

CHAPTER III

OPERATIONS AND TRAINING

Mission/Saves

1. General Comments: Base support activities have dwindled even more than last quarter as the 3rd ARRGp has applied further restrictions on the use of the HH-43 for these activities. Our participation in major search and rescue/aircrew recovery was non-existent, however our usual high level of activity in LBR scrambles and medical evacuations account for approximately 67% of the allocated flying time. During this quarter we had the pleasure of providing transportation for many distinguished visitors to DaNang Air Base, including General Nazarro, CINCPACAF.
2. Mission # 7-38-035, 19 July 1969. Pedro 69 was scrambled at 1625L on an A-1E (Spad 12) with low oil pressure. Spad 12 had just departed DaNang a few minutes earlier and had a full fuel and ordnance load. There was not sufficient time to take the FSK (which is prepositioned remote from alert pad) so Pedro 69 responded without it and intercepted the A-1E on a short final to 35L. Spad 12 was cleared to land behind a civilian airliner (707) which was just touching down. Spad 12 was "high and hot" but landed at mid field and began to overrun the 707 - he lost his braking and directional control and left the runway at the runway at the 2000 feet remaining point. After leaving the runway he mistakenly raised the gear handle and collapsed the gear.

The left external fuel tank immediately caught fire. Pedro 69 moved into position to blow the fire away from the cockpit and let the pilot egress by himself. The pilot indicated that he was having trouble so the two firefighters and pararescueman were off-loaded and the helicopter reassumed a protective position. One firefighter ran to an approaching fire truck to pull a hand-line while the other jumped upon the right wing and began helping the pilot get unstrapped. At this point the fuselage fuel tank exploded and blew Sgt James off the wing and he lost his boots as he tumbled end over end. Sgt Hawkins, who was pulling the hand-line from the truck, received shrapnel wounds in the right elbow and left upper thigh. After the explosion the fire truck used its turrets to throw foam all over the aircraft - - mostly on the non-burning side. The pilot managed to free himself and slide down the wing facedown into a large puddle of foam where he was in danger of suffocating. Sgt Bullock, the pararescueman, then ran forward and with the help of two base firemen dragged the pilot to safety just as CBU's began exploding. The pilot was taken to Naval Support Activity Hospital for treatment of 1st and 2nd degree burns and shrapnel wounds. After the pilot was delivered Pedro 69 returned to DaNang and picked up Sgt Hawkins at the Hospital Helipad and he was also taken to NSA hospital and the mission was terminated.

One non-combat save was claimed. The crew of Pedro 69 was as follows:

Major	Tom W. Brumfield Jr.	AC
Capt	John E. Murray Jr.	CP
SSgt	Bernard F. Drummond	FE
SSgt	Cecil H. James	FF
SSgt	William R. Hawkins	FF
Sgt	John H. Bullock Jr.	PJ

3. Significant Statistics - 3rd Quarter 1969

a. Total LBR & ACR Missions	311
b. Total Non-Combat Saves	1
c. Total Combat Saves	0
d. Total Missions	432
e. Total Sorties	523
f. Total Accident Free Hours	184

4. All facts and statistics in this section are taken from official Air Force documents maintained by Detachment 7 in accordance with ARRSM 55-1 and ARRSM 55-2.