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

SUBJECT: Narrative Report (Mission Number 6-38-42-2 August 1967)

TO: 3rd ARRGp (JSARG), APO 96307

1. At 1800Z, 3 August 1967 Bien Hoa Control Tower notified Det 6, 38th ARRS of an F-100 bailout. Ramrod 02 ejected 11 miles at 190° from Bien Hoa Air Base due to engine flameout. An HH-43F, Pedro 97 was airborne at 1805Z with Pedro 69 following at 1807Z. The actual crash site was at 125° at 10 miles from Bien Hoa. The area was being lit with parachute flares dropped from an unknown aircraft. Pedro 97 contacted the wingman, Ramrod 01 on Guard channel and was advised that US Army UH-1 gunships were in the area trying to locate the downed pilot. The downed pilot contacted Pedro 97 with his emergency radio and gave his approximate location from the downed aircraft. Pedro 97 spotted his chute 1/4 mile from the burning aircraft on the first pass, circled and came to a 50 foot hover over trees and heavy brush. About two minutes were required to locate the pilot in the heavy brush. The tree penetrator was lowered directly to the pilot who calmly strapped on and was hoisted aboard. The helicopter's floodlights were used however the area was still being lit by flares. Firing was observed two miles south of the pick-up area but did not hinder the mission. The uninjured pilot, 1st Lt James v. Fiorelli, was returned to Bien Hoa Air Base and released to 3rd Tac Ftr Wg Dispensary.

2. The pilot stated he lost engine oil pressure as he started a run on the target and the engine seized minutes later.

3. One combat save credited to ARRS. All rescue equipment and procedures functioned as required. The pilot was recovered 15 minutes after bailout. Total flying for Pedro 97 was 25 minutes. The crew members aboard Pedro 97 were:

RCC	Maj. James F. Jansa
RCCP	Capt. Charles I. Rice
FE	SSgt Barry Sherman
RS	A2C Gunther Bahrenburg

4. Again the single most important piece of equipment was the downed pilot's emergency radio. He was unable to locate his pen-gun flares immediately and we spotted his chute before he had time to fire them. We knew his approximate location and physical condition due to his use of the radio.

David M. Randall
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Commander