

MISSION NARRATIVE: Det 10, 38th ARRSq Mission 10-38-34, 2 Aug 67

Binh Thuy Tower notified Det 10, 38th ARRS at 0633Z that "Ramrod One", a USAF F-100, had crashed at 9 degrees 32 minutes north, 105 degrees 42 minutes east. Det 10, 38 ARRS scrambled Pedro 39 at 0635Z and Pedro 91 at 0640Z. Enroute, Pedro 39 contacted "Paddy Control" of Det 3, 619th Tactical Control Squadron for flight following and further information on UHF radio. "David 21" was contacted on FM. The FAC informed Pedro that the F-100 had exploded at approximately 200 feet. David 21 had sighted parachute on ground near crash site but did not observe an ejection. Approximately five miles south of Binh Thuy at 1200 feet, Pedro 39 encountered ground fire. Ceiling enroute was 1200 feet broken. David 21 informed Pedro that the ceiling at crash site was 700 feet broken. Pedro 91 diverted to Vi Thanh and landed in order to minimize Pedro exposure to hostile ground fire at low altitude. Radio communications between Pedros was maintained at four-minute intervals. David 21 informed that no ground fire had been encountered and that Warrior and Tiger 921 were on scene. Pedro 39 entered crash area at 0700Z at 700 feet. David 21 pointed out site and location of parachute as Warrior and Tiger 921 orbited at 200-300 feet. Pedro 39 made one pass and descended for search of immediate area. Body was located near ejection seat, and parachute was lying behind seat. The body was but two or three feet from the seat. From a hover, the pararescue specialist determined that the pilot was deceased. Pedro 39 was unable to land due to the flooded rice paddy. At this time, Warrior informed that he was picking up ground fire 1/4 mile north. Pedro 39 informed David 21 that he was unable to land, and under the hostile fire circumstances, would not lower PJ on the hoist. Tiger 921 informed that he would land on his skids as soon as T-Bird flight (5 to 10 minutes out) arrived for cover. Pedro 39 began a climbout to the east and encountered heavy ground fire until penetrating a cloud deck, a period of 60 to 90 seconds. Pedro 39 took one hit in the left vertical stabilizer. All instruments indicated normal, warning systems were checked for operation, and fuel state was normal. Flight controls were checked for proper response, and a visual check of aircraft indicated no leaks or other damage. Pedro 39 then informed Pedro 91 of intentions to return to Binh Thuy. Pedro 91 monitored progress and followed approximately three miles behind. Pedro 39 informed David 21 of exact coordinates of ground fire and contacted Paddy Control for flight following to Binh Thuy, where one fire truck was on standby and a safe landing was made. Paddy informed that Tiger 921 had recovered the deceased and was enroute to Bien Hoa AB. Pedros terminated mission at 0725Z and 0735Z respectively.

CREWS: (All assigned to Det 10, 38th ARRSq)

RCC - Capt James H Brahney
RCCP - Capt William P Shea
Pararescue - A2C James L Parks
FE - SSgt William L Crawford

HAROLD PICKERING, Major, USAF
Commander

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Attachment 6