

FROM: RCC

16 Apr 68

SUBJ: Mission Narrative Report (10-38-25, 15 Apr 68)

TO: 10-38C *REG*

38C

3rd ARRGp (JSARC) *8*
IN TURN

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1, dated 15 June 67.

2. 3 combat saves, USN. Negative ground fire. At 0435Z, 15 Apr 68, Det 10 was notified by Navy River Operations, Binh Thuy, that a UH-1B helicopter, Seawolf 16, had crashed in a hostile area and that there were 4 wounded crewmembers that required evacuation. Three river patrol boats (PBR) were beached 50 meters from the crash site and were relaying information. Pedro 39 an HH-43F helicopter, launched at 0440Z and enroute received information that a UH-1B, Seawolf 79, had picked up one injured man (photographer) and had transported him to Soc Trang from where he was later med-evaced to the 3rd Field Hospital at Dong Tam. Seawolf 76 (UH-1B) arrived at the site and was later joined by Seawolf 46 and 47 (UH-1Bs). Friendly forces were moving toward the area to secure the wreckage site. With the Seawolf helicopters providing cover Pedro 39 landed at 0510Z and on loaded two litter patients (chest and spinal wounds) and the pilot (head lacerations). At 0515Z Pedro was airborne for Soc Trang where the patients were offloaded 0520Z and examined by the 41st Medical Dispensary. After examination (0545Z) the two litter patients were flown to the Dong Tam hospital by Pedro 39 as there were no Army medical helicopters available. The pilot remained at Soc Trang for 24 hour observation. Pedro 39 offloaded the patients at 0630Z and returned to Binh Thuy AB (0705Z). Cause of the crash was undetermined. Weather was 3500 scattered to broken, 7000 overcast 7 miles visibility with isolated rain showers, winds 070/8. The parachutes, which are required by regulation on combat missions, again proved to be detrimental to the mission. Because of lack of space caused by the parachutes the pararescue technician had to stand straddling the canvas litter (one patient was in the stokes litter). Post flight inspection revealed extensive separation of the rubber along the steel leading edge of the left red blade. The blades had just been received from the overhaul depot and had accumulated only 8 hours of flight time since being installed on the aircraft. The flight had encountered a few drops of moisture (less than a very light drizzle) on the bubble and had circumnavigated a shower without encountering any visible moisture.

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3. The names of the survivors were: Lt Cmdr L. Wantz, ADJ-2
D.A. Harris and AJ-1 B.W. Major all from HAL-3, Det 1, USN.
PH-3 C. Battaglia, Cmbt Camera Gp, PAC Det, Saigon.

4. Crewmembers of Pedro:

Pedro 39

RCC Capt Laurence W. Conover
RCCP Capt Leslie E. Johnson
FE Sgt Archelaus Whitehead
RS ALC Lonnie N. Davidson

Laurence W. Conover
LAURENCE W. CONOVER, Capt., USAF
Rescue Crew Commander