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FROM: Det 1, 3 ARRG (Capt. David A. Sisson)

8 June 1966

SUBJECT: Mission Narrative No. 1-3-36 7 June 1966

TO: 3 ARRG APO 96307 U.S. FORCES

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Cub/05

1. While flying a precautionary orbit in the Gulf of Tonkin as Crown Bravo, I heard Panama control call "Olds One" who was squawking emergency "Olds One" broadcast on guard that his wingman, "Olds Two" had ejected from his F-105 and was in the water approx. 10 miles off shore. "Speedbird", a Navy destroyer gave us "pegeons" from our orbit position to the downed flyer of 165° and 65 NM.
2. I immediately proceeded to the scene while sending my Rescap A1E's on ahead. Our Rescap was "Barn Owl" 563 and 573. "Speedbird" continued to vector me to the scene and my navigator monitored and heard on the emergency squawk. Approximately 5 NM from the scene I heard the survivor on his URC-11 report that he was in his raft and in good condition with no injuries. My co-pilot and I made a sea evaluation and completed it as we arrived on the scene.
3. The sea condition was as follows: primary swell 140°, two to three feet; wind and wind wave 240°. The Rescap marked the survivor by dipping his wing and as I passed over him the flt mechanic dropped a smoke marker. The flt mechanic reported our weight at 33,000 lbs. So I made the decision to jettison the drop tanks on the downwind leg no problems encountered. I then made a normal open sea landing and completed the runout approximately 100 yards from the survivor. I then taxied to the survivor and made a raft approach. About 25 ft from the raft I deployed the pararescueman with a ring line attached to him and aircraft. When he reached the raft and survivor the radio operator and flight mechanic pulled them both back aboard with no complications.
4. After everyone was strapped in I decided to make a no JATO take-off as time was of essence and the sea conditions favorable. After take-off I advised the Rescap aircraft the Crown Charlie was proceeding as our replacement. We recovered at Da Nang without further incident.
5. All of my crew members performed a outstanding job. Each man remained calm and executed my orders in a professional manner. All supporting aircraft and surface vessels gave me excellent support throughout the mission.
6. The crew members were: RCC Capt. David A. Sisson; P 1Lt. Raymond M. Bauer; N Capt. Joel Ruiz; FM A1C Roy L. McCollaugh; RO A1C John L. Williams; PJ A1C Michael F. Dean.
7. The survivor was Capt. James E. Bayles, Pekin, Ill. Age 29 of the 333 TFS, 355 TFW Takli Thailand.

David A. Sisson

DAVID A. SISSON, Capt. USAF
RCC

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of EDS
By [Signature] (Date) 13 Jun 75

GROUP 4
Downgraded at 3 year intervals;
Declassified after 12 years.

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2	Lt Kimsey Capt Rush	SSgt Youngblood Amn Broten	50	Capt Smith	16 May 66	USAF	LAOS	A1-E Under Fire
1	Lt Guilmartin Maj Vavra	SSgt Holloway Amn Kraft	51 52	L/Com Sommers L/Com Sullivan	18 May 66	USN	LAOS	F-4B Under Fire
6	Capt Butera Capt Henry	TSgt Heywood Amn Williamson	53	Lt Hackford	22 May 66	USAF	LAOS	F-105 Under Fire
5	Capt Uhl Capt High	TSgt Jones Amn Ward	54	Capt Bush	26 May 66	USAF	LAOS	A1-E
2	Maj Haynes Capt O'Dell	TSgt Warren MSgt Daniels	55	Lt Eckman	31 May 66	USAF	NVN	F-105
3	Capt Drangsveit Lt Kenny	SSgt Schrader SSgt Farrior	56	Capt Peacock	1 Jun 66	USAF	NVN	F-105
4	Capt Furman Capt Hardy	A1C Crites A2C Stevson	57	Capt Whipple	2 Jun 66	USAF	NVN	F-105 Under Fire
8	Maj Stearman Lt Gunnin	SSgt Youngblood A2C Broten	58 59	Capt Witterman L/C Marshall	2 Jun 66	USAF	LAOS	O-1E
4	Capt Weekly Lt Bridge	A1C Tadewald A1C Kellerman	60	Maj Holly	9 Jun 66	USAF	NVN	F-105
8	Lt Guilmartin Lt Stiles	Amn Trujillo SSgt Schrader	61	Maj Shay	14 Jun 66	USAF	THAI	F-105

'OTHERS MAY LIVE' *Picked up
Capt. Mahrt*

Air Rescue Men Hailed As Heroes

By LESTER BELL
San Diego News Service

WASHINGTON — Its motto is "that others may live" and it will dare anyone in and around Viet Nam to prove it's an idle slogan.

Reports of the Air Rescue Service reaching the Pentagon depict Air Force men snatching comrades from the hands of pursuing enemy troops, out of trackless jungles and from the open sea.

Some air rescue teams have died that others may live. In its four years in Viet Nam, the members of the service have earned more than 350 decorations, not a few awarded posthumously.

PRESIDENT'S CITATION

At last count, they had rescued more than 255 men in the combat zone, more than half (128) since January. Of that number, 134 were air crew members and 121 other combat personnel.

President Johnson was so impressed with the record of the 38th Aerospace Rescue and Recovery Squadron, he gave the outfit the presidential unit citation early this year for extraordinary gallantry in the Vietnamese military operations.

"Because the men of the 38th have risked their lives so that their comrades may live," Mr. Johnson said, "they join that company of the valiant to whom we all owe our freedom and our national honor."

As if spurred to even greater daring by the award, Air Rescue sent a helicopter 80 miles northwest of Hanoi last May 10 for its deepest rescue penetration of the war into North Viet Nam.

Capt. Robert D. Furman of Great Falls, Mont., and his crew went after an Air Force

F-105 pilot shot down near the North Vietnamese capital. They picked him up within two hours after he had parachuted from his disabled plane.

EVADE MIGs

To reach friendly lines, the helicopter and three prop-driven A-1E planes flying cover had to evade three Communist jet MIG-17s armed with Sidewinder-type missiles.

Enemy troops almost had captured a Marine F-4B pilot last April 21 when an Air Rescue helicopter hoisted him aboard. Even then, the helicopter did not leave because the radio operator had suffered a broken leg during the bailout from his disabled plane and was in danger on the ground.

The helicopter lowered a paramedic to help the radioman, but ground fire wounded the hoist operator and forced the helicopter to withdraw. Another helicopter attempting a pickup was hit by ground fire and retired.

Cover planes finally pinned down the Communists, but by then the helicopter lost contact with the downed men.

MIRROR SIGNALS

The radioman later managed to catch the helicopter's attention with mirror signals and was rescued. The paramedic was found uninjured the next day by another rescue helicopter.

Two rescue helicopters flew through flak April 20 to reach a downed F-105 pilot 50 miles west of Dong Hoi in North Viet Nam and in another April recovery, an Air Rescue amphibian landed on the open sea in the Gulf of Tonkin to pick up the two-man crew from a Navy A-6A.

Viet Communique

SAIGON — Air Force pilots kept up their heavy pace against North Vietnam in the week ending June 10, ripping roadways, rail lines, barges, bridges, ferry complexes and fords.

Pilots reported setting off 22 secondary explosions and starting 15 fires in one day's action in the North. Supply and storage areas around Dong Hoi figured heavily in the 90 targets blasted by the F-105s, F-4Cs and B-57s flying 43 missions.

A day earlier 16 secondary explosions were set off, 13 in the Dong Hoi vicinity. Three radar sites were among the damaged areas. One rail line was cut in three places and box cars riddled by F-105s and F-100s.

On the same day, an HH-3C rescued Capt. James C. Hollis, an F-105 pilot who suffered a broken leg after parachuting. The rescue scene was about 25 miles southwest of Dong Hoi. Pararescueman A2C Lavern W. Kellerman assisted Hollis in the rescue.

In the South, Air Force pilots closed the week by destroying or damaging almost 100 VC-held buildings. Eight F-4Cs were credited with damaging or destroying 45 buildings in raids 25 miles south of Da Nang. In raids 40 miles northwest of Saigon, F-100 pilots were credited with destroying or damaging 50 or more buildings.

Earlier, A-1E pilots were credited with killing 20 or more VC while flying close air support for Operation Crazy Horse, a 1st Cav. mission in the South.

Forward Air Controllers, who averaged about 70 missions a day during the week, credited two F-100 pilots with killing possibly 25 or more VC in a raid in the Mekong Delta. On the same day, an HH-43 of Det. 6, 38th Aerospace Rescue and Recovery Sq., Bien Hoa AB, was shot down while trying to evacuate wounded soldiers of the Army's 1st Infantry Div.

A second copter, commanded by Capt. Charles P. Naber, flew cover and picked up some of the wounded soldiers. Later, the downed helicopter crew was picked up. The rescue was the unit's 202d pickup since it arrived in Bien Hoa last October. This year, it has rescued 85 men.

C-130s of the 315th Air Div set a one-day mark for cargo and passenger tonnage to South Vietnam, Col. Charles W. Howe, 315th chief, announced.

In one day, C-130 crews airlifted 1899 tons, up 219 tons from the last reported high in April.

In other milestones, F-100s of the 308th Tactical Fighter Sq. completed six months of combat, and the 311th Air Commando Sq., flying C-123s out of Da Nang, passed the 50,000 mark in combat sorties. The 311th arrived here in 1963.

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3d ARRGp Hist, Apr - Jun 68

Det 1-3-28-11 May

(C) F-105 crashed at 1743N 10638E; SAR efforts suspended due to negative contacts or leads, and the high possibility that pilot perished in the crash.

Det 1-3-30-14 May

(C) Rescue HU-16 was diverted from SAR orbit to look for an F4C last reported at 1745N 10628E. Area covered completely but mission suspended when no valid leads were uncovered.

Det 1-3-31-14 May

(U) VNAF A1H crashed and badly burned at 1718N 10634E. Use of helicopters impossible due to small arms fire and proximity of AA fire. SAR efforts suspended.

Det 1-3-32-15 May

(U) SAR helicopters located the crash of a USMC helicopter at 1551N 10608E. No survivors discernible in burned out wreckage.

Det 1-3-34-31 May

(C) A C-130 on a classified flight plan had a last known position in the Gulf of Tonkin. Extensive SAR efforts produced negative leads or contacts with the missing aircraft or crew.

Det 1-3-35-3 June

(C) An HU-16 made an open sea pickup of a downed F-105 pilot at 1735N 10640E. During the recovery small arms and mortars were fired at the aircraft from shore but it was not hit. Survivor returned to DaNang.

Det 1-3-36-7 June 1966

(C) An F-105 pilot ejected from his aircraft 10 NM off shore at 1723N 10653E. An HU-16 flying a precautionary orbit in the Gulf of Tonkin was vectored to the scene and made a normal open sea landing. The pararescueman with a ring line attached swam to the pilot in his raft; both were pulled aboard and the aircraft recovered at DaNang.

Det 1-3-37-10 June

(C) Deceased pilot of OLE recovered from burned out aircraft by HH-43 helicopter at 1628N 10622E.

Det 1-38-1-4 May

(U) Seven wounded Vietnamese civilians airlifted by HH-43's from Tuy Phong to Phan Rang hospital.

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