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FROM: Det 9, 38th ARRSq (Captain Cardwell/4184)

27 September 1966

SUBJECT: Mission Narrative, 9-38-29-27 September 1966

133

TO: 3rd ARRGp (RROS)
APO 96307

1. On 27 September 1966 at 1315 I received a call from Captain Partridge, II DASC duty controller. He advised that an O-1E had crashed at 14-33N 107-52W. After calling JSARC with the information we prepared to launch within five minutes time but were advised by II DASC that an Army helicopter had already picked up the survivors. At 1350L II DASC called again and advised that they had received erroneous information and that we were needed. Both Pedro aircraft launched at 1353.
2. Weather in the area and at Pleiku was clear with unlimited visibility.
3. After completing the 10 minute flight and landing at the crash site we learned that an O-1E had landed at a strip closeby and picked up one of the two pilots aboard. The second pilot was waiting at the crash for us to arrive. He was injured only slightly and was able to board the helicopter without assistance. Following the return trip to Pleiku he was taken immediately to the USAF dispensary for treatment of cuts and bruises.
4. The entire mission was flown under ideal conditions and is considered routine. No problems were encountered during any phase of the operation. With the exception of the 35 minute delay caused by a false report to II DASC as to the status of the survivors.
5. Participating Crew Members:

Primary Crew

RCC - Captain Richard L. Cardwell
RCCP - Captain Darrell A. Lowery
HM - A2C Francis D. Rice
RS - A2C Michael J. Rosler

Secondary Crew

RCC - Captain Dale R. Tyree
RCCP - Captain Fredrik M. Bergold
HM - SSGT Bertrum E. Brundridge
RS - A2C Allen R. Stanek

Dale R. Tyree
DALE R. TYREE, Captain, USAF
Commander

CLASSIFICATION CANCELLED
Or Changed to UNCLAS.
By Authority of GDS
By Rus (Date) 11 May 75

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

Atch 3

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MISSION NARRATIVE - 29 Sep

Reg 36201

#134

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At 0015Z 29 Sep 1966 Jolly Green 54 (Low) and 53 (High) were scrambled from Nakhom Phanom with Sandy's 31, 32, 41 and 42. The downed pilot was reported to be at coordinates 104°46'E, 18°45'N. I was airborne at 0020Z and proceeded on a northerly course. The weather at take-off was clear. Enroute weather was about 7000 feet broken clouds with good visibility. The weather in the pickup area was clear with 5 miles in haze.

Cutter lead was over the downed pilot and was relieved by Panther which was relieved by Buckskin. At 45 miles DME from channel 89 my tacan broke lock and became unusable. I requested and received DF steers from Panther and Buckskin flights.

I came in north of the pickup area and had to turn south with a DF steer from Sandy 41. Buckskin made a pass over the survivor and the survivor reported on guard when Buckskin was directly over him. There was reported to be no ground fire in the area. I was over the pickup area at 0125Z coordinates 18°40'N, 104°54'E.

I tried to drop my tip tanks with the electrical release but the left tank did not release. Lt Lyall my co-pilot then pulled the manual release and found it difficult to move. The drop tank still did not release. The co-pilot then tried the left tank electrical release switch with no results. He then pulled the manual release again and the tank separated from the aircraft.

I then approached a hover on the ridge and the survivor was giving me directions toward him. I switched to DF short but when we were in the immediate area of the survivor I could hear no UHF transmissions from him. I was relayed instructions from the survivor by Sandy 31. My crew neither sighted the survivor nor his pen gun flares. Sandy 31 reported seeing one flare at our 6 o'clock position. When the survivor said I was over him SSgt Godsey my Crew Chief briefly sighted the survivor 20 feet upslope, due to the rotor wash parting the tree canopy. I instructed the HM to lower the hoist to the ground and asked the survivor on guard if he could see the penetrator. Then Sandy 31 relayed to me that the survivor was ready to be hoisted aboard. I then told SSgt Godsey to bring up the survivor. The survivor was on board and we departed the area at 0140Z.

The survivor had only minor injuries which were received from his bailout. I delivered the survivor to Nakhom Phanom at 0305Z.

Radio discipline, coordination and cooperation between all units was satisfactory. There was no enemy action involved in the mission.

CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

17 Dec 1975

Hq ARRS SC No:

GPS
ARDC # 663125
954

DOWNGRADED

IAW AFR-205-2

18 MAY 1970

DOWNGRADED AT 3 YEARS INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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65-00148

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LOW BIRD

RCC, Kenneth D. Murphy, Capt
CP, David E. Lyall, 1st Lt
HM, Raymond Godsey, SSG
PJ, Laverne W. Kellerman, ALC

HIGH BIRD

RCC, Oliver E. O'Mara, Capt
CP, Donald R. Harris, 1st Lt
HM, Robert Riley, SSG
PJ, Michael L. Halvorson, A2C

Kenneth D. Murphy

KENNETH D. MURPHY, Capt, USAF
Rescue Crew Commander

DOWNGRADED
127 APR-2005-2

12 MAY 1970

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of GPS
By RSA (Date) 12 Mar 75

ARODC # 663725 *gfm*
663224

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2	Maj Vavia Capt Hardy	SSgt Warron A1C Ward	73	Capt Sussler	17 Jul 66	USAF	LAOS	
3	Lt Kenny Lt Feigert	A1C Chambers A2C Halrerson	74	Capt Lester	31 Jul 66	USAF	LAOS	A-1E
2	Maj Fletcher Maj Stearman	SSgt Child A2C Williamson	75	Lt Rogers	4 Aug 66	USAF	THAI	F-105
5	Capt Powell Lt Gunnin	SSgt Langley A2C Stevson	76	Maj Curtis	8 Aug 66	USAF	NVN	RF-101 Under Fire
5	Capt Hendrickson Lt Packer	SSgt Riley A2C Brotton	77	Lt Casper	8 Aug 66	USAF	NVN	F-105
5	Capt Hendrickson Lt Packer	SSgt Riley A2C Brotton	78 79	Capt Ryan Capt Overstreet	10 Aug 66	USAF	THAI	U-6
2	Capt O'Mara Lt Harris	SSgt Hall A2C Stevson	80	Capt Minnick	1 Sep 66	USAF	THAI	A-1E
NK	Capt Hartwig Lt Lyall	A1C Johnson A1C Kellerman A2C Trujillo	81 82 83 84	Capt Keck Lt Burford SSgt Riley UNK	1 Sep 66	USAF	LAOS	HH-3E
2	Capt Lloyd Lt Feigert	SSgt Picklesimer A2C Trujillo	85	Lt Hallmark	13 Sep 66	USAF	NVN	F-105
NK	Capt Murphy Lt Lyall	SSgt Godsey A1C Kellerman	86	Lt Knets	29 Sep 66	USAF	LAOS	F-4C