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4 Oct 67

Watch resumed at 0700

All Survival Gear checked

we did have another A.C.R.

Today. A U-10 and Caribou

had a hard air. The Caribou

landed safely we went out

for the U-10. I went on the

ground twice looking through

the wreckage and the pilot was

but in it. he must have fallen

out in initial impact. he was

wearing knee chute. This

happened a little ways in the

Iron Triangle. There were

trails and tracks all over

the damaged place. Pilot must

been found.

(Se)

FROM: Detachment 6, 38th ARRS, APO 96227

9 October 1967

SUBJECT: Narrative Mission Report (6-36-57-4 Oct 67)

TO: 3rd ARRSgp

1. At 1030L, 4 October 1967, Det 6, 38th ARRS, Bien Hoa AB, RVN was informed by 3rd ARRSgp JSARC that a mid-air collision had occurred at 106°30'E, 11°10'N (24 miles northwest of Bien Hoa AB). At the same instant, via the primary crash net, Det 6 was informed of an airborne emergency on a C-7, 15 miles northwest. The C-7 had unknown damage to the tail section and planned an immediate landing at Bien Hoa AB. Third ARRSgp JSARC requested we launch 2 HH-43's to the site of the mid-air. The second alert crew was recalled and necessary preparations completed while the first alert crew covered the emergency landing of the C-7. At 1100L, two Det 6 HH-43's departed for the position of the incident. At that time, the only information known was that there had been a mid-air at the above location involving the C-7 and another unknown aircraft.
2. While enroute, contact was established with Pedro 46, a Tan Son Nhut AB HH-43. He reported that he was close to the crash site and that an Army CH-47 had placed a man on the ground who had made a hasty check of the wreckage, but was unable to locate any personnel. Upon the arrival at the crash scene of the two Det 6 HH-43's (Pedro 77 and 97), the Army CH-47 departed the area. Two UH-1's were orbiting the area, searching, and soon a second HH-43 from Tan Son Nhut AB (Pedro 79) joined in the effort. Pedro 97, from Det 6, assumed on-scene command and Pedro 46 and 77 were directed to return to Tan Son Nhut and Bien Hoa respectively. The Army aircraft were asked to remain clear of the immediate area of the wreckage, and Pedro 97 lowered a pararescueman to the ground. This man remained on the ground for approximately 20 minutes and then was retrieved when he reported no evidence of the crew.
3. Knowing the C-7 had landed at Bien Hoa, details about the incident were requested through Hawk Control (3 TFW Command Post) by Pedro 97. In addition, an intelligence report on the area was requested. The area consisted of thick second-growth jungle, with the ground visible through 15 - 20 foot young trees. The area was criss-crossed with many trails, and tunnel entrances were noted as close as 75 yards from the wreckage. Pedro 79 observed a small group of unfriendly 1/2 mile west of the crash site. No ground fire was encountered.
4. While the pararescueman was searching the wreckage, and for 30 minutes after that, the area within a two mile radius of the wreckage was searched by Pedro 79 and 97. Nothing of significance was noted. At about 1220L, Issue Control at Cu Chi (10°59'N, 106°30'E) advised they had information about the accident and that JP-4 fuel was available there. Pedro 97 had been unable to obtain any information as to exactly what had happened from the Bien Hoa Command Post, so both Pedro helicopters departed the area for Cu Chi. While refueling there, we were informed that the mid-air occurred at 3000' and a crew member on the C-7 observed an O-1 type aircraft spin straight in, minus one wing, and had not seen anyone exit the aircraft. It was also learned a U-10, known to be in that area at the time of the mid-air, was missing. This U-10 had only one man aboard. He wore no parachute.

5. Positive information as to whether the pilot was in the wreckage was essential. The pararescueman felt quite positive there was no one in the wreckage, but stated that by himself and without tools, he could not investigate the wreckage as thoroughly as he desired. Authority was obtained to again place the rescue men on the ground at the crash site, and this was soon accomplished. Pedro 79 lowered a Tan Son Nhut fireman and Pedro 97, the pararescueman that had previously searched the wreckage. A thirty minute search by these two men failed to reveal any evidence of the missing man. The immediate surrounding area (consisting of nearly impassible under-growth) for a distance of 15 to 20 feet was also searched with negative results. No articles of personal clothing or any weapons were located.

6. The Army man that first investigated the wreckage reported seeing no foot prints in the soft ground about the wreckage. There was no reported reception of radio beacon signals. The Army helicopter pilot that lowered a man to the wreckage transmitted on UHF radio "We're getting a man out now". The pilot was referring to the fact that he was about to lower a man to the ground. At no time was a man ever seen at the crash site (other than the rescue crews).

7. When the two rescue men were recovered by Pedro 97, the search was terminated, and all aircraft departed the area. The probability of a person surviving such a crash is considered small. The probability of locating anyone in such terrain is even less. Because of the insecure state of the area, further search efforts are considered impractical. Pedro 79 and 97 terminated at Tan Son Nhut and the search suspended. A total of 8 sorties and 7+55 hours were flown by the Pedro helicopters.

The crew of Pedro 97 was:

RCC	Maj James F. Okonek	Det 6
CP	Capt Sheridan K. Hawk	Det 6
FE	SSgt Donald S. Kearton II	Det 6
RS	A2C Terrence A. Trental	Det 6

The crew of Pedro 79 was:

RCC	Maj Phillip L. Rice	Det 14
CP	Capt Joseph K. Dennis	Det 14
FE	SSgt Orby F. Whitaker	Det 14
RS	A2C Jerry R. Evans	Det 14

James F. Okonek
JAMES F. OKONEK, Major, USAF
Rescue Crew Commander