

HS-6

Awards Summary



1966 WestPac

COMMANDING OFFICERS:

CDR. R.S. Vermilya

CDR. W.H. Lockwood

SYNOPSIS OF EVENTS PRECIPITATING THE FOLLOWING AWARDS

LTJG R.V. GOODLOE	DISTINGUISHED FLYING CROSS
LTJG R.M. CARLTON	AIR MEDAL
AX3 T.L. WILLIAMS	AIR MEDAL
ADJ2 G.L. ARMSTRONG	AIR MEDAL

The crew intercepted a distress signal from a U.S. Air Force fighter pilot and proceeded inland toward his position after crossing the heavily defended coast of North Vietnam. Skirting known enemy anti-aircraft positions under the supporting cover of Navy RESCAP aircraft, the helicopter continued to a point 60 miles into the heart of North Vietnam, the deepest penetration into enemy territory made to date by a Navy Search and Rescue helicopter. After arriving at the rescue scene the Navy helicopter reported to Air Force Search and Rescue units in the area and stood by to render assistance. An Air Force helicopter subsequently rescued the downed pilot and the crew retraced their way back over the 60 miles of defended territory to the coastline, drawing frequent anti-aircraft fire enroute.

SYNOPSIS OF EVENTS PRECIPITATING THE FOLLOWING AWARDS

LT H.W. BDRNAND	(Navy Cross - See Previous Synopsis)
LTJG R. B. MORDHORST	SILVER STAR MEDAL
AX3 R. W. POWELL	SILVER STAR MEDAL
AMH2 R. L. ROBERTS	DISTINGUISHED FLYING CROSS

The helicopter and crew were vectored to an inland area of North Vietnam on two separate search and rescue flights in valiant attempts to rescue a downed Navy pilot. On each of these flights severe enemy ground fire was encountered while making determined searches for the downed pilot. The crew persisted in their attempts to locate and rescue the survivor, braving intense enemy ground fire on numerous occasions. During the final search into the same area, the crew demonstrated fearless bravery while under fire. An accompanying helicopter was riddled by intense enemy automatic weapons fire while in a hover, which completely disabled one of its engines forcing it to retire toward the sea. Observing the other helicopter to be hit, disabled and forced to withdraw, and realizing that it was absolutely mandatory that the operation continue in the same location, the crew decided to take a calculated risk and expose themselves to enemy fire in a valiant attempt to thwart the North Vietnamese and complete their mission. By executing skillful evasive maneuvers the crew suppressed enemy resistance to such an extent that they successfully completed their assigned mission.

SYNOPSIS OF EVENTS PRECIPITATING THE FOLLOWING AWARDS

LT R.W. BURNAND - Navy Cross, Awarded 1 March 1966 by Commandant,
First Naval District
LTJG D. G. HEGGIE - Gold Star in lieu of the third Air Medal
AXC K.W. WHITE - Purple Heart Medal, Gold Star in lieu of the
third Air Medal
AX3 R.A. SITKO - Gold Star in lieu of third Air Medal

The helicopter and crew were vectored to an inland area of North Vietnam known to be fortified with emplacements of enemy anti-aircraft batteries and numerous automatic weapons. During their one and one-half hour search, severe enemy ground fire was encountered. While conducting an intense hovering search over the dense jungle foliage, heavy automatic weapons fire riddled the helicopter wounding the port gunner. With full knowledge of the risks involved, the helicopter crew persisted in their attempt to locate and rescue the survivor. During the closing portion of their search, cockpit warning lights indicated an excessively high main transmission oil temperature. Convinced a rescue was still feasible, the helicopter crew continued their search until impending nightfall, low fuel state, and an increase in the number of enemy troops forced their retirement from the area.

SYNOPSIS OF THE EVENTS PRECIPITATING THE FOLLOWING AWAHDS

LCDR D. R. MURPHY	NAVY CROSS
ENS E. G. MARSYLA	SILVER STAB MEDAL
ADJ1 V. F. VICARI	SILVER STAR MEDAL
AX2 W. S. CAPLE	SILVER STAR MEDAL

The helicopter crew was vectored to and inland area of North Vietnam on three separate search and rescue flights in valiant attempts to rescue a downed Navy Pilot. Although encountering intense enemy fire the crew persisted in a determined attempt to locate and rescue the survivor. During the final search} the helicopter, while in a hover, was riddled by enemy automatic weapons, fire which completely disabled one of its engines. Displaying exceptional skill and airmanship the crew flew the aircraft out of range of the enemy's guns and retired toward the sea. As the helicopter neared the heavily fortified coastline, a barrage of accurate enemy antiaircraft fire inflicted additional heavy damage to the already crippled helicopter and wounded all personnel.

Although the damage to the controls system of the aircraft was very severe the crew tenaciously nursed their helicopter through the enemy fire toward a United States destroyer approximately 15 miles from the enemy coastline. When the helicopter lost complete directional control as it neared the destroyer, the crew skillfully ditched the aircraft in an upright position thereby preventing further injury to all personnel on board.

helicopter during its hover for the pickup. Although under fire, with skillful coordinated effort, the pilots and the crewmen were able to get the survivor aboard overcoming mechanical difficulties which developed in the hoist during rescue. The success of the rescue was now assured providing the helicopter could fight its way back through fourteen miles of enemy guns to safety. The crew sped through the hostile islands bobbing, weaving, returning enemy fire in a determined effort to thwart all opposition which might deny their escape. During this heroic action the enemy brought his weapons to bear on the helicopter for more than thirty-five minutes in a desperate attempt to prevent the helicopter crew from rescuing a fellow airman.

SYNOPSIS OF THE EVENTS PRECIPITATING THE FOLLOWING AWARDS

LT W. P. MATTHEWS	SILVER STAR MEDAL
LCDR L. P. HOUGLUM	DISTINGUISHED FLYING CROSS
AX3 D. L. STANFORD	AIR MEDAL
AX3 C. M. WOOD	AIR MEDAL

The helicopter and crew were vectored to a position only twenty miles south of the northern border of North Vietnam to rescue a downed Air Force fighter pilot. The survivor was reported to be in a raft under heavy enemy shore fire from several of the northern-most inner islands of the Fai Tsi Long Chain. As the rescue helicopter began its low level, high speed penetration of the enemy defensive positions on the seaward islands, it was taken under a hail of automatic weapons and mortar fire. The crew returned the enemy's fire with accurate machine gun bursts. The enemy fire was so intense and so well directed, an accompanying Air Force rescue amphibian was forced to retire. The helicopter's gunners were able to blunt the effect of the enemy opposition to such an extent that the pilot decided to continue to thread his way through the hostile islands. After traversing more than eight miles of heavy fire, the helicopter finally came to a spot between two islands where withering gun fire made further progress toward the survivor impossible. The helicopter pilot called for fire support from Skyraider aircraft which had joined the helicopter to suppress enemy opposition threatening the rescue. A Skyraider descended upon the enemy positions and stilled their guns with barrages of cannon fire enabling the helicopter to continue its race toward the downed fighter pilot. After being subjected to intense fire during the fourteen mile trek toward the rescue scene, the helicopter crew spotted the pilot in his raft only 300 yards from enemy positions on Nui Cuong Island. As the crew made their approach to pick up the survivor, the Skyraiders again pounded enemy personnel who fired automatic weapons at the helicopter. The persistent enemy continued to fire in spite of the protection which the Skyraiders sought to give the

helicopter reached the safety of the open sea after being subjected for more than 20 minutes to all the fire which the enemy could muster.

SYNOPSIS OF THE EVENTS PRECIPITATING THE FOLLOWING AWARDS

CDR R.S. VERMILYA	SILVER STAR MEDAL
ENS W.E. RUNYON	DISTINGUISHED FLYING CROSS
AXC T. GRISHAM	AIR MEDAL
ADJ2 J. D. DUNFORD	AIR MEDAL

The helicopter crew vectored to a position deep within Haiphong Harbor to rescue a downed Navy fighter pilot. The survivor had been located in a raft by covering aircraft one hundred yards off-shore in the narrow channel between the Isle De Dinh Vu and the mainland. As the helicopter approached the entrance to the harbor, it was taken under heavy fire by enemy AAA and automatic weapons batteries. Employing evasive maneuvers to reduce the effectiveness of concentrated fire from the antiaircraft batteries and to avoid numerous junks, the crew tenaciously proceeded toward the heart of the enemy port. As the helicopter approached the survivor, he was observed to be caught in heavy crossfire from automatic weapons located on both shores of the channel. Supporting attack aircraft eluded enemy surface to air missiles to make numerous fire suppression runs on the enemy guns so the helicopter could approach the downed pilot. In spite of these efforts, the enemy persisted in his attempts to shoot down the rescue aircraft. The survivor furiously paddled his raft in a valiant but futile effort to open the distance between himself and the enemy. It seemed that the downed pilot's capture was imminent. The crew evaluated the situation and decided that only by taking a calculated risk and proceeding immediately with the rescue could the downed pilot possibly be saved from capture. Skillfully executing a rescue approach and hover, the crew quickly snatched the downed pilot out of his precarious position and took him aboard the helicopter. After making a rapid departure from the rescue scene, the helicopter continued to be a prime target and presented the enemy with his last opportunity to thwart the success of the rescue mission. Finally, the

SYMOPSIS OF THE EVERTS PRECIPITATING THE FOLLOWIHG AWARDS

LCDR D. V. HUMPHREYS
LTJG J. R. LYNAS
AX3 D. A. HANNUM
AX1 K. W. WHITE

AIR MEDAL
Navy Commendation Medal
Navy Commendation Medal
Navy Commendation Medal

The crew, flying an unarmored ASW helicopter, embarked in the USS KEARSARGE, intercepted a "MAYDAY" from an aircraft over the North Vietnam Mainland and immediately proceeded toward the distress signal to render assistance. After arriving on the rescue scene, a close area search was initiated from the coastline seaward. Finally, a search aircraft found the survivor and marked his position with a smoke light. The rescue helicopter proceeded to the smoke light, which was about three miles off-shore, and spotted the survivor. Although an automatic approach is usually employed for night pick-ups, the crew decided to use a manual instrument approach to a hover in order to expedite the rescue. As the helicopter hovered for the pickup. The crew knowing that the downed pilot's floatation gear restricted his movements making it impossible for him to swim and grasp the rescue sling, skillfully maneuvered the rescue sling directly into the fighter pilot's hands. The survivor had difficulty getting into the sling which necessitated a prolonged hover, but was finally hoisted aboard the helicopter which then cleared the area.

SYNOPSIS OF EVENTS PRECIPATING THE FOLLOWING AWARDS

CDR R. S. VEHMILYA	AIR MEDAL
LT(jg) V. H. VON SYDOW	Navy Commendation Medal
AXC T. GRISHAM	Commander 7th Fleet Letter
AX3 R. A. SITKO	Commander 7th Fleet Letter

The crew, flying an unarmored A3W helicopter, embarked in the USS KEARSARGE, intercepted a "MAYDAY" from an aircraft over the North Vietnam mainland and immediately proceeded toward the distress signal to render assistance. Upon arrival at the rescue scene, the downed pilot could not be located and a close area search was conducted from the coastline seaward. A search aircraft finally found the survivor and marked his position with a smoke light. The rescue helicopter proceeded to the smoke light, which was approximately three miles off-shore, and spotted the survivor. In order to expedite the rescue, the crew decided to make a manual approach to a hover rather than employing an automatic approach which usually is made for night rescues. Skillfully bringing the helicopter into an instrument hover over the survivor, the pilot used his red hover lights and directions from the crew to place the rescue sling in the hands of the downed pilot. The survivor was quickly hoisted into the aircraft and a rapid departure ensued. The crew's exceptional skill and judgment were in keeping with the highest traditions of the United States Naval Service.

After the enemy had been thoroughly mauled by the air support aircraft, the helicopter approached, and dropped a rescue seat to the Air Force pilot. As the helicopter hovered at tree top level for the pickup, the enemy continued sporadic small arms fire in an attempt to prevent the rescue. LT ROY and the crew hurriedly lifted the downed pilot out of his precarious position and took him aboard the helicopter. A rapid departure ensued to clear enemy forces who had reached positions which made the helicopter an easy target. As their aircraft retired toward the coast line, alerted enemy AAA batteries commenced firing in a final determined effort to thwart the rescue. LT ROY and his crew adroitly evaded the enemy barrage by changes in course and altitude and escaped unscathed to the sea and safety.

SYNOPSIS OF EVENTS PRECIPITATING THE FOLLOWING AWARDS

LT. ROY
Silver Star Medal
LT R. V. GOODLOE, Jr.
Distinguished Flying Cross
AX3 B. G. SPRAGUE
Air Medal
AX3 R. A. SETKO
Air Medal

"For conspicuous gallantry and intrepidity in action while serving in Helicopter Anti-Submarine Squadron SIX, embarked in USS KEARSARGB (CVS-33), flying an unarmored ASW" helicopter during a mission in support of combat operations in Southeast Asia against North Vietnam Forces on 20 August 1966. LT ROY and his crew proceeded to a position in vicinity of Ron, North Vietnam, to rescue a downed Air Force Pilot. The survivor had been located at a position fifteen miles inland on the crest of a wooded ridge line. After successfully avoiding enemy AAA defenses deployed along the penetration route, LT ROY and his crew resolutely continued inland toward the downed pilot. As the helicopter approached the survivor, the crew sighted a distress signal, and an approach for a pickup was made. Enemy ground forces however, had closed to within one hundred yards of the downed pilot's position} the approach had to be aborted while supporting attack aircraft fired cannon and rockets at the North Vietnamese to prevent them from advancing to capture the survivor.

SYNOPSIS OF EVENTS PRECIPITATING THE FOLLOWING AWARDS

LCDR G. J. TARRICO	AIR MEDAL
LTJG R. GRANT	AIR MEDAL
ATR2 A. E. HARDIN	AIR MEDAL
AX3 G. V. SMITH	AIR MEDAL

The crew flying a Search and Rescue mission from the USS KEARSARGE was vectored among the heavily defended North Vietnamese Islands to rescue a downed fighter pilot. The survivor was reported in a raft in the water near the fortified Ile De Cac Ba. Employing low level evasive maneuvers to minimize the hazard of known enemy anti-aircraft weapon emplacements, the crew skillfully guided the helicopter through numerous enemy islands toward the survivor. Upon reaching the rescue scene, a search was conducted for the surviving pilot and he was brought into a hover and the downed pilot taken aboard. Departing the rescue scene after having been within range of enemy batteries for over ten minutes, further evasive action successfully prevented the helicopter from being taken under fire during its dash for the open sea and safety. This bold penetration of enemy waters resulted in the rescue of a fellow pilot who probably would have been captured by the enemy had this daring action not been undertaken.

SUMMARY OF THE EVENTS PRECIPITATING THE FOLLOWING AWARDS

LCDR R. D. NICHOLS	DISTINGUISHED FLYING CROSS
LT(jg) R. GRANT	AIR MEDAL
AX3 G, W. SMITH	AIR MEDAL
AMH2 R. L. ROBERTS	AIR MEDAL

The crew flying a mission from USS CONSTELLATION (CVA-64) was vectored among the heavily defended North Vietnamese Fai Tsi Long Islands, to search for and rescue a downed pilot. As the helicopter crew proceeded into the rescue site among the islands, low altitude evasive maneuvers were employed in an attempt to avoid known enemy, 85 and 100mm AAA shore batteries and to stay out of range of the guns of an enemy freighter. As the rescue helicopter approached the Isle Des L¹Union, a smoke flare was sighted, and the survivor was observed to be on shore at the base of a sheer cliff which rose 400 feet up from the sea. Since the downed pilot had discarded his raft and Mae West, he was reluctant to swim out from the cliff to a point where the helicopter could drop him the rescue sling. One of the crewmen jumped into the water and swam to shore with a life raft for the downed pilot. The survivor and crewman held on to the raft and swam out from shore to the helicopter expecting to be hoisted aboard. A mechanical failure, however, rendered the hoist inoperative and the pilot hovered close to the water to make the pick-up. The crew assisted the pilot in taxing the helicopter to a position where the two men in the water were successfully pulled into the aircraft. As the helicopter retired from the rescue scene with the survivor on board, further evasive action was taken to prevent-the enemy's guns from foiling the helicopter's escape to sea and safety.

SYNOPSIS OF EVENTS PRECIPITATING THE FOLLOWING AWARDS

LT R. E. GLARKE	SILVER STAR MEDAL
LTJG W. J. SMITH	DISTINGUISHED FLYING CROSS
ADJ2 G. L. ARMSTRONG	AIR MEDAL
AX3 J. G. CONRAD	AIR MEDAL

The helicopter and crew vectored from USS RANGER to a position near the vicinity of Dong Hoi, North Vietnam, to rescue a downed Air Force pilot. The pilot had been located three miles inland from the coast in an area which the enemy defended with numerous AAA and automatic weapons batteries. As soon as the helicopter crossed the shoreline and headed toward the survivor, these enemy batteries opened fire and threw up a continuous, heavy barrage of flak in an attempt to prevent the rescue. In spite of the heavy enemy opposition, the crew persistently flew inland returning the enemy's fire in kind with machine guns. Skillfully utilizing evasive tactics with excellent results, the helicopter crew soon visually sighted the pilot. No enemy troops were observed in the close proximity of the survivor, although a continuous rain of enemy tracers indicated their presence nearby. The crew landed their helicopter about fifteen feet from the Air Force pilot between a hedge row and a low ridge which offered some cover from the enemy. The survivor ran and boarded the helicopter which immediately departed the area. As the helicopter retired toward the shoreline, the enemy once again brought his weapons to bear in a determined effort to prevent escape to the sea and safety. With skill such as only training and experience can provide, the crew thwarted the enemy's final effort by adeptly maneuvering to avoid the barrage of fire.

SYNOPSIS OF EVENTS PRECIPITATING THE FOLLOWING AWARDS:

LCDR R.D. NICHOLS	AIR MEDAL
LTJG R. GRANT	AIR MEDAL
AX3 G. W. SMITH	NAVY COMMENDATION MEDAL
AMH2 R. L. ROBERTS	NAVY COMMENDATION MEDAL

The crew flying a mission from USS RANGER (CVA-61) was vectored to the vicinity of Cap Mui Ran Peninsula to search for and rescue a downed pilot. As the helicopter approached the shoreline, RESCAP aircraft reported that the survivor was approximately one mile off shore at a location well within range of known concentration of AAA and automatic weapons deployed along heavily defended Route LA and on Cap Mui Ron. Sighting the survivor about 1300 yards off shore and observing that he was in imminent danger of being taken under enemy fire and of being washed ashore, the crew demonstrated outstanding airmanship and skill by expeditiously executing a rescue approach and hover over the survivor. The survivor was quickly brought aboard and a rapid departure ensued .

SYNOPSIS OF THE EVENTS PRECIPITATING THE FOLLOWING AWARDS

LT W. WAECHTER	SILVER STAR MEDAL
LTJG R. A. WILWAN	DISTINGUISHED FLYING CROSS
ADJ2 H. R. OLSEN	AIR MEDAL
AXJ M. D. BRANTLY	AIR MEDAL

The Helicopter and crew during a mission to attempt to locate and rescue a downed pilot were vectored deeply into the enemy territory of North Vietnam. The crew, subjected to heavy and intense antiaircraft and automatic weapons fire while approaching enemy territory, skillfully employed evasive measures and succeeded in flying inland over seventy miles of heavily defended territory to reach the rescue site in a mountainous area. After the downed airman established communication with the rescue helicopter over his survival radio and described his precarious position, the crew determined to effect a rescue, hovered over the gorge and began the treacherous vertical descent to the position where the survivor was thought to be. Expertly maneuvering the helicopter into a ragged hover by sacrificing directional control and varying the pitch in the rotor to maintain speed and lift, the crew succeeded in rescuing the downed pilot after locating the airman under dense foliage and lowering the rescue sling. Reaching the safety of the open sea after running the gamut of a tremendous barrage of antiaircraft fire, the crew displayed outstanding courage and airmanship throughout, thereby upholding the highest traditions of the United States Naval Service.

SYNOPSIS OF EVENTS PRECIPITATING THE FOLLOWING AWARDS

LT R.E. CLARKE
LTJG W.J. SMITH
AX3 J.G. CONRAD
ADJ2 G.L. ARMSTRONG

GOLD STAR IN LIEU OF THIRD AIR MEDAL
AIR MEDAL
NAVY COMMENDATION MEDAL
NAVY COMMENDATION MEDAL

The crew flying an armored Search and Rescue helicopter, skillfully avoided confrontation with numerous enemy junks as he proceeded into a harbor for the rescue of a downed pilot. Sighting the survivor about 3000 yards from the shore, where the North Vietnamese were known to have a heavy concentration of anti-aircraft weapons, they unhesitatingly made a decision to attempt the rescue in the face of probable intense enemy fire. The helicopter was expeditiously brought to a hover, and the downed pilot was quickly taken aboard. As the aircraft departed the scene of the rescue, further evasive action was instituted which probably prevented the enemy from bringing the helicopter under fire.

SYNOPSIS OF EVENTS PRECIPITATING THE FOLLOWING AWARDS

CDR. W.H. LOCKWOOD	DISTINGUISHED FLYING CROSS
LTJG J.O. DONELAN	AIR MEDAL
AX1 T.S. GOEN	SILVER STAR MEDAL
ADJ1. V.F. VICARI	AIR MEDAL

The crew, flying a mission from USS CONSTELLATION (CV-64) was vectored among the heavily defended northern chain of North Vietnamese islands to search for and rescue a downed pilot. The survivor was believed to be in a raft approximately one-half mile off-shore of an island. As the helicopter approached the shoreline of the islands it was taken under fire by enemy mortars and automatic weapons. In spite of intense enemy fire, the injured survivor was located between two heavily defended islands. Since the injured pilot was unable to leave his raft, the pilot landed the helicopter in rough, choppy seas next to the survivor. However, the heavy seas dashed the raft against the helicopter spilling the injured pilot into the water. The first crewman jumped into the water to assist the survivor. Despite continuous heavy enemy fire from shore, and a failure of communications system of the helicopter, a difficult, but successful, rescue was made of the downed pilot.

8 Oct HS-6 on board USS KEARSARGE engaged in exercise STORM CLOUD with UK forces.

9/10 Oct HS-6 on board USS KEARSARGE enroute to Subic Bay. Since 2 Sep, a total of 1950.4 hrs/596 Sorties were logged: ASW 411.4 hrs/109 Sorties/Utility 306.1 hrs/248 Sorties; SAR 748.1 hrs/171 Sorties.

10/16 Oct HS-6 on board USS KEARSARGE in port Subic Bay.

11 Oct Presidential Detachment transferred to Sangley Point to support Seven Nation Conference. Six SH-3A's VIP configured for passenger transport and four ASW configured SH-3A's utilized by Secret Service.

12 Oct Change of Command. CDR W. H. LOCKWOOD relieved CDR R. S. VERMILYA.

12/16 Oct A sustained rescue effort over a period of five day (three separate attempts involving five sorties), was conducted to retrieve the pilot of Canasta 572 who ejected 25 miles inland southwest of Long Yen, North Vietnam. As a result of this five day effort, one aircraft was lost to enemy fire and five HS-6 personnel were injured in the operation (further details of higher classification). A total of five armored helicopters were available for SAR after this combat loss.

14 Oct LUG R. V. GOODLOE and crew vectored to a position about 60 miles due west of Dong Xuan, North Vietnam to pick up an Air Force pilot who ejected. Concentrated AA fire was encountered crossing the coastline. This flight resulted in the deepest penetration of enemy territory by a Navy SAR helo. The survivor hoisted aboard an Air Force helo simultaneously with the arrival of LTJG GOODLOE and crew at the rescue scene.

17/18 Oct HS-6 on board USS KEARSARGE enroute to Yankee Station. 19

Oct Det "C" transferred from USS INTREPID to USS KEARSARGE.

23 Oct Det "D" transferred from USS KEARSARGE to USS CONSTELLATION. Four armored helicopters on station.

23 Oct HS-6 aircraft assisted survivors of the MV PIONEER LEYTE which was sunk in a collision in Manila Bay. Doctors and medical supplies dropped at night to survivors on board SS GOLDEN STATE, Search conducted for 10 hours locating survivors/bodies.

29 Aug While on a mission to deliver two Air Force survivors to Da Nang Air Base, LT ROY flying an unarmored helicopter was hit by enemy fire as he approached the hospital landing area; aft fuel tank was punctured.

31 Aug Navy F-8 pilot LCDR TUCKER ejected from his crippled aircraft over Haiphong Harbor. CDR R.S. VERMILYA, CO of HS-6, and crew raced to the survivor's position which was only a few hundred yards from shore deep inside the harbor. Heavy anti-aircraft and intense small arms and automatic weapons fire saturated the route of the helo and out of the area. This daring rescue drew national TV and press coverage.

2 Sep Det "B" transferred from USS KEARSARGE to USS INTREPID, with three armored helicopters.

3 Sep USS KEARSARGE departed from NAS Cubi Pt, after flying 1398.3 hrs/412 Sorties since 8 Augs ASW 71.3 hrs/15 Sorties} Utility 139.5 hrs/70 Sorties; SAR 473.5 hrs/84. Sorties.

5/9 Sep HS-6 on board USS KEARSARGE in port NAS Cubi Pt. 10/11

Sep HS-6 on board USS KEARSARGE enroute to YANKEE Station

12 Sep SAR Det "B" transferred from USS INTREPID aboard USS KEARSARGE, six armored helicopters on board.

13 Sep SAR Det "C" assumes SAR duties.

14 Sep LT MATTHEWS and crew were vectored to a point inside the Fai Tsi Long Island chain 300 yards north of Van Hoa Island to retrieve Air Force pilot LT CASPER. Extremely heavy automatic small arms and mortar fire were encountered forcing an accompanying Air Force UH-6 to beat a hasty retreat. A-1 Rescap aircraft provided outstanding fire support which enabled the helo to reach the survivor. ^{iv}

17 Sep LCDR R.A. MCCAFFERY and crew while returning from the northern Search and Rescue station were vectored to 19 50'N, 106°15'E and rescued A-4 pilot, LTJG HEGSTRUM. ^{, -/}

22 Sep SAR Det "C" transferred from USS KEARSARGE to USS CONSTELLATION.

23/27 Sep HS-6 on board USS KEARSARGE engaged in SILVER SKATE II, an around-the-clock ASW exercise.

28 Sep Det "C" transferred from USS CONSTELLATION to USS KEARSARGE.

2 Oct While engaged in a routine utility mission, LTJG G.W. PRICKETT and crew rescued AMH3 HARRISON, a flight deck crewman who had been blown off the flight deck of the USS ORISKANY.

7 Oct Det "C" transferred from USS KEARSARGE to USS INTREPID.

ABSTRACT OF THE RECORDS OF HELICOPTER ANTI-SUBMARINE SQUADRON SIX (HS-6) DURING CONTINUOUS SEARCH AND RESCUE OPERATIONS FROM 1 JULY 1966 to 23 NOVEMBER 1966.

- 1 Jul On this date, while onboard USS YORKTOWN, HS-6's initial SAR Detachment, SAR DET "A", assumed Navy Helicopter Search and Rescue responsibilities in the Gulf of Tonkin and accepted custody of four armored helicopters. This effort continued unabated until 23 November 1966. Prior to 1 July HS-6 embarked in USS KEARSARGE at NAS North Island with 15 AQS-13, SH-3A ASW Helicopters and two armored SAR Helicopters, HS-6 flew 626.1 Hrs/239 Sorties (346.0 ASW/151.0 utility) during the period 9-30 June.
- 2 Jul SAR Det "A" transferred to USS CONSTELLATION. Six armored search and rescue helicopters in HS-6 custody; three onboard USS CONSTELLATION, one at NAS Cubi Pt and two on board USS KEARSARGE;
- 5/13 Jul HS-6 enroute Yokosuka, on board USS KEARSARGE.
- 5 Jul First HS-6 rescue on downed Navy A-4 pilot, LT HOLBEN, who had ejected from his crippled aircraft, was accomplished in the vicinity of the Fai Tsi Long Islands by CDR W. H. LOCKWOOD and crew. Rescue effected when the crewman entered the water to assist the injured pilot. Rescue operation conducted under enemy small arms and mortar fire from the beach.
- 7 Jul Navy A-4 pilot LT W. ISBIDOUR parachuted into Haiphong Harbor and was picked up expeditiously by LT R.E. CLARKE and crew. The rescue was covered by a major rescap effort provided by diverted strike aircraft. This heavy rescap suppressed enemy opposition and provided the rescue helicopter a comparatively safe transit into and out of the harbor.
- 12 Jul Navy F-8 photo pilot, LT ADAMS, ejected from his damaged aircraft in mountainous area 35 miles inland Northwest of Haiphong. Although under extremely heavy enemy small arms and AA fire, LT w. WAECHTER and crew transited inland 35 miles over hostile territory to effect the rescue.
- 13 Jul HS-6 SAR Det "A" transferred to USS RANGER.
- 15 Jul CDR W.H. LOCKVWOOD and crew penetrated Grand Norway Island group to rescue Air Force F-1C5 pilot CAPT HAMBRY from the water.
- 20 Jul HS-6 onboard USS KEARSARGE underway for Sea of Japan transit. ASW operations were conducted under adverse weather conditions,
- 22 Jul -
- 1 Aug HS-6 on board USS KEARSARGE transited Straits of Hokkaido into Sea of Japan. Adverse weather continued to hamper flight operations.



**THE SECRETARY OF THE NAVY
WASHINGTON**


The Secretary of the Navy takes pleasure in commending
HELICOPTER ANTI-SUBMARINE SQUADRON SIX

for service as set forth in the following

CITATION:

For exceptionally meritorious service from 1 July through 23 November 1966 while embarked in USS KEARSARGE (CVS-33), in support of combat operations against North Vietnamese forces. During this period, units of Helicopter Anti-Submarine Squadron SIX were continuously on duty, providing search and rescue services throughout enemy land and sea areas, in conjunction with combat strikes. Among the well-defended enemy areas in which multiple sorties were conducted to rescue downed airmen were the heart of the harbor at Haiphong, the densely gunned Fai Tsi Long Islands, and the heavily anti-aircraft concentrated delta areas of North Vietnam. Every rescue opportunity and rescue reconnaissance was prosecuted fully, without reservation, until successful, or ordered ceased by higher authority. Concurrent with their intrepid search and rescue operations, the squadron aircraft provided utility services to vessels throughout the strike force, plying daily and continuously the airspace of the combat area. During the period 23-27 October 1966, the squadron provided helicopter services in support of the President of the United States during the SEVEN NATION CONFERENCE at Manila, Republic of the Philippines. Due to the extraordinary effort and competence of maintenance personnel, the heavy flight load imposed by these multiple tasks in no way detracted from the continuous and effective pursuit of rescue duties. The officers and men of Helicopter Anti-Submarine Squadron SIX have made a major contribution to United States objectives in Southeast Asia. Their courage, skill and inspiring devotion to duty reflect great credit upon themselves and the United States Naval Service.

All personnel attached to and serving on board Helicopter Anti-Submarine Squadron SIX during the period designated above, or any part thereof, are hereby authorized to wear the Navy Unit Commendation Ribbon.


Secretary of the Navy

SUMMARY OF INDIVIDUAL AWARDS

Navy Cross	2
Silver Star	11
Distinguished Flying Cross	10
Bronze Star	2
Air Medal	147
Navy Commendation Medal	17
Purple Heart Medal	5
CINCPACFLT Commendation	2
Seventh Fleet Commendation	4