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wreckage about 1745; the co-pilot and PJ saw two chutes and some orange signal smoke near the downed helicopter. A second pass was made with the wreckage on the pilot's side of view; both the pilot and flight mechanic saw a man waving his arms. The survivor was recovered on the third pass; he was the PJ from JG 05. The inflight explosion of JG 05 had blown him clear of the aircraft at 200' altitude. The PJ pulled his rip cord and his chute opened just prior to contact with the ground. No one was seen in the other chute near the wreckage and it was definitely not fully deployed. JG 05 hit on the north side of a mountain about 200' from the top while heading south. The wreckage was burning and confined to one localized area. No other signals or signs of life were seen or heard by JG 36 and we left the area about 1755. We observed no ground fire during the pickup of JG 05's PJ. Communications were good on both missions, however, oriental voices were heard both morning and afternoon on what was believed to be UHF guard channel.

● Det 1-38-5-11 Feb (RCC Narrative)

(U) At 1025L Detachment 1 was contacted by the 326th Medical Branch, Delta Company, requesting a tactical immediate medical evacuation of an injured US Army soldier. They stated that a hoist was required for the evacuation. Coordination was begun with the 35th TUOC for release which was approved at 1058L. Pedro 92 (HH-43), the alert helicopter, departed with two Army gun ships, Sidewinder 2 and 4, for the site of the medical evacuation, west of Phan Rang. It was located in known VC territory and was the scene of an Army search and destroy mission. Upon arrival no direct radio contact could be made with the ground party; however, contact was made over FM radio by relaying through the Sidewinder aircraft. Smoke was deployed by the ground party; wind was quite high with moderate turbulence. The site was 1800' indicated, located in the foothills of mountains up to 5000' MSL and was covered with 100' trees. An approach to a high hover was made to a small pinnacle where the ground party was located. The forest penetrator was lowered through the trees where personnel on the ground helped the injured soldier on the device. Full field gear and weapons were also brought up on the penetrator. Although no hostile fire was encountered, the position was vulnerable to fire from any direction. The soldier was given first aid by the medic for severe heat prostration and a severely sprained ankle.

OL 1-3-24-12 Feb

(U) SAR objective: Two aircrew members of USN RA-5C aircraft downed in the Tonkin Gulf southeast of Nam Dinh. Crown Bravo (HU-16) was diverted to the scene and two USN SA-3 helicopters were scrambled to the area. Navy A-1s and F-4s provided RESCAP/RESCORT for the rescue operation. One of the survivors was quickly recovered by Navy helicopter but the other one had a broken arm and was entangled in his parachute. Due to the injured arm, he was unable to get out of the parachute harness or get his knife. The helo tried to hover on the water and two men tried to pull the survivor into the aircraft but the rotor wash pushed him under water, under the helo and in front of the helicopter. At that time it had to leave due to a transmission overheat and another Navy helo was called in. A diver was lowered to the water and he attempted to

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Det 1-38-7-19 Feb (RCC Narrative)

(U) At 0922Z Phen Rang tower notified Det 1, 38 ARRSq that an F-100 pilot had ejected nine miles south of the field. Pedro 92 took off at 0924Z and Pedro 44 at 0933Z; Pedro 92 made immediate radio and visual contact with over-head RESCAP aircraft. The downed pilot's chute was sighted in an open field. RESCAP was talking to the pilot on guard but Pedro 92 could not hear him. A maximum descent approach was made between the pilot's chute canopy and a tree line where RESCAP had the pilot sighted crouching in the trees. The downed pilot ran towards the helicopter from the trees when Pedro touched down; he was carrying all personal/survival gear and weapons. The crew chief jumped out and helped the survivor into the helicopter, at 0929Z. After off loading the pilot at the dispensary, both helicopters returned to the area to locate the crash site, determine if any civilian personnel were injured and recover any weapons. However, ground fire was encountered while over-flying the crash site and one helicopter received three 30 caliber hits causing minor sheet metal damage. Mission terminated.

Det 9-38-3-22 Feb

(U) An HH-43F was dispatched to an area west of Pleiku to evacuate wounded Army soldiers. Arriving on scene at 1245Z, the pararescueman (PJ) was lowered to the ground with three semi-rigid litters to help prepare the evacuees for hoisting into the helicopter. The site was near the top of a 1200 foot ridge dropping sharply on the downwind side. Pickup of three litter patients was made using 210 feet of a 217 foot hoist cable. They were then taken to hospital and the HH-43 was refueled for the return trip. Back on the scene at 1442Z, one ambulatory and two litter patients plus the PJ were hoisted aboard the helo and flown to the hospital. The hoist would not work from the hoist operator's position on the last two pickups so the pilot operated it by directions from the flight engineer. Hostile ground fire was experienced during recoveries but no hits were taken by the HH-43 helicopter.

OL 2-3-10-22 Feb (RCC Narrative)

(S) (A-26) Nimrod 35 (A-26) was returning to home station after incurring battle damage. Nimrod 36 (A-26) was flying a loose trail position behind Nimrod 35 to keep visual contact with the battle damaged aircraft. Nimrod 36 radioed to 35 that he (Nimrod 35) had severe engine and nacelle fire. Crew of Nimrod 35 bailed out and then the aircraft exploded. Nimrod 36 flew through the debris, caught fire and was last observed entering a right turn. Crown alert HC-130, two Jolly Green HH-3Es and two Sandy A-1Es were scrambled about 0335L for SAR mission. Arriving in the area, a flare ship was lighting the SAR scene; haze and fog hampered night-time visibility. Jolly Green 55 made radio contact with one survivor but the DF homer on the helicopter was inoperative. However, survivor was visually acquired by use of his survival

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normal. As JG 09 started climb out with the uninjured pilot on board, JG 52 immediately began giving him instructions to the position of the second pilot. This greatly facilitated reaching the second pickup point in a minimum of time. As JG 09 approached the second survivor, located in a tree, he used smoke and verbal instructions over survival radio to direct the helicopter to his position. As the survivor started up through the various tree canopies by hoist, his ascent was blocked several times by limbs. This necessitated stopping the hoist, lowering the pilot until he could remove an obstacle and then raising him again. The survivor's uninjured condition and alert mental state greatly aided the hoist operator in raising him through all the branches and limbs. During the recovery the survivor inadvertently dropped one of his emergency radios from his survival vest. With the second pilot on board, we recomputed our fuel data and found that we could return the four recovered pilots to secure operating location, where we landed at 1750L. The weather at launch, pickup and recovery base was approximately 6000' broken with visibility 10 - 15 miles above and below the cloud deck. Cooperation of all agencies during the mission was very good with fine radio discipline. There was little difficulty in locating the survivors due to the excellent work by the Sandy pilots. There was no effective enemy action in the pickup areas. As soon as the rescues had been effected, we were asked repeatedly, the reason for the pilots' aircraft flame-outs. Since the egress from the pickup area is often as critical as the entry, we would recommend that this type of question be delayed until the survivors can be debriefed.

Det 11-38-4-10 Mar

(C) (S) Two HH-43s were launched to search for two Navy UDT members. Both were located one half mile from the beach northeast of Tuy Hoa. The primary helicopter crew spotted and recovered the two survivors and returned them to their ship. The secondary helicopter flew cover for the primary helo. Saves classified as combat due to close proximity of pickup area to native village and hostile land area.

OL 1-3-41-12 Mar (RCC Narrative)

(U) At 0810Z hours 12 March 1967 Jolly Green 24 and 07 were scrambled by Cigar radio from Quang Tri in response to an emergency involving the crash of a Marine H-46 helicopter. As primary flight leader and Rescue Crew Commander of JG 24, I contacted Waterboy (GCI Control) immediately after take-off for radar flight following and assistance in climbing through the overcast. Weather in the launch area was approximately 1000' MSL overcast and 3 miles visibility with tops of the overcast at 5000' MSL. Enroute weather above the overcast was clear; in the target area weather was generally overcast. However, the target area was the top of a 5700 foot mountain peak west of Hue that protruded above the overcast. On the west side of the

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mountain, the weather was scattered to clear with two miles visibility in the lower terrain. The crash site was readily visible due to a large column of smoke from the burning H-46. The aircraft, with 12 persons aboard, had made contact with the ground on the south side of the mountain about 150' from the peak. Cause of the crash was never definitely determined but the aircraft apparently rolled on contact, breaking at the rear section of the fuselage and catching fire. The mountain was formed with a steep sloping side to the south, vertical cliffs to the east and north and an extremely steep slope on the western side. Radio contact was made with Crown 2 en-route to the scene although primary coordination was conducted with Covey 54 (O-1 aircraft) that had been on scene since the crash and was in radio contact with other Marine and Army helicopters orbiting the area. When I arrived at the crash site, four H-46 helicopters and two Huey gunships were in the immediate area in addition to Covey 54 and a flight of A-1 Hobo aircraft. Later a flight of F-4 aircraft arrived on the scene. I was informed by Covey that four survivors (crew members) had been picked up at the crash site by a Marine helicopter and the remainder of eight personnel were scattered down the mountain side. The Huey helicopters set up a daisy chain pattern over the area furnishing aerial fire support and keeping a visual sighting on the survivors as they worked their way to an assembly point near the top of the peak and the burning aircraft. This position afforded the best possible area for the pickup. Covey 54 agreed to notify me when the survivors were nearing the assembly point since I had no visual contact due to thick underbrush and the position I was holding away from the scene. Due to turbulence associated with the cliff sides of the mountain and gusty wind currents on the sloping side, I was forced to make an extremely steep approach, quartering to the cliff side, then shallowing out the approach turning toward the mountain peak and eventually coming to a hover about 45 degrees into the up-slope. I was able to rest the helicopter lightly on the ground. Immediately upon touchdown, the survivors emerged from the thick foliage, two being badly injured. Some had been thrown from the helicopter on impact into the brush and rocks, ending in excess of 100 feet from the aircraft. After a survey of the survivors and equipment, I estimated that engine power required to lift the load at that altitude gave very small margin in relation to total power available. Immediately after becoming airborne, I started a slow descent to aid in gaining airspeed and began jettisoning more fuel to compensate for the existing conditions. My pararescueman advised me that one survivor required immediate medical attention so I landed at the nearest U.S. facility, Khe Sanh. The survivors were a team of U.S. Marines and Vietnamese military. In the recovery area, we were not advised of any hostile actions in the vicinity nor did we encounter any.

OL 1-3-42-13 Mar (RCC Narrative)

(U) On 13 March 67, I was the Rescue Crew Commander of Jolly Green 24 (low bird) when we received instructions through Cigar to scramble and pickup the survivors of a downed Marine H-34 helicopter. The reported position

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of the crashed aircraft was just south of the DMZ. We arrived on the scene at 1807L and contact was made with Crown 2 and Deadlock 12-0 (Huey gunship) who was circling the area. A Marine H-46, Northbrook 50-1, had already arrived to rescue the survivors. As we watched the hovering H-46, we suddenly saw a large bright flash 100 yards from his right side. The helicopter then rolled over on its side and crashed at 1810L. People were seen exiting the aircraft before it burst into flames. Crown 2 advised us that two Hobo (A-1E) aircraft would arrive on the scene shortly and for us to wait for them to sterilize the area before attempting a rescue. Since I had seen the position of the groundfire that knocked down the H-46, I directed the Hobo flight in for repeated ordinance runs. They continued their passes until Sandy (A-1E) flight arrived at 1835L. The crew of Northbrook 50-1, in the meantime, was transmitting on their emergency radio and reported ground fire from all quadrants. After 30 minutes of continued passes, Sandy 5 (on-scene commander) laid a smokescreen to the north to blanket heavy gunfire from that area. The copilot computed our weight versus hovering power and dumped fuel to minimum capacity. Also at this time the tip tanks were jettisoned. As we began descent, following Sandy 5 in, I briefed my crew to don their armor vests and to prepare for expected ground fire. The crash site was half way up the northern slope of the east-west mountain ridge and the mountainous area was covered by dense jungle growth and tall trees. The survivors were directed to fire a flare which pinpointed their position. An extremely high hover was required to provide barely enough clearance between the main and tail rotors and the high trees on the sloping hillside. The flight mechanic directed me in to the survivors as he extended the cable with jungle penetrator attached. He later told me the cable was fully extended to 240 feet. On the ground, the most seriously injured man was loaded on the hoist device. Just as the survivor was loaded on board, we heard nearby gunshots. Bullets began to pepper the aircraft like popcorn popping in a pan and I immediately dumped the nose and pulled maximum power to start a climb into the smokescreen, which I hoped would provide some protection. The instant I lowered the nose to accelerate, several warning lights on the master panel illuminated and I smelled a pungent odor like electrical wires burning. My first thought was that we had lost one of our engines. But within seconds all the warning lights went out except the #2 generator and the #2 transformer rectifier which were later restored to normal operation by the copilot. As we entered the smokescreen, I could dimly see a sheer vertical mountain looming directly ahead and banked sharply to avoid it. As we continued the climb-out, I checked the other crewmembers for injuries. The pararescueman had been knocked down by a bullet that grazed the top of his helmet; also, he was hit by a piece of shrapnel that struck an emergency radio in his pocket, preventing an injury. Enroute to Dong Ha, the pararescueman applied emergency medical aid to the seriously injured survivor, who had suffered a severe head injury and a compound leg fracture during the H-46 crash. An ambulance was standing by as we landed 13 minutes after the rescue. Investigation on the ground revealed at least 13 bullet entry holes in the fuselage. One bullet struck the generator and another severed a hydraulic line, allowing all the fluid in the utility hydraulic system to escape. Two rotor blades were hit in the main spar.

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The pararescueman was wearing the test helmet (Ballistic and crash, Spec. MIL-H-43388-GL) when he received the bullet crease on the top of the helmet that knocked him down; the helmet sustained very little damage and prevented injury to the pararescueman. At 1911L the SAR effort for the rest of the survivors was discontinued due to bad weather and darkness in the area. Jolly Greens 53 and 55 were advised they would be dispatched so as to arrive in the crash area at first light the following morning. JG 53 and 55 arrived in the recovery area at 0850L (delayed by weather) 14 Mar 67 and maintained a high orbit while Sandy 5 and 6 sterilized the area. With the arrival of Deadlock flight (2 Army helicopter gunships) JG 53 was cleared to begin recovery operations. The survivors were located in a ravine 600 feet below the ridge-line and were surrounded by trees 150 feet high. The terrain features were such that no preliminary high speed reconnaissance of the area could be made by JG 53. No safe escape route was available in the event difficulties were encountered and once in a hover precise aircraft positioning was essential. The survivors were under a tree canopy on the edge of a steep precipice and in order to place the tree penetrator near them it was necessary to hover the helicopter with minimum clearance from the surrounding vegetation. At 0938L the wounded survivor was hoisted aboard JG 53 and the penetrator lowered again. The remaining four survivors boarded the penetrator in groups of two and were recovered aboard JG 53 at 0943L. Landing at Dong Ha a GCA was necessary as weather was 200' (ceiling) with $\frac{1}{2}$ mile visibility.

Det 10-38-7-13 Mar (RCC Narrative)

(U) At 0155Z, 13 Mar 67 Detachment 10, 38 ARRSq was notified by Phong Din Sub Sector that two ARVN Companies of the 63d Regional Force Battalion were in desperate need of medical evacuation assistance. They advised us that they had 18 wounded personnel. They had tried for over two hours to get ARVN choppers or Army Dust-off choppers in but they were unsuccessful due to heavy commitments. We called JSARC for approval and launched Pedro 91 and 39 at 0205Z and 0215Z respectively. The evacuation site was a large rice paddy bordered on three sides by wooded areas about nine miles west of Binh Thuy. Numerous ARVN troops secured the area and contact was established with U.S. Army advisors via FM radio. Pedro 91 landed first and picked up 8 wounded and returned them to Can Tho; Pedro 39 landed, picked up 10 wounded and took them to Can Tho. Pedro 91 made one more trip, picked up one wounded plus two dead and two Army advisors and returned again to Can Tho. All wounded and deceased personnel were released to Vietnamese medical authorities at Can Tho. ★

OL 1-3-44-15 Mar (RCC Narrative)

(U) Jolly Green 07 and Bonnie Sue 3-1 (Marine H-46 high bird) were cleared to Danang from Quang Tri at 1027Z. I was airborne at 1040Z and while climbing out I heard Oxwood 414 calling on UHF guard that he had been hit and thought he had a fire. After a few minutes conversation with his wingman (Oxwood 414-2), the fire evidently became worse and 414 was told by his wingman to get out in a hurry. Just prior to bailout Oxwood's position was

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damage found. Recommend downed crew members get on the rescue hoist device immediately as they may not hear hostile fire. Since the enemy seems to be holding fire until the helicopter is committed to the pickup, Sandy aircraft should lay suppressive fire down in a box around the survivor on all pickups. Unless too dangerous, a napalm bomb should be placed on the pickup site after each pickup to destroy the chute, radios or other equipment that may be left. If done on every pickup in hostile areas, it would discourage an immediate reaction of the enemy into the area.

Det 9-38-6-27 Mar (RCC Narrative)

(c) ~~(S)~~ We were alerted by Peacock Control that an Army O-1D had crashed in the jungle about 25 miles west of Pleiku. Pedro 56 and 74 were scrambled shortly and headed for the general area. Directions were being given by an Army U-8 over the crash site to us and to a USAF FAC O-1 also trying to find the scene. Pedro 56 encountered several flak bursts and changed heading. At this time Pedro 74 located the two orbiting fixed wing aircraft and the survivors on the ground ignited a white smoke grenade which was readily visible against the dark jungle background. Smoke from the signal grenade assisted Pedro 74 in the approach; also, the survivors talked directions to us over their survival radio. They stated that one had serious back and head injuries and would need a stretcher; the other had broken ribs, cuts and bruises. I elected to lower my PJ with a semi-rigid litter to assist the survivors. While the PJ was placing the more seriously injured survivor on the litter, he states that he heard possible unfriendly ground fire in the area. Also a brush fire several yards away and a large amount of spilled fuel from the crash posed further threats. Two UH-1 gunship helicopters, a flight of A-1E fighters and a flight of F-100s covered our operation. Pedro 74 was in a 200 foot hover for 58 minutes while the pickups were effected. Hoist operations were greatly hindered by the dense foliage; however, after repeated raisings and lowerings of the hoist cable to free tangles, the survivors were loaded aboard. The PJ used 250 foot (100 pound test) nylon line in order to provide stability to the litter. One end was attached to the litter and the line was played out as the litter was raised. In this manner the PJ was able to guide the litter through the best clearings and halt any rotation. In retrieving the PJ, the hoist cable became knotted due to tangle in the foliage; the tangle would not allow the hoist to be raised to the full up position, and the PJ was dangling about 15 feet below the helicopter on the forest penetrator. It was then necessary to move off and find a clearing in order to land and take the PJ aboard. A clearing was spotted about 3 to 4 miles away and Pedro 74 proceeded carefully to this position. The UH-1 gunships made several passes at the spot and a smoke bomb was dropped to assist our approach; the landing and boarding of the PJ was uneventful. The survivors were then flown to the Pleiku Hospital.

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Det 10-38-9-29 Mar

(C)(S-4) At 0117Z while on a base support mission in the vicinity of Binh Thuy AB, the crew of Pedro 46 overheard a Mayday transmission on UHF guard channel. A U.S. Army UH-1D had experienced an engine failure and made a forced landing in an insecure area about 16 miles NNW of Binh Thuy. Pedro 46 arrived on scene at 0135Z; another Army helicopter was orbiting over the site while directing gunships to the scene. Radio contact was established with the downed UH-1D and it was learned that a total of 9 persons were on board. Pedro 46 landed at the site along with two other Army helicopters. A flight of VNAF A-1s had arrived along with several Army gunships. Five members of U.S. Special Forces who were passengers aboard the downed helicopter were loaded aboard Pedro 46 along with four machine guns and about 500 pounds of ammunition and equipment. Pedro 46 arrived at Can Tho at 0300Z where the rescued personnel and equipment were returned to their home unit. The remainder of the downed personnel were airlifted to Can Tho by two Army UH-1s. No enemy ground fire was encountered during recovery operations and Pedro 46 sustained no aircraft damage.

Det 6-38-21-31 Mar

(U) Pedro 73 (HH-43F) was scrambled from Bien Hoa to recover a downed F-100 pilot northwest of the base at 0300L. Flares were being dropped by an AC-47 in the area of the downed pilot; two Huey gunships and the wingman of the downed pilot were also in the area. Pedro 73 arrived at 0310L and contacted the survivor on guard frequency. Hostile ground fire was observed within one half mile of his position. After getting a UHF steer on the downed pilot, Pedro 73 and the two Huey gunships penetrated the undercast, breaking out at 1,000 feet. The pilot said he could hear Pedro's rotors and as the HH-43 broke out through the overcast the downed pilot saw the landing lights and gave directions to his position. The pilot was spotted in 20 foot trees; an approach and hoist pickup were accomplished. The pilot was on board at 0313L and then flown to Bien Hoa AB.

OL 1-3-57-31 Mar

(U) Danang tower through the crash phone net notified Det 7, 38 ARRSq that two F-4C pilots had bailed out southwest of the base. Pedro 96 (HH-43F) scrambled and made contact with the wingman of the downed aircraft. The wingman directed the rescue helicopter to the position of both survivors. The HH-43 landed and boarded the two pilots and returned them to Danang. Although pickup was made in hostile area no difficulties were encountered during the mission.

OL 2-3-24-31 Mar

(C)(S-4) SAR objective: F-105 pilot down west of Vinh. Initial SAR action was to divert Crown 2 and to scramble Jolly Green 36, 37, Sandy 5,6,7,8 to the area at 0850Z. The downed pilot's wingman had good radio contact with the SAR force and had the survivor pinpointed in heavy forest at 4500' MSL. JG 36 made a hoist pickup at 1028Z; survivor returned to U.S. airbase in good condition.

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