

DECLASSIFIED

~~SECRET~~

Reg - 31556

MISSION NARRATIVE 22 JUNE 1966

2-3-80

Jolly Green 05 and 54, Sandy 31, 32, 41, and 42 were notified to scramble on Gombie 12(0-1F) at 0735L. Both Jolly Greens were airborne at 0743L and proceeded to the area of the downed Gombie(1657N-10557E). Sandy 41 and 42 escorted the Jolly Greens to the area while Sandy 31 and 32 went directly to the crash site to conduct an electronic and visual search. The Jolly Greens arrived in the immediate area of the downed Gombie at 0845L. Jolly Green 05 descended through a hole in the overcast and made two high speed passes over the crash site. The tip tanks were jettisoned during the first high speed pass and no ground fire was received during either pass. Immediately after coming to a hover, moderate to heavy small arms fire was experienced and Jolly Green 05 received a couple of hits. Upon receiving ground fire and experiencing hits Jolly Green 05 moved out of the immediate area as quickly as possible. Observation of the crash site during the low passes and while in a brief hover were that the Gombie was badly wrecked and the pilot was not in the cockpit. In addition it appeared that the cockpit area was charred although at that time there was no smoke or flame visible. The clear and loud sound of the small arms fire indicated that the hostile forces were in close proximity to the wreckage. Jolly Green and Sandy did not receive any radio contact from the downed pilot. The rescue forces were informed by Crown 61 to RTB(approximate time 0910L). Jolly Green 05 did not see anyone on the ground in the area of the crash site. Upon landing at NKP the aircraft was inspected and only one hit was found. The hit, appeared to have entered the left sponson from approximately a 45 degree angle. Jolly Green was in a 30 to 40 foot hover when hit. The weather at base of departure was 3,000 scattered to broken, 15 miles visibility. Enroute weather consisted of numerous broken to overcast layers of stratus with isolated cumulus from 2,000 feet MSL up. Weather in the immediate area of the crash site was approximately 2,000 feet MSL broken to overcast, 15 miles visibility. Time flown: 5:00 total.

LOW BIRD-JOLLY GREEN 05

RCC- 1/Lt Jason Bridge
CP - Major Frank A. Schmidt
HM - ALC Lyle J. Tadewald
PJ - A2C Robert Williamson

HIGH BIRD-JOLLY GREEN 54

RCC- 1/Lt Robert Letton
CP - 1/Lt Robert Packer
HM - SSgt Robert Watson
PJ - A2C William Brotton

Frank A. Schmidt
FRANK A. SCHMIDT, Major, USAF
Operations Officer

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of GDS

By RET (Date) 14 MAR 75

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5500.10

DECLASSIFIED

ARODC #

66-2275-jm

32

13 MAY 1970

~~SECRET~~

Hq ARRS SC No. 662473 665-00208

Cy #1

FROM: Det 6, 38th Aerospace Rescue & Recovery Sq, APO 96227

SUBJECT: Mission Narrative Report (Mission 6-38-101-25 Jun 66) 26 Jun 66

TO: 3d Aerospace Rescue & Recovery Group, (JSARC), APO 96307

1. I was notified by 3d JSARC at 1430 hours 25 June 1966 that a seriously injured ordnance seaman needed to be evacuated by hoist off the munitions ship "Vesuvius" which was 30 miles out to sea heading 115 degrees from Vung Tau (80 miles from Bien Hoa). Second crew was notified. Aircraft refueled and both Pedro 73 and Pedro 97 departed Bien Hoa at 1435 hours. The plan was to refuel at Vung Tau then proceed out to sea for the pick up. At 1455 hours both aircraft were notified by 3d JSARC through "Paris" to return to Bien Hoa. Upon arrival at Bien Hoa we were told by 3d JSARC that they had dispatched a 3H3C from Tan Son Nhut to make the pickup. At 1545 hours I was notified by 3d JSARC to depart for the destroyer "John Bodie" and make a hoist pick up of the injured seaman that had been transferred from the "Vesuvius" (method of transfer unknown). Pedro 73 and 97 were airborne at 1550 hours. Information received: the destroyer "John Bodie" was heading for Vung Tau and could be contacted on UHF frequency 277.5. At 1620 hours radio contact was made with the destroyer and his position would be 5 nautical miles south of Vung Tau heading 180 degrees. The destroyer was sighted at 1625 hours and was advised the hoist pick up would have to be made with the destroyer moving at 12 knots. Hovering over the moving ship at approximately 35 feet the patient (Wayne A. Murray, was hoisted aboard Pedro 73. Pedro 97 moved in and hoisted out the patients personal effects. At 1630 hours the hoisting completed, both aircraft were departing for Tan Son Nhut AB, arriving at 1710 hours. Patient was transferred to an Air Force ambulance and both aircraft departed Tan Son Nhut, arriving Bien Hoa AB at 1730 hours. Mission completed. Six sorties were flown for 3:10 flying time with 1 non-combat/other save.

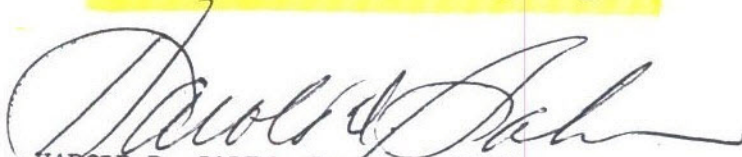
2. Crew members were:

Pedro 73

RCC	Capt Harold D. Salem
CP	Capt Dale L. Potter
HM	TSgt Kenneth L. Perkins
RS	SSgt Henry J. O'Beirne

Pedro 97

RCC	Maj Maurice G. Kessler
CP	Capt Charles P. Nadler
HM	A1C Alexander Montgomery
RS	A2C Fredrick L. Sanger


HAROLD D. SALEM, Captain, USAF
Rescue Crew Commander