

FROM: Det 9, 38 ARRS

11 Apr 1968

SUBJECT: Mission Narrative Report (9-38-04, 6 Apr 1968)

TO: ~~9-38-04~~ *Noted 12 Apr 68 HDA*
3JSARC
IN TURN

(7c)

1. At approximately 1315 hours, 6 Apr 1968 Detachment 9, 38 ARRS was notified by Peacock GCI site of an F-100 crash at BR 290550/1403N 10828E. Status of the pilot was unknown but rescue efforts were requested. Pedro 98 launched at 1328 to proceed to the incident site. Upon arrival the FAC and the second F-100 had departed the area as the pilot had gone in with the aircraft. No chute or beeper had been observed and there was apparently no hope for his survival. Pedro orbited while the FAC was recalled and the A-1 rescap aircraft arrived on station. Due to the delay in arrival of the FAC, Pedro 98 proceeded to An Khe for more fuel as a precautionary measure to allow us more time on station. After takeoff from An Khe, Crown advised Pedro to return to base. Pedro complied.

2. At approximately 1840 hours Peacock GCI advised Detachment 9 that rescue forces were again needed at the incident location as a FAC, Tonto 21 had a "contact" on the ground. Upon arrival the contact was thought to be the pilot's seat, chute and body. An extremely faint beeper could be heard. A paramedic was lowered into the incident site, for an on-the-spot inspection. What appeared to be the pilot's parachute turned out to be only bushes. No trace of the pilot could be found nor the beeper located. The U.S. Army HU-1 gunships flying cover did an outstanding job. The search was suspended due to darkness.

3. A rendezvous was established for a 0700 meeting at the incident site with an HH-43F, FAC and Rescap A-1 aircraft participating. Arrival of all parties was as scheduled. The FAC and Rescap aircraft checked the area for hostile ground fire and received none. After an reconnaissance pass immediately over the area, Pedro made an approach to the wreckage and lowered a paramedic to make another inspection. The seat was located in an inverted position with the pilot's body still strapped in by the lap belt and shoulder harness. The paramedic tried to detect a pulse or body heat by feeling the pilot's leg. There was none. He had apparently been killed by ground impact during the crash.

4. Since Pedro 98 was required to use maximum power to hover and body removal is a responsibility of the U.S. Army in accordance with current MACV directives, no attempt at recovery was made. The paramedic was retrieved by use of the rescue hoist and Pedro 98 returned to home station.

5. Crewmembers of Pedro 98:

RCC Maj Richard C. Pfadenhauer
RCCP Lt Col Harold O. Hoppe

RCEE SSgt Donnie R. Stevens
RCCS A1C Nicholas Gala, Jr.


RICHARD C. PFADENHAUER, Major, USAF
Rescue Crew Commander