

# HC-7 RESCUE 18 <sup>(1)</sup> 10-JAN-1968 (Friday)

UH-2A Kaman Seasprite helo 151306 <sup>(6)</sup> DET 107

USS King (DLG-10) Routine Day<sup>(2)</sup>

59 miles off North Vietnam coast

Water: 64° Air: 63° Wind: 16 knots Visibility: 2 mi., 200-300 Ceiling

**Pilot – LT William L. Berry**  
**Co-pilot - LTJG Rolland B. Beougher**  
**1<sup>st</sup> crew – AE-1 Willie H. Smith**  
**2<sup>nd</sup> crew – ATN-3 Gary W. Farrell**

Alert received - 1012 : MC

Vehicle departed – 1015: 35 miles

Arrived on scene - 1031: None

Located survivor - 1031: PRC 63 survival radio and pencil flares

Begin retrieval - 1032: pencil flare

Ended retrieval – 1040: after second rescue returned to USS King

Survivor disembarked –

F-4B Phantom 151499 VF-154 USN USS Ranger (CVA-61) <sup>(4)</sup>

**LTJG Theodore “Ted” A. Beckwith Jr.**

**LTJG Dennis “Denny” A. Yost**

After a successful mission, the leader of a 2-aircraft pair flew the wrong TACAN course back to the carrier and ran out of fuel. (The other BuNo was 151506). <sup>(4)</sup>

HC-7 Det 107, based aboard USS King located off the coast of North Vietnam, NSAR. (North Search and Rescue station). Beginning the day at 08:18 they launch the SAR helicopter, Clementine I, for an hour daylight training flight<sup>(6)(12)</sup> Returning to the King, Clementine is fueled and prepared for standby. At 10:12 Clementine is scrambled for a search and rescue mission, within three minutes the helicopter launches. USS King is informed that two F-4 aircraft are reported downed approximately 40 miles south; the ship begins maneuvering at various courses and speeds with USS WILTSIE (DD-716) to close area. <sup>(12)</sup> At 10:16 WILTSIE is detached to proceed to the site of a downed aircraft to the south. <sup>(11)</sup>

Clementine I, is vectored to within 10 miles of the survivors, at this point they switch their radio to guard channel and obtain a Direction Finder (DF) steer from the downed pilot’s PRC survival radio. <sup>(3)</sup> Flying another five minutes a pencil flare and dye marker is seen. Clementine I, flares

over the pilot, who is sitting in his raft. The crewman lowers the sling, a minute later the pilot is safely aboard the CSAR helo. 10:32 a second flare is observed. Upon approaching the second survivor it was noticed that he was entangled in his parachute shroud lines below water. Clementine flares, crewman AE-1 Smith taps three times on swimmer ATN-3 Farrell shoulder, he jumps. Farrell finds that the survivor is badly entangled with shrouds below the surface. Utilizing his mask and fins, Farrell dives below and cuts the entangled lines. <sup>(2)(3)</sup> 10:42 pilots of first F-4 recovered by Clem I and are returning to USS King.

Pilots of second F-4 recovered by Big Mother (HS-6) and Jolly Green helicopters. ( F-4 151506) – Lcdr Lew. N. Mitchell & Ltjg Jack A. Thorn VF-154 – USS Ranger). 10:51 Flight quarters are set, 11:00 Recovered Clem I, 11:02 recovered pilots LTJG Dennis Yost USN and LTJG Theodore Beckwith USN of VF-154 are aboard. USS King proceeds north to return to NSAR station at 11:40. <sup>(12)</sup>

Both survivors were in good condition. <sup>(2)</sup> Clementine crew prepares helo for next flight... unknown to them it would not be long, just 6 hours and another scramble would take place.



- 1) Numbering as per HC-7 Rescue Log (accumulative rescue number)
- 2) HC-7 1968 Command Report
- 3) HC-7 Det 107 Rescue report
- 4) "U.S. Navy and U.S. Marine Corps Aircraft Damaged or Destroyed During the Vietnam War"  
By: Douglas E. Campbell
- 5) "Vietnam - Air Losses" By: Chris Hobson (with permission)
- 6) Lt William Berry – flight log book "January 1968"
- 7) Map – Google Earth
- 10) HC-7 History collection; Ron Milam – Historian
- 11) USS WILTSIE (DD-716) – Deck Logs
- 12) USS KING (DLG-10) – Deck Logs

(Compiled / written by: Ron Milam, HC-7 Historian - HC-7, 2-1969 to 7-1970, Det 108 & 113)