

FROM: Det 7, 38ARRSq

16 July 1966

SUBJECT: Mission Narrative Report Number 1-3-45, 14 Jul 66

TO: 3d ARRGp (RGRC)

1. Panama notified Det 1, 3ARRGp, at 1248L that a navy F-8 (Superheat 202) was inbound to Da Nang with extensive battle damage and heavy fuel leakage. The emergency aircraft's position was approximately 93 miles north of Da Nang and bailout was eminent.
2. Pedro 99 launched at approximately 1250L and contacted Panama Control on 278.4 and was advised to use guard frequency as the emergency aircraft and his wingman were already on guard.
3. At this time I contacted the wingman on guard as to existing conditions in the survival area, i.e., whether any VC junks, fishing vessels, etc, were in the survival area which might hamper rescue operations. The wingman advised me that several fishing vessels were within a few miles of the survivor. Panama Control was asked to scramble Da Nang based F-102's (Red Flight) for Rescap and to relieve the survivor's wingman who was extremely low on fuel. It was at this time the wingman advised me that the pilot had ejected and his parachute was good. The wingman advised me in a few minutes the survivor was in the sea, had climbed into his raft and gave the signal the survivor was OK.
4. As the VHH homer on Pedro 99 was inoperative, the wingman gave me a DF steer to his position. Panama also gave radar vectors to the approximate location of the survivor.
5. Approximately seven miles from the survivor the F-102 flight sighted Pedro 99. One F-102 came to our position to give final vectors to the survivor while the second F-102 circled the survivor position.
6. Voice contact with survivor was established at approximately 5 miles. I advised the survivor to make sure he was detached from his parachute and life raft and to be sure that he retained his personal survival equipment.
7. I sighted the survivor at approximately one mile out and made two 360° turns to lose altitude and make an approach for the pickup.
8. The factors affecting rescue were:
 - a. The weather during the entire rescue operation was VFR. The condition of the sea during the pickup phase of the rescue was calm. The wind was approximately five knots.
 - b. All communications between Panama, Rescap, Pedro 99 and survivor during the rescue operation were excellent.

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10. Specific facts of the rescue were:

- a. Type Aircraft: US Naval F-8E
- b. Coordinates: 1634N/10800E
- c. Time of Pickup: 14/0410Z
- d. Total Time from Scramble to Pickup 0+20 min

11. Crew members:

RCC: 1st Lt John M. Armstrong

CP: 1st Lt Frederick D. Gregory

HM: SSgt Curtis F. Yancy

RS: SSgt William C. Sutton

12. The Pedro crew wishes to express their appreciation to the F-102 Red Flight based at Da Nang AB for all their assistance and Panama Control for their cooperation in affecting the downed pilot's recovery.


JOHN M. ARMSTRONG, 1st Lt, USAF
Rescue Crew Commander

Copy to:
Det 1, 3ARRGp