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FROM:

10 October 1967

SUBJECT: Mission Narrative

TO: Commander
39 ARRS

Crown 7 took off from Tuy Hoa at 2205Z 10 Oct 67 to control the following missions: 1-3-153, 2 October 67 (Spooky 12), 1-3-160, 8 Oct 67 (Etta 02), 1-3-161 8 Oct 67 (Seabat), and 1-3-162, 8 Oct 67 (Boxer 12).

The following aircraft participated in SAR activities under Crown 7's control: Big 07 (O-1), Term 52 (C-130), Rage 01 and 02 (O-2B), Hobo 25 (A1H), Bookie 43 and 64 (C123), Hades 72 (C123), Hash 10 (C147), Basketball 246 (and 687 (C130), Misty 21 (F100), Wasp 94 (C130) and Jolly Green 26. In addition several ~~un~~ unidentified Hobos and UH-1 gunships participated though they were not under Crown 7's control.

At 0139Z, Hash 10 reported wreckage at UTM coordinates ZD1444. Rage 01 was directed to the scene as soon as he had located the wreckage Hash 10 was released to his own control. Jolly Green 26 was launched from CH94 at approx. 0250Z and he arrived on scene at 0310Z. He identified the wreckage as Etta 02. As of Crown 7's RTB, no survivors were found. Jolly Green 26 received Rescap from Misty 21 and UH-1 gunship (call sign unknown).

At 0159Z Basketball 246 was directed to an area between the 035-045 radials and the 045NM and 053NM DME of CH107, because of a reported beeper at that position. Boxer 12 was suspected of being down at this position. Basketball 246 reported strong beeper and red smoke at 36/52M of CH107. Subsequently, he also reported minor flashes. Crown 7 reported that 246 contact Pleiku Rescue for Pedro helicopters. The Pedros were airborne 0350Z and shortly thereafter at 0430Z, Crown 7 relinquished control of the mission to Crown 2.

At 0347Z, Big 03 reported the wreckage of a C147 at the UTM coordinates, ZC136958, which he spotted at 0230Z. It was suspected that this was the wreckage of Spooky 12. At 0410Z, Term 52 was directed to the area. He reported that the weather made visual sighting of the wreckage impossible. At 0500Z he was directed to another search area. At 0515Z, Big 07 was requested to proceed to the area of the wreckage. At approx 0530Z, Big 07 proceeded to the area. At 0547Z Crown 7, RTB'd turning control of the SAR forces over to Crown 5.

Search areas are not included ~~in~~ since all search objectives were subsequently final.

Rescue Crew Commander

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FROM: RCC CAPT G.R. Flygare

9 Oct 67

SUBJECT: Mission Narrative 1-31160,1-3-161,1-3-162

TO: Commander
39 ARRS

When Crown 5 took off at 0945H, 3 SAR efforts were in progress. These efforts were still in progress when Crown 5 RTB'd at 2015H. Individual efforts and progress are:

Etta 02, C-130 departed Hue for Danang with no further contact. Cloud bases remained at 2000' with rainshowers and turbulence near mountains throughout the afternoon. Jolly Green 04 and 07 did some searching between Hue and Danang but were too limited by weather for any determined effort.

Sea Bat 701, a E-1 aircraft was also lost in the same general area, last position 295/10NM CH94. Weather in this area was about the same, with 2000-2500' basis. Since Sea Bat 701 was flying 4000' search in this area was not too effective. Big 07, a O-1 did search at 8383, hill 868 but only below about 1800'. Lockets 512 and 504, A-1's, conducted a route search on the CH94 340 radial, Sea Bat's proposed route of flight.

The only results of searches between CH 69 and 94 was the discovery of old F-4 wreck at 100/16 CH 69. Boxer 12, a F-4 was searched for around a position 165/39NM CH50. Occasional beepers were reported in this general area throughout the day, but other results were negative. Shark 3 and UH-1C's and Helix 25 searched area BS 6030-6050-7030-7050. At 1507H Magicstone 416 was down 5NM east of CH26. Big Mother 68 picked up the pilot at 1515H.

RCC Capt G.R. Flygare
PLT Maj R.E. Wallace
NAV Capt W.L. Burton
FE SMSGT D. Benbrook
FE MSGT W. May
LM ~~1st Lt~~ ~~R. Marcotte~~ J. Wadleigh
RO SSGT K. Marcotte

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CROWN 2
Mission Narrative
Mission Number 1-3-162
8 October 67

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CROWN 2 was enroute to orbit, estimating on orbit at 0405Z. While enroute the beginnings of a SAR effort was heard on 364.2. CROWN 2 stated to CROWN 7 that they were in the area of the search and was asked to assume Mission Command.

The downed aircraft was BOXER 12, reported down on 8 October 67. The SAR effort described took place on 10 October 67.

At 0303Z a beeper was heard and reported by Basketball 246 (C-130) who had pin-pointed the area as 036/52 from Channel 107. Soon after arriving in the area Basketball 246 sighted red smoke and flashed from a signal mirror. CROWN 2 contacted BASKETBALL 246 and was briefed on the situation. PEDRO's 56 and 74 were scrambled from Channel 107 at 0325Z, and through PEACOCK two HOBO's (01 and 02) were also scrambled. Because BASKETBALL 246 was low on fuel, WASP 94 (also a C-130) replaced him on station. CROWN 2 was overhead controlling the other aircraft.

The weather in the area was scattered clouds with bases about five thousand feet. Wind was calm.

Cooperation and coordination was excellent. There was no delay getting support aircraft, or information. Adding to the search, in addition to the aircraft mentioned, was ALLIGATOR 536, an H-1H with machine guns and enough fuel to stay in the area for 1+30 minutes.

Voice contact was established with the back seat man of the aircraft, who directed PEDRO 56 to him for a pickup. After he displayed another red smoke flare, the pickup was made. PEDRO 56 drew ground fire on the way in for the pickup but the location could not be pinpointed and was not a factor in the actual rescue. No fire suppression was used in the area because the front seat man had not been located, although we knew he was in the same area. Pickup was at 0428Z.

The survivor was in good condition, with only a sore back.

Soon after the first pickup, PEDRO 74 spotted the other man, hanging in his chute. He lowered his PJ and found the man KIA. The body was recovered. Cause of death unknown.

At 0445Z PEDRO 56 departed the area, leaving his PJ to help with the other man. He flew to Channel 107 where his survivor was picked up by WASP 94, who diverted, and flown to his home station...Channel 71.

At 0510Z PEDRO 74 recovered the body of the other man and departed the area for Channel 107.

All aircraft concerned did a fantastic job of searching the area and working together. One PEDRO always had the HOBOs for protection and the other had ALLIGATOR 536. Thanks was extended to all crewmembers by CROWN 2 and the mission was terminated at 0515Z.

Glen E. Nemecek
Rescue Crew Commander

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3. (C) Participating SAR Forces

Jolly Green 29	HH-3E	USAF
Electron Flight	A-1H	USN
Big Mother	SH-3A	USN
Olds Flight	F-4C	USAF
Vampire Flight	F-105	USAF
Hatchet Flight	F-4C	USAF
Steel Hauser	DLG-13	USN
Red Crown	DLG-9	USN
Harbor Master		USN SAR Commander

4. (U) Crew members of Jolly Green 29

RCC	McGhan, Standley A., Capt
RCCP	Walter, Warren E., 1st Lt
FE	Carroll, William L., A1C
RS	Locker, James D., A2C.

Standley A. McGhan
STANDLEY A. MCGHAN, Captain, USAF
Rescue Crew Commander

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AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 9 FEB 1977

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FROM: Det 9, 38ARRSq(9-38C/Maj Smith/2824)

16 October 1967

186A

SUBJECT: Mission Narrative 1-3-162 - 8 Oct 67

TO: 3rd ARRGp(3JSARC)

1. Det 9 was notified by JSARC at 1140L on 10 Oct that two pilots had been visually sighted 036 degree at 52 nautical miles from Pleiku. JSARC requested confirmation that both HH-43F's were ready to launch and was informed they were. However, Pedro 56's crew was presently at lunch. JSARC then gave approval for both aircraft to launch. Pedro 74 was airborne at 1145L and Pedro 56 airborne at 1150L.
2. Delay on Pedro 56 was in part caused by lack of communication with crew during meals, and the fact that the aircraft on primary alert had a partial fuel load in order to perform the local base rescue mission. Until two months ago this detachment used Motorola non-tactical radios to keep contact with each alert crew member during the 24 hours of alert, seven days a week. It consisted of 6 FM radios and one battery charger with an assigned discrete frequency. Use of these radios enabled crews to be recalled and launched in minimum amount of time and allowed greater relaxation of crewmembers. Without the radios, alert crewmembers can not attend movies, USO shows, hobby shops, or snack bar, etc., and must remain in their quarters. The request for authorization of these radios was disapproved by 1964th Communications Group, APO 96307. In lieu of these radios we are presently ordering a PRG 41 UHF radio and will install it in one of the alert vehicles. This radio is quite costly to the government (approx \$8,000), and yet will allow us partial recall of crews during meal hours. Recommend that the 1964th Communications Group reconsider the authorization of non-tactical radios for rescue detachments in RVN or the possibility of command funds to provide them.
3. The only difficulty encountered enroute was ground fire directed at Pedro 56 seven miles southwest of reported pilots' position. No aircraft hits were encountered. The broken sky condition forced both helicopters to fly beneath the clouds to facilitate navigating and within close proximity to the ground which made it vulnerable to ground fire. If the aircraft were equipped with TACAN they could have flown VFR on top to the location and avoided exposure to hostile ground fire.
4. Pedro 74 was joined by an Army UH-1B "Alligator 356" and attempted to pin point location of pilots by voice and smoke. Pedro 56 arrived at the scene about four minutes later and took a position of high cover for both Pedro 74 and Alligator 356. After the survivor was directed to pop a second smoke flare, Pedro 56 observed the smoke in front and slightly below the aircraft. Then Pedro 56 made an approach to a hover over the position and found the aircraft commander, Lt Col Earle G. Weaver,

Can we do anything about this?

FR52152, of the 12th Tactical Fighter Wing, on the side of a knoll with 10 foot high elephant grass. He was hoisted aboard by the forest penetrator and was in good condition except for pain in his back. Later x-ray showed a compression fracture of the vertebrae, most probably caused by ejection.

5. Pedro 74 spotted a chute approx $\frac{1}{2}$ mile to the north and made an approach to a hover. The parachute was caught in some trees about 30 feet tall with other trees nearby approx 90 feet tall. The pararescue-man was lowered to the ground using approx 100 feet of cable. He observed the pilot to be hanging head down with his right ankle caught in the suspension lines. No heartbeat or pulse could be detected. "Crown 2", the on-scene commander approved Pedro 74's request to recover the body. Pedro 74 requested the pararescueman from Pedro 56 to assist in the recovery, so he was lowered by hoist. The following is a description of what they found. "When we got there the pilot was hanging upside down. His right ankle was wrapped by shroud lines. It appears that the pilot was alive after landing because his survival gear was on the ground below him. He had also taken off his parachute harness. His per gun flare was below him and had been fired twice. His radio was on the ground, but appeared not to have been used. His knife (long leather sheaf type) also was lying below him. Apparently he had tried to cut himself loose, but died before he could do so. His helmet and oxygen mask were on the ground."

6. After the body was hoisted by litter, both pararescuemen were hoisted and Pedro 74 returned to Pleiku. Pedro 56 landed 1335L and Pedro 74 landed 1401L. The deceased pilot, Lt David Erick Wieland, FR3163529, was turned over to Graves and Registration here at Pleiku and was transported to the U.S. Mortuary at Tan Son Nhut.

7. Crewmembers were:

Pedro 56

Maj Richard A. Smith	RCC	Det 9, 38ARBSq
Capt Robert L. Osborne	RCCP	"
SSgt Paul W. Noble	FE	"
A2C David R. Berrio	PJ	"

Pedro 74

Capt Jack V. Butler	RCC	Det 9, 38ARBSq
Capt Francis B. Gilligan	RCCP	"
SSgt Arthur L. Wood	FE	"
A2C David B. Ortiz	PJ	"

Richard A. Smith
RICHARD A. SMITH, Major, USAF
Commander