

CHAPTER III

OPERATIONS

SUMMARY OF OPERATIONS

<u>Month</u>	<u>Intercept Msns</u>	<u>SAR Msns</u>	<u>Misc Msns</u>	<u>Tng</u>	<u>FCS</u>	<u>Total Hrs Flown</u>
April	57	2	6	27	10	55:50
May	63	5	19	16	10	54:00
June	<u>57</u>	<u>4</u>	<u>17</u>	<u>28</u>	<u>5</u>	<u>63:00</u>
TOTALS	177	11	42	71	25	172:50

Significant Missions

1. Rescue/Recovery Mission. 14-38-04-5 May 68. 1 Sortie - 0+20 hours. Pedro 46 was notified at 1455 hours (local) by Paris Control (Saigon GCI), while airborne on an LBR mission, that an Army UH-1B gunship (Razorback 46) had been shot down on the west edge of Saigon. The FSK was returned to the ramp and the ACR crew and equipment were pick up. Weather conditions were VFR and presented no problems. Pedro 46 made contact with the downed aircraft's wing man, Razorback 45. The wing man directed us to the crash scene, advised us of the location of hostile ground fire and friendly artillery. Pedro went in at high altitude and made a fast, steep approach to a rice paddy just north of the burning Huey. By this time, other Razorback gunships had arrived in the area. They provided excellent cover during the whole operation. The survivors did not have survival radios. Touchdown at the scene was at 1502 hours (local). There were five crewmembers on the ground, none of whom were injured,

so they were able to walk on board the helicopter. Pedro was unable to avoid flying over hostile territory on takeoff. During takeoff, Razorback 45 advised us to take evasive action because we were receiving ground fire. Also, we learned that the downed crew had been under light sniper fire prior to our arrival. No battle damage was received by Pedro 46. There were no injuries. Later information revealed that friendly forces were in heavy contact with 110 enemy troops in the immediate vicinity. The Razorback crew was returned to their helicopter pad where they crewed up another helicopter and went back to war. The mission was terminated at 1515 hours (local). Five Combat Saves are claimed. Crew Members: RCC Captain P.D. McComb; RCCP - Major D.L. Jordon; MT - TSgt R. Rodriguez; FE - SSgt W.R. Gladish.

2. Rescue/Recovery Mission. 14-38-05-5 May 68. 2 Sorties - 0+30 hours. The alert crew was notified by crash telephone at 1949 hours (local) that an unknown aircraft was down and burning on the west side of Tan Son Nhut Air Base. Pedro 46 was airborne with the FSK at 1950 hours. It turned out to be a Vietnamese Air Force C-47 flare ship and its location was about 500 yards outside the base perimeter. Pedro 46 arrived on scene at 1952 hours and deployed the FSK, the firemen and medic. The cabin and cockpit were already engulfed in flames. Shortly after the firefighters began cutting their path, the flares in the cabin of the C-47 began exploding, sending sparks and flames more than 100 feet high. By this time

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1. 9 April 1968. Det 3, transported an injured Thai civilian to Ubon for air evacuation to Korat. This mission was in support of base community relations.
2. On 17 April "Pedro" was called upon to airlift the 8th Tactical Fighter Wing Commander, Colonel Robert Spencer and the Vice Wing Commander Colonel Burns to Crown Strip. The British were closing their base at Crown Strip and turning control of the facilities to the Royal Thai Air Force.
3. 04-5 May 1968. Det 3, 38th ARRS was alerted at 2125L on 5 May that an F-4, Machete Lead, had disappeared from GCA radar at three miles off the end of the runway on final approach. Radio contact had also been lost. Ubon Tower requested that the alert helicopter check the area of last contact with the F-4. "Pedro" was launched with the fire suppression kit (FSK). Immediately upon becoming airborne the helicopter crew heard an emergency beeper and established radio contact with the crew of the F-4 who were on the ground and alright. The FSK was immediately returned to the "Pedro Pad" and the alert crew proceeded to home in on the emergency radio transmissions. Visual contact was made with the F-4 crew at 2135L approximately 2½ miles off the approach end of runway 23. Pickup of the downed crew was delayed to permit recovery of an F-4 with emergency fuel. Contact was re-established with the downed crew at 2145L utilizing emergency radios, MK-13 flares and

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flashlight signals. Night hoist operations was used to recover both pilots at 2150L. The mission was terminated at 2200L after the F-4 crew was released to the 8th USAF Disp Medical authorities for observation.

Crew Members

RCC	Major Glenn M Marks
Pilot	Capt Clarence L Hansell
MT	Sgt Usama Rasheed
RS	Sgt Donald W Jowers
RS	Sgt Wesley R Barnes

4. 22 May 1968. An Army U-6 crash landed after take-off from Ubon. "Pedro" was scrambled and arrived on the scene to find all occupants of the U-6 standing near the aircraft and in good condition. There was no fire or injury to personnel involved. Since base crash and medical personnel were on the way by vehicle "Pedro" stood by until their arrival then returned to the base.

5. On 4 June the first operational mission was flown from our new alert facility.

6. "Pedro" and crew were scrambled to the Ubon bomb range on 7 June to evacuate a Thai national who received scrapnal wounds when an unexploded bomb he found exploded during his attempt to move it. Pedro's quick reaction and speedy medical aid prevented loss of the injured man's hand.