damage to our helicopter.

2. (C)(Group four) Support from the UH-1 gunships was excellent. Even though the jungle canopy was so thick that they couldn't see the hostiles who were firing on us, the RESCORT's presence and continuous passes apparently prevented the enemy from getting set for a clear shot at our hovering helicopter.

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3. (C)(Group four) The time spent in the hover was extensive because the ground party had difficulty securing their wounded to the forest penetrator. During this time Captain Sams was trying to help them by giving directions over FM radio. Directions were attached to the penetrator, but apparently no one took the time to read them. At one time a wounded man was attached to the penetrator but he was not secured by the safety strap so we had to abort the attempted pickup.

4. (U) Weather was no factor in the mission.

5. (U) Crew members were: Low Bird- 1/Lt William T Sehorn, RCC- Captain Donald D Sams, RCCP- SSgt John H Stemple, RS- A1C Edward L Thorpe, HM. High Bird- Capt Robert S Michelsen, RCC; SSgt Eugene Hoeger, HM; A2C Donald J Boushelle, RS.

William T. Sehorn

WILLIAM T SEHORN, 1stLt, USAF
Rescue Crew Commander

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DEPARTMENT OF THE AIR FORCE
37th AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



22 AUGUST 67

REPLY TO
ATTN OF: 370FS/6104

SUBJECT: MISSION NARRATIVE REPORT (1-3-126 21 AUG 67) (U)

37C KAC
to: 3rd ARRGp (RCRC) APO 96307
IN TURN

- 1.(U) This report is submitted in accordance with AERSI 55-2/3 ARRGp SUP 1, dated 15 June 1967.
- 2.(C) At 1220L JG 25 was returning from a successful functional check flight when advised by QUEEN to standby for possible launch to support PEDRO 93 and PEDRO 95 who had been scrambled to evacuate seven wounded Marines located at 2410/11N from channel 37. JG 25 was cleared to launch at 1235L and was airborne immediately.
- 3.(C) Enroute to the objective JG 25 was notified that PEDRO 95 had encountered ground fire, sheared his hoist cable and was returning to channel 37 escorted by PEDRO 93. The weather at departure, enroute and destination was 3000' broken/overcast with 10 miles visibility and occasional rain showers. JG 25 contacted CONSTRUCT 14, the area Command Post, and was advised that Deadlock 40 and 41 (UH1 Gunships) would provide RESCORT.
- 4.(C) Radio discipline was good throughout the mission. Upon arrival in the area at 1245L, JG 25 was joined by the UH1's and contacted CONSTRUCT C2 (the objective) on FM. The objective was located on a saddleback at approximately 2800' and was reporting sporadic sniper fire. The objective marked his position with green smoke and JG 25 descended into a hover at 1250L. Throughout the approach, hover and subsequent take off the UH1 gunships did an excellent job flying a racetrack pattern around JG 25 and expending ordnance to discourage enemy fire.
- 5.(C) All seven wounded personnel were picked up using approximately 175' of hoist which had to be threaded between trees. In order to ensure sufficient power for the last pickup JG 25 moved the hover position and dumped 300lbs of fuel. At 1320L all evacuees were on board and since at least two were critical they were all returned to the DaNang Naval Hospital. JG 25 terminated at channel 37 at 1345L.
- 6.(C) JG 25 received no battle damage. PEDRO 95 also received negative damage.
- 7.(C) The following problems were encountered:
 - a. FM contact was excellent with the objective (CONSTRUCT C2) until JG25 was in a hover. In this position, directly over the objective, it was impossible to understand his transmissions and Vice Versa. Communications had to be relayed through CONSTRUCT 14. This is a recurring problem and should be investigated thoroughly.

ARRG looking
int fm com
problem 21 Oct 67
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- b. Personnel on the ground are deploying all the retaining straps attached to the Forest Penetrator. These straps must be repacked prior to sending the hoist back down to eliminate the possibility of tree hangup. This results in excessive time spent in a hover. It is suggested that the advisability of installing the straps on a take-up reel similar to that utilized by car safety belts be researched.

8.(C) Crew coordination aboard JG 25 was excellent. All personnel performed their duties in a truly professional manner.

9.(C) Aircraft involved:

Jolly Green 25
Deadlock 40,41

USAF HH-3E
USA UH1

10.(C) Crew of JG 25:

✓ CAPT CHARLES R. DUINN
1LTJ FRANK L. THOCHAK
TSGT JOHNNY TINDAL JR
A2C JOSEPH M. DUFFY

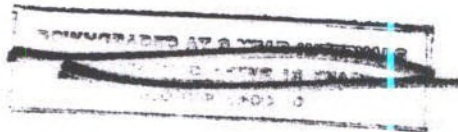
RCC
RCCP
TE
RS

Charles R. Duinn

CHARLES R. DUINN, CAPT, USAF
Rescue Crew Commander

*MR: 31 APR 64 was
queried re suggestion. suggestion
by them. MR was sent
may suggesting mod to penetrator.
before school action in compld.
Dr
21 Sept 61
BRXR D*

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
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