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DEPARTMENT OF THE AIR FORCE
37th AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF: 37th OPS

SUBJECT: Mission Report (Number 1-3-53)

TO: 3rd ARRG (RGRC)

1. While flying classified orbit on 6 August 1966 at 0950 an emergency call was relayed to us by a Navy ship in the area. Our orbit was at 4500 feet so an immediate decent was established with a high power setting to expedite our progress to the area. An F-105 aircraft had been hit by hostile gunfire, had lost all oil pressure and was preparing to eject. Two Navy rescap aircraft were dispatched to intercept us as we proceeded to the area. We received radar vectors from the Navy ship, ARA-25 steers from the distressed aircraft wing man and excellent steers by our navigator. While proceeding all crew members prepared for the possible pickup and every one began to scan as we approached the search area.
2. While enroute numerous junks were noted and reported. The distressed pilots wing man notified us when he had ejected, circled him and talked to him during the entire recovery. Upon entering the area of the survivor the navigator directed us to the wing man who in turn steered us to 500 yards of the downed pilot. Rescap was provided by the wing man and concern was running high due to the presence of numerous junks proceeding toward the survivor. The survivor was spotted at 1018L. Contact had been successfully established with the chopper enroute and time was beginning to grow short as the junks continued their approach to the area. The decision was made to land and pickup the survivor while conditions were favorable.
3. The drop tanks were jettisoned and pattern set up for landing. The survivor ignited a red smoke to help determine the wind and to aid in keeping him in sight. The landing was made at 1020L 100 yards from the survivor, an uneventful raft approach was accomplished. As the survivor came up to the nine o'clock position, The para-rescue technician dove into the water to retrieve him. The pilot was brought into the aircraft with little difficulty due to the team work and cooperation displayed by all personnel in the rear. During the pick up the junks moved to within 1000 yards of the aircraft. No gunfire was noted and takeoff was accomplished at 1025L after some effort due to the changing wind pattern. The pilot was flown to DaNang in excellent shape. The landing at Danang was accomplished at 1210L.
4. All crewmembers displayed excellent knowledge of their procedures and their team work was the overriding reason for the pickup going so smoothly.
5. No hostile gunfire was noted, but the junks were reported as gun boats by the aircraft over head. Radio procedures were all excellent, however if the wing man would talk more to the rescue aircraft making the recovery, less time would be wasted asking for steers, and ect.

6. The crew consisted of the following personnel.

Capt	Luther J. Brown	RCC
Maj	Donald P. Purdy	CP
Capt	Inzar W. Rackley	N
MSgt	Lionel O. Yaw	RS
ALC	Roy L. McCollough	FM
SSgt	Curtis R. Spangler	RO
SSgt	Webb M. Cunningham	AF
TSgt	Leo V. Melton	Student FM

7. Recommendations: All downed crewmen should carry and use a red or yellow smoke when the rescue aircraft first comes into view. It gives the pilot an excellent source for the wind direction and greatly aids in keeping the survivor in sight.



LUTHER J. BROWN, Captain, USAF
Rescue Crew Commander

62-4315 F-105D

During a mission over Route Pack 6 on a anti-aircraft position, Captain Allen K. Rutherford's aircraft was hit by 37/57mm AA. Fire was observed coming from his aircraft. Captain Rutherford ejected from his aircraft and was rescued by a USAF helo. 6/8/66. Call sign-Nelson.