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FROM: RCC/CAPT. EICHORST

SUBJECT: Mission Report CROWN 4 17 ^{AUG} ~~July~~ 1967

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TO: Commanding Officer
39 ARRS

1. At 0213Z heard CAMBO LEAD F105 on guard that he was hit, on fire and heading toward the water. Position of ejection was 360/20/Channel 109 17-09N 107-07E about 6 miles from land. COVEY 67 and 63, O-2's, said they had the smoke and wreckage and then the chute. JG30, 10 and 07 were on orbit headed for the scene. COVEY called man in water at 0223Z and he was having difficulty climbing into his dingy. At 0233Z a voice contact with the survivor was made after he was in the raft. He said his right leg was broken between the knee and thigh. COMBO 2 left the area for fuel and SWIFT FLIGHT, 2F4's, orbited the scene. ELECTRONS 510-505 ETAA0300Z and SANDIES 7-8 estimated scene 0312Z. No boats were seen by COVEY flt. JG30 lower PJ and pick up was made at 0248Z. RTB ELECTRA/J.G. To take survivor to CH 37 but he had to refuel at 109 first. We asked if we could give him fuel but he was not IFR qualified. JG 30 refueled CH 109 0308, enroute to 37 he flew over the hospital ship REPOSE. He requested and received permission from QUEEN to land and leave the survivor on the REPOSE at 0330Z. At 0338Z JG 30 RTB to CHANNEL 37. JG 10-07 landed at CIGAR with JG 30 and they remained there on alert. SANDIES 7-8 RTB CHANNEL 37, after escorting JG 30 to 17N. The SWIFT flight was released to fraged mission after the pickup along with COVEY 63 and 67.

Douglas W. Eichorst
DOUGLAS W. EICHORST, Capt, USAF
Rescue Crew Commander

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FROM: RCC 1/LT. ROGER F. ARNDT

SUBJECT: Mission Narrative

DATE: 11 August 1967

1. At 1415L Crown 02 was notified that H43 an Air America Helio, was overdue at his next point. First reports were that he was enroute from the vicinity of channel 72 to Pakse and three other AA helios, Sandy's 1-4, seven Porters as well as Crown were sent to the area to conduct air area search.
2. Crown was acting as the mission commander, relaying information back to CH 86 and conducting an electronic search with radios and the Cook Tracker. (At the time the only reliable DF equipment in the area.)
3. H54 assume on-scene command, and dispersed the low flying aircraft to various areas along the suspected route of flight.
4. Between 1425 and 1450 H54 thought he had made contact with H43, and was receiving beeper answers to questions concerning geographic location and proximity of aircraft. Unfortunately, the beeper and tone signals were insufficient in length, thus preventing Crown from determining the exact location. While the questions were being answered, no voice contact was made and H43 could not be inticed to hold the tone longer.
5. About 1450 all communications with H43 was lost. All aircraft remained in the search area, landing periodically for fuel at various known Lima sites. The Sandys searched at low level until their Bingo, at which time they recovered CH 51 for gas and then RTB'D.
6. Although weather hampered the search somewhat, the general area was covered adequately. The search continued until darkness with no success.
7. It was the expressed wish of H54 that a first light effort be made in the area, utilizing Crown, Sandy's and all available Air America equipment and augmented by ground forces in the area of strongest beeper concentration.

Roger F. Arndt
1/Lt Roger F. Arndt, USAF
RCC Commander

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FROM: RCC Wilton H. Crane, Lt Col, USAF

SUBJECT: Mission Narrative
8 August 1967
0815

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1. Crown 4 had assumed orbit in the southern position as directed by "Queen" in the vicinity of 17-30N. This orbit was being maintained off Channel 69 Rad 350 between, 60 and 100 DME. At 0943 a "beeper" was picked up on the cook tracker for a very short period, bearing 228 degrees. Immediate action was begun to obtain a running fix.

274°. THIS WAS PLOTTED AS 12 MILES EAST

2. At 0950 it was again received bearing of Dong Hoi and considered very unreliable due to the min. distance and time between bearings, "Queen" had been advised upon first receipt of the signal. We were directed to close the position and perform electronic search.

3. At 1015 we had arrived at a position 30 miles off the coastline and due east of the supposed position of the signal.

4. 2 Cruisers were bombarding the coast from the close proximity of the initial fix and it was suspected that one of these vessels was emitting the signal.

5. At 1020 the signal was again received stronger and for longer periods. Two plots were made which placed the beeper at approx 320 rad 42 DME Channel 109. This was in the near vicinity of "Phantom 71" down the previous day. Misty 21 also had received the signal and proceeded to the position as furnished by Crown 4. In addition Ozark Flight (2-F105's) also were proceeding to the area. Upon arrival Ozark began calling for Phantom 71 and received a beeper in reply, and believed he had seen a smoke flare on request. A flight of A1E's (Electron 510) were in the area spotting for the navy artillery, and were also directed to the scene.

6. Jolly Green 25 & 28 were scrambled from Chan 109 at 1105 eta 1145. Additional A1's were requested from Dodge Falls, Electrons 503 & 506 were provided and proceeded immediately to a point off the coast east of the scene. Electron 510 had previously been vectored directly over the suspected survivor, and now proceeded to the coastline, also, in order to lead Jolly Green directly to the scene. No ground fire had been reported as yet.

7. Jolly Green 25 & 28 rendezvoused with the Electrons at 1145. Crown 4 passed instructions to remain feet wet until Border Clearance received. This delay was not received by Electron 510. However at 1153, Jolly Green 25 was released into the area and Jolly Green 28 remained off the coast. All arrived on the scene without incident, but were unable to obtain any response from the suspected survivor. At 1215 no response had been received although Jolly Green 25 had gone down to tree top level. No sighting or signal of any kind was received. Smoke was sighted but identified as brush fires with no evidence as having been man made.

8. At this time light ground fire to the north of the area was reported by Jolly Green 25. At 1217 SAR Forces began withdrawal.

9. At 1229 all SAR Feet Wet and Rescap released. All forces RTB. Crown 4 resumed normal orbit. At 1240 beeper again received for 30 seconds. Single plot indicated the same position as previously searched. Misty 31 and Covey

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62 also heard and again began to call Phantom 71 on guard, with no response. NO further direct action by Crown 4. At 1250 contacted Sandies 1,2,3, and 4 and briefed in the area description and plot. At 1312 Crown 5 briefed on situation and Crown 4 RTB, AT 0517

10. ~~AT 0517~~ Of singular significance was the accuracy of the Navy intelligence, in avoidance of ground fire. Although this particular area is shown on our maps to be completely covered by AA, Jolly Green 25 was able to ingress-egress under direction of Electron 510 without reporting any fire whatever, except that encountered in the immediate target area, and then only after an extended period of loiter,

- a. No delay in launching any forces
- b. GD fire as indicated in text.
- c. Wx not a factor
- d. Excellent cooperation from all forces
- e. Radio discipline normal
- f. Time of arrival as noted in text
- g. Forces withdrew at approximate time of encounter with GD fire.
- h. 1 helicopter(Jolly Green 25) under fire.
- i. Crew member not located
- j. N/A
- k. As noted in text
- l. Landing TUY HOA 1515H
- m. No battle damage known
- n. N/A
- o. Aerial refueling not used
- p. Unable to obtain further beacon, sighting, flare, or voice response.

Wilton H. Crane
Wilton H. Crane, Lt Col, USAF
RCC

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50

FROM: RCC/CAPT MAY

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SUBJECT: Mission Report, Crown 5, 26 August 1967

TO: Commanding Officer
39 ARBS

1. At 0706Z, 26 Aug 67, Crown 5 received a clear beeper for about 15 seconds. Shortly thereafter, Phantom 71 advised that Misty 31 was down at 320/15 Ch 109. Crown 5 then proceeded to South Orbit.

2. While enroute to South Orbit, Jolly Green 26 and 28 were launched from Cigar. Jolly Green 25 was also in the area. He had been given an RTB 5 minutes before the SAR began and was low on fuel. Since he could not be used immediately, he went to cigar to refuel.

3. At 0720Z Electron 503 and 508 reported that they were near the area of the SAR. They were given the exact location. They then proceeded to the location abeam the SAR, staying Feet Wet. Crown 5 asked for permission to send the Electrons Feet Dry through Speed Bird. Permission was granted at 0730Z.

4. During this time, weather was a factor along the coast and off shore. Electron 503 did not break out until he was at 1000 feet between Tiger island and the coast. The weather from the coast to the SAR was clear, however.

5. At 0730Z another flight of Electrons, 501 and 504 arrived. Shortly thereafter Misty 41 reported seeing a survivor on the ground. This was confirmed by Electron 503.

6. At 0740 Jolly Green 26 and 28 arrived in the area. They remained between Tiger Island and the coast until they met Electron 501 and 504 who escorted them to the SAR. While enroute, Jolly Green 26 was hit by ground fire and departed immediately for Cigar. At 0810 Jolly Green 28 picked up one survivor. Jolly Green 28 stayed in the area another 5 minutes looking for the other pilot who the first pilot reported to have landed 100 yards away. By this time, the ground fire was becoming heavy so Jolly green 28 moved to a safer area while the Electrons continued an electronic and visual search.

7. At 0820Z Queen advised Jolly Green 28 to take the survivor to Cigar. At 0825 Electron 501 recommended termination of the SAR.

8. At 0825 Sandy 7 and 8 arrived. They were briefed on the exact location of the SAR which was described as the north end of Finger Lake. During this time, Jolly Green 25 had returned to the scene staying Feet Wet. He was joined shortly by Jolly Green 26.

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RCC MARVIN O. DILLMAN, Major, USAF

SUBJECT: Mission Narrative

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27 August 1967

TO: Commander
39 ARRS

At 1645L on 24 Aug 67, a call was received on strike frequency that Shark 4 was on fire and had bailed out in the target area at 21-41N, 106-50E. He was reported to have a good chime and beeper. Immediately the rescue forces: Jolly Green 28 and Big Mother 66 with Electrons 502, 503 504 and 507 as escorts were positioned at 20-40N clear of the coast. After the strike, the strike forces proceeded to the tankers. Permission was received through Queen to use Buick, Shark and Spitfire flight for a visual and electronic search. Shark with Buick as MIG Cap, proceeded back into the area at approximately 1745L. Shark reported that he had received a beeper but did not respond favorably on beeper and had failed to come up on voice. They also reported some fire-can activity and several MIG calls were received. The two flights departed the area at 1810L and Spitfire came off tanker and proceeded into the target area. Spitfire made several passes and received no beeper contact. Due to lack of contact and the late hour he recommended that SAR effort be discontinued. At approximately 1840L Queen advised to RTB all SAR forces.

The main problem area was with the tankers. They release the fighters too far South which delayed their return to the area and limited their search time. The tankers were advised of the situation and moved North but were restricted to 19-30N. If the SAR forces had been committed, continuous Cap without more forces would have been impossible.

Marvin O. Dillman, Major, USAF
Rescue Crew Commander

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FROM: RCC/Capt May

SUBJECT: Mission Narrative, Crown 4, 12 Sep 1967

To: Commanding Officer
39 ARRS

1. On 11 Sep at 2245Z, Crown 4 was advised by Queen to orbit its present position rather than to proceed to normal orbit. At that time, Crown 4 was abeam Danang.
2. Cotton Picker 52, a Marine RF4 with two POB was reported missing by the other aircraft in his flight, Cotton Picker 50. Crown 4 contacted Cotton Picker 50, who was still in the area searching for survivors. Cotton Picker 50 reported observing a ball of fire while he and Cotton Picker 52 were on a mission. He heard no beeper and observed no chute. Moon Man, however, reported hearing a beeper for a few seconds at about the time of the incident.
3. The approximate scene of the SAR was 260/40 from channel 94. Cotton Picker 50 further reported that the most likely site of the accident was the east slope of a group of hills.
4. At the time of the SAR, the weather in the area was scattered stratus with tops at 7000 feet. There was also fog in the valleys which was heavy in some places at the beginning of the SAR but which lifted in most places before the SAR was terminated.
5. At 2310Z, December 104, and flight, two A-4's, arrived on scene. they were briefed by Cotton Picker 50 who RTB'd for fuel.
6. During the next two hours, low, medium, and high visual and electronic search was conducted by the following aircraft:

<u>Aircraft</u>	<u>Time Z</u>	<u>Altitude</u>	<u>Type search</u>
Cotton Picker 50	-2310	Low, medium	Visual, electronic infrared photo.
Cotton Picker 51, 53	2315-0030	Low, medium	Visual, electronic
December 104, flight	3210-2355	Medium	Visual, electronic
Cotton Picker 50	0010-0115	Low, medium	Visual, electronic
Crown 4	2245-0030	High	Visual, electronic
Crown 1	0030-0145	High	Visual, electronic
Sandy 7, 8	0050-0130	Low	Visual, electronic

The result of these searches was negative except for the following: An apparent burn spot at 254/46 from channel 94 reported by Cotton Picker 50. Sandy 7 reported that there was no wreckage at the site he believed was identified by Cotton Picker 50. At 2350Z, Crown 4 received a weak beeper for 10 seconds. It was not received long enough to get a bearing and none of the aircraft at lower altitudes in the SAR area received it.

7. At 0030 Crown 4 was relieved by Crown 1.
8. At approximately 0115, Sandy 7 recommended termination of the SAR. At 0130 Queen gave an RTB. Queen also advised that during a debriefing, Cotton Picker 50 said that he believed that 52 had exploded in the air.

John T. May
JOHN T MAY, Captain, USAF
RCC

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FROM: RCC Capt Delony

SUBJECT: Mission Narrative

12 September 1967

TO: Commander
39 ARRS

Crown 5 received a call on VHF from Queen at 1555L with information that an aircraft was squawking emergency at position 319#70 from CH 94. While Crown 5 was proceeding to this position from its southern orbit the pilots of the emergency aircraft ejected and landed approximately 12 miles off shore (16-58N 107#23E). Jolly Green 28 was notified and proceeded to the scene from its Gulf Orbit. Jolly Green 10/07 were launched from Quang Tri.

Covey 61/69 were the first aircraft on scene and had the survivors in sight. A Stiletto flight was over the scene and Locket 510/506 arrived later, Jolly Green 10/07 were the first rescue helicopters on scene. Covey 61/69 gave directions to Jolly Green 10/07 and vectored each over a survivor. By 1619L both Jolly Greens had successfully recovered a survivor. Both survivors were reported to be in good condition. Jolly Green 10/07 recovered at Quang Tri and both survivors were returned to CH 94 aboard Jolly Green 07.

Billy G. Delony, Capt, USAF
Rescue Crew Commander

²²
Crew Members

RCC	DELONY	CAPT
PLT	EICHORST	CAPT
NAV	GLOVER	CAPT
FM	PURYEAR	TSGT
FM	ORTIZ	ALC
RO	WARD	ALC
LM	JONES	SSGT

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FROM: RCC CAPT. KENT M. SAWYER

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SUBJECT: Mission Narrative

6 September 1967

TO: 39 ARRS
Commander

Prior to landing at Tuy Hoa after completion of a Crown 4 mission we were notified that Booky 23 was missing. Departed overhead Tuy Hoa at 1440L, arrived on scene 1515L.

Contacted the following aircraft and assigned search areas as listed below:

Hades 33 C-123	Sector 1 (12-00N 107-58E, 11-42N 108-08E) (11-32N 107-49E, 11-49N 107-38E)
Hades 63 C-123	Sector 2 (11-42N 108-08E, 11-25N 108-28 E) (11-15N 107-58E, 11-32N 107-49E)
Hades 61 C123	Sector 3 (11-32N 107-49E, 11-15N 107-58E) (11-05N 107-12E, 11-22N 107-32E)
Booky 62 C-123	Sector 4 (11-49N 107-38E, 11-32N 107-49E) (11-22N 107-32E, 11-40N 107-21E)
Walt 21 O-1	Search mountainous area South of Bao Loc
Pteradactyl 12 O-1	Search mountainous terrain east of Bao Loc (YT 80 to 90, 66 to 00)VTM
Pteradactyl 11 O-1	Conducted search in Bao Loc area

At 1630L received from King a last known position (LKP) of "11-38N 108-05E (068/15NM from Bao Loc) looking for VO DOT (11-09N 107-03E)" Booky 23's transmission to Saigon Tower. At this time we considered sector 3 as the area of highest probability. We divided sector 3 in half. The northern half was designated 3A and assigned to Hades 55. He was given instructions to concentrate his search within 3NM either side of a course from the LKP to VO DOT. The southern half of sector 3 was designated 3B and assigned to Hades 61.

Received a call from King at 1649L stating that the destination of Booky 23 could have been DALAT instead of VO DOT. Hades 33 was moved from sector 1 to search course area in sector 2 to the LKP and on to DALAT. He was given specific instructions to conduct an extensive search of the mountainous terrain within a 6NM radius of the LKP.

At 1702L King advised that Paris had had contact with Booky 23 vectoring him to DALAT. Booky 23 reported position to be 11-28N 107-40 E at which time he was going "Popeye". This was the last recorded transmission from Booky 23.

At 1715L we directed Booky 62 to the second LKP and instructed him to search an area of 10NM radius using the LKP as a center. We directed Booky 43 to sector 6 (11-22N 107-32E 11-05N 107-42E to Bien Hoa) concentrating in the northeast mountainous area.

At 1721L Hades 55 was directed to visually search VO DOT 1 and VO DOT 11 airfields

At 1727L Booky 62 spotted possible wreckage at 11-25N 107-43 E.

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At 1734L wreckage identified positively as Booky 23 by the letters "UE" on tail. Booky 62 stated that the wreckage was 4400'-4500' up the side of a hill and looked as though it went straight in.

At 1736L Hades 61 was instructed to send the army helicopters (Outlaw 41) at Bao Loc to the crash site.

At 1747L Hades 61 reported that he had received through ARVN channels that the crash was witnessed and was on Hill 1079 on a 1-150,000 map. Hades 61 advised us that Outlaw 41 would be on FM 46.0. This was relayed to Booky 62 so that they could vector the helicopters into the crash site.

Crown 6 was briefed on the progress of the mission and SAR Forces available.

Crown 6 assumed on scene command at 1757L and we departed the scene due to low fuel. There were numerous rain showers in the area with low ceilings in the mountains. All SAR Forces were very cooperative and maintained good radio discipline.

KENT M. SAWYER, Capt, USAF
Rescue Crew Commander

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FROM: RCC CAPT. WILLIAM C. SMITH

SUBJECT: Mission Narrative

7 September 1967

TO: 39 ARRS
Commander

Crown 6 was airborne at 0545L 05 September on a SAR mission for Bookie 23. Bookie 23, a C-123 based at Phan Ran AB, had crashed sometime the afternoon of the 4th September on a flight from Bien Hoa to Bas Loc. The original SAR effort of the 04th was handled by the returning Crown 4 and the Standby crew launched as Crown 6.

The crashed aircraft was located by Bookie 62 about 1800L 04 Sept at 11-25N 107-43W. Due to worsening weather and darkness, crash site location was lost and SAR effort terminated until 05 Sept.

SAR forces available on 05 Sept was Crown 6, 2 HH-33's and 3 army FAC airplanes. Crown 6 was on scene at 0620L but other rescue forces could not launch due to bad weather at Bas Loc (ceiling 100ft vis $\frac{1}{2}$ mile with fog). Weather in the crash area remained inclement until approximately 1200L, at the time both Pedro's and all FAC's were launched.

Pedro 69 sighted wreckage at 1355L and identified position as the 061 radical for 73 miles off Channel 38. Pedro 97 lowered his pararescue man to the wreckage and reported that there was no apparent battle damage, no survivors and the aircraft had been totally consumed by fire with the exception of a portion of the vertical stabilizer.

After recovery at Bas Loc, the Pedro's were directed by King to return to crash site and recover as many remains as possible. After landing, Pedro 69 reported crash site was now covered with clouds and any further effort was impossible. King then ordered the Pedro's to RTB to Bien Hoa and Crown 6 to Channel 83.

WILLIAM C. SMITH, Capt, USAF
Rescue Crew Commander

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FROM: MAJ. MARVIN O. DILLMAN

SUBJECT: Mission Narrative

6 September 1967

TO: 39 ARRS
Commander

After being briefed by Crown 4, Crown 6 assumed command of the SAR Forces at 1757L. I was advised by Walt 71 that Booky 62 had vectored him to the crash site and he had dropped smoke to aid the helicopters locate the scene. Booky 62 at this time departed the area. At this time the SAR Forces on the scene consisted Booky 43, Hadies 55, Walt 71 and two army Huey gunships. Two Pedroes, 69 and 97, arrived on the scene at 1835. They were directed to what was believed to be the crash site by Walt 71. Pedro 97 reported that the cleared area resulted from a large tree falling and knocking over several others. The army gunships had to leave the area due to weather and approaching darkness because of lack of instrumentation. Booky 43 lost his altitude indicator and left for the same reason at 1850L. The Pedroes continued to search but reported the weather was deteriorating rapidly and visibility was poor with rain showers in the area. King advised that a flare ship was on the way; however, the Pedroes felt that they couldn't work with it since the clouds were already covering the tops of the mountains. King was advised of the situations and directed the Pedroes to go to Bao Loc and refuel at about 1900L and they landed about 10 minutes later. Walt 71 also had to leave so as to arrive at Bao Loc before darkness since the field is unlighted. King directed the Pedroes to remain overnight and be airborne at first light the following morning. Crown 6 was returned to base at 1915L and landed at Tuy Hoa at 2040L. The problems encountered were weather and darkness which made further SAR efforts impossible during the night.

MARVIN O. DILLMAN, Major, USAF
Rescue Crew Commander

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FROM: RCC CAPT EICHORST

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SUBJECT: Mission Narrative

27 September 1967

TO: Commander
39 ARRS

At 0035Z we were flying our central orbit when Queen called on HF and said Chain 146, an A-4E was down 002degrees/11 DME Channel 109. They said he was on the beach. We called Jolly Green 26, who was returning to Cigar form his Whiskey orbit. Jolly Green 26 said he had heard Queen and near the scene. We contacted Waterboy to ask for rescap and we were told that Misty 11, Chain 146-2, and a flight of four A-4's call sign of Canasta were in the area. Jolly Green 26 said they spotted the pilot in the water five miles from the shore. Jolly Green 26 made the pick up at 0044Z position 020/12 DME Channel 109. The pilot's condition was good and Queen directed 26 to go to Cigar and refuel, a marine helo would take the pilot from Cigar to his unit base. The weather at the scene was good, seas slight, and no hostile boats were seen. The pilot reported that he had relieved a hit behind the cockpit and when he flamed out he had to eject.

Douglas W. Eichorst

CAPT DOUGLAS W. EICHORST
Rescue Crew Commander

Crown 4
P Capt. Billy G. Delong
N Capt Carl D. Glover

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61

DECLASSIFIED

Mission # 1-3-149

On 29 Oct 67 Crown 4 took off at 0620L and after airborne was directed by Queen to orbit LBN.

At 0830L it was reported by "Detain 197-2" that the two crewmembers of "Detain 197-1" a Navy F4B had bailed out and two chutes were in the water. The position given was 005/14/Ch 109.

Jolly Green 27 and 04 proceeded toward the scene at this time and arrived at 0845.

Misty 11 an F-100 and Detain 197-2 were on scene as Cap and remained until the survivors were picked up at 0840L by a navy ship the RINCON. The rear seat crewmember sustained a back injury and was transferred to the navy ship Killer Whale who had a doctor.

The aircraft commander "Palmer" was picked up from the navy ship by Jolly Green 04 and transported to the Marine side at Ch 94 landing at 1005L.

It was recommended that the injured crewmember be transferred to a hospital by ship due to the seriousness of his back injury.

At this point the mission was terminated and Crown 4 resumed normal mission posture.

LYNDON J. STRETTON, Capt, USAF

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62

FROM: RCC Capt Brandt, Larry J.

DECLASSIFIED

SUBJECT: Mission Narrative on Lotteo 1 RF-4C

TO: Commander
39 ARRS

1. This mission narrative is submitted IAW ARRS 55-1 3RD GP SUPP 55-22

2. Crown #2 recieved a May Day call on VHF guard frequency (243.0). Lotteo 2 stated that Lotteo Lead has a double flame out and both Pilots had ejected at approximately 19-10N 104-10 E. Lotteo 2 stated that both chutes had gone into the clouds and he would try to see them when they came out. The time was approximately 0649Z. Crown #2 called Compress and had the Sandie 1-4 launched out of Channel 86 also had Jolly Green 27 launched out of CN 89. Crown #2 contacted Jolly Green 15 via HF at Lima 36 and had him launch. Jolly Green 15 estimated the area at 0832Z. Jolly Green 27 estimated the area at 0820Z. Capt Thompson the navigator plotted the area to be 090/65/79. Crown #2 had Lotteo 2 squawk emergency for Brigham. Brigham stated that he held Lotteo 2 on the 039/130/86. Crown #2 contacted Cricket on VHF 118.4 to see if Fire Fly 15-16 were in the area and if they could be used. Also Crown #2 ask Cricket if he had any jets that Crown could use for the SAR effort. Cricket stated that he had Pistol spare a flight of 2 F105 and Ford flight 2 F4C. Cricket said that Pistol just came off Tanker and would contact Crown on 364.2. Sandie 1-4 estimated the area at 0750Z. Nelson flight of 2 RF-4C call and stated that they could refuel and relief Lotteo 2 till the Fire Fly's or Sandie got on scene. Lotteo 2 stated that he had lots of fuel and could stay till the A-1E arrived. Crown contacted Fire Fly 15-16 on 123.0 and they stated that they had heard the Mayday transmission on guard. They were about 40 miles north and would head for the area. Since Cricket had told Crown that they could be used, Crown #2 contacted P.C.K. A Portor aircraft and Hotel 30 (H-34) on 119.1. They stated that they were in the area and would help in the search. P.C.K. stated that there were friendly in the area wearing white arm bands. This information was related to all SAR forces. Crown #2 relayed to Jolly Green 15 and 27 the weather and terrain information. Jolly Green 27 ask for the nearest Lima site where he could get fuel. This was in case he had to dump fuel to get to the terrain altitude and make the pickup. Crown #2 check with H-30 PCK and Skyland for this information. Lima site 11 had JP-1 which was unuseable for the Jolly Greens but Skyland stated that that he could have JP-4 trucked into site 11 if Crown wanted it done. Crown #2 asked that this be done and how long it would take Skyline stated about 30 min. This information was relayed to both Jolly Green 27 and 15. Lotteo 2 stated that he had strong beeper contact but no voice. Just as FireFly 15-16 got in the area Lotteo 2 stated that he had voice contact with one of down pilots. The down pilot said that he could talk to the other down pilot and that he was not to far away. Lotteo 2 stated that one pilot had a back injury. Lotteo 2 vector the Fire Flys to the area and with the help of the down pilot pointed out the position to Fire Fly 15-16. When the Fire Fly had the position Lotteo 2 RTE to Channel 86. Crown #2 check on other Lima sites in the area for possible landing sites for the Jolly Greens.

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At approximately 0750 Sandie 1-4 arrived in the area to relief the Fire Flys. Hotel 30 had to RTB for fuel but would return at approximately 0830Z. P.C.K. had to RTB and would not be able to return. Sandy 1 started vectoring Jolly Green 15 to the area at approximately 0815. Jolly Green 15 stated that he would not have too much time till Bingo. At this time, Sandy 3 was vectoring Jolly Green 27 to the area. Jolly Green 27 stated that he was dumping all unnecessary equipment overboard to extend his Bingo time. Also he was punching off his tanks. Crown #2 asked Sandy 1 if he needed the jets and he stated no. Crown #2 RTB Pistol Flight. Jolly Green 15 made two attempts to hover to make the pickup but was unable to accomplish same. H-30 came back into the area and Jolly Green 15 vectored H-30 to the area to see if he could make the pickup. The terrain elevation was approx. 6,500 ft. H-30 was unable to make the pickup. Jolly Green 15 was Bingo at approx 0845 and returning to Lima 98. Hotel 30 stayed in the area to vector Jolly Green 27 to the pickup. Crown #2 move to the north ^{Viet Nam} ~~side~~ boarder so that Jolly Green could stay longer and then refuel him on the way out. Jolly Green 27 had a great deal of trouble trying to hover because of the altitude, height of the tree and the way the terrain was laid out. Jolly Green 27 made the first pickup at 1915Z and then started on the second. Again he was hampered in hovering by having to hover out of ground effect. The second pilot was very hard to find due to the terrain and foliage growth. The second pickup was made at 0932Z. 27 stated that both crewmember had back injuries. Crown was over head ready to start refueling at that time. Jolly Green stated that all he had left was between 7-800 lbs of fuel remaining. Crown #2 found a valley right near the area and dropped down to 9000 ft to start refueling. Jolly Green 27 came right in and hook up on the first try. He was given 1700 lbs before he had to break off the refueling. He stated that he had overtorqued his engines making the pickup and he didn't want to strain the engine anymore, also that he had excessive vibration while refueling. He moved into the trail position on Crown for the draft effect and remained there all the way to CH 86. Jolly Green stated that his right ~~ax~~ tank had not jettison and he could not disarm it. He requested that on landing all personnel remain clear til it can be safeted. Crown called Brigham and ask them to have an ambulance waiting. Also relayed the information about the tank. Sandie 3-4 escorted Crown and Jolly Green home. Jolly Green landed safely at CH86.

Capt. Larry J. Brandt, USAF
Rescue Crew Commander

Plt Thomas H. Nequette, Capt, USAF
NAV Harry A. Thompson, Capt, USAF
R0 Charley W. Richardson, Ssgt, USAF
FE Charles A. Nelson Msgr, USAF
FE Robert D. Clements Ssgt, USAF
LM Finis W. Fletcher Msgr, USAF

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RCC Capt L. J. Brandt

19 Sep 67

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SAR Mission on Spitfire #2

While on SAR orbit flying Crown #1 received a call from Spitfire Lead on Guard 243.0 that Spitfire #2 had problems. The time was approx 0740L. Spitfire Lead stated he was on the 040/57/Ch 97. Also he was at FL280. At this time, Crown called both the Sandys and Jolly Green to alert them of the possible SAR mission and to give them the position of the flight. At this time we had Spitfire Flight change to SAR UHF primary. The flight was 045/23/97. Crown called Brigham and then move the tankers north to meet the flight. The flight hooked up with the tankers but Spitfire #2 couldn't take on fuel. At this time Killer Lead who was the other flight of F-4C came in and look Spitfire #2 over. Killer stated the Spitfire had a hole in his belly and in his right wing at the main gear station. Spitfire #2 stated he had to use full left aileron and had no rudder. He had five popped circuit breakers, spinning fuel gauges & #1 hydr system was low. No Utility hyd pressure. At south station Crown pick up Spitfire Flight visually. Killer told Spitfire #2 that he didn't think he would be able to use his gear. Spitfire #2 said that he thought he would go to Ch 86 and eject. Crown followed Spitfire Flight all the way to Ch 86. Brigham vector Spitfire 1 & 2, also Killer Lead, to an area to eject. Crown alerted Brigham and Compress that Spitfire #2 would have to eject and have the Pedros airborne. At 190/33 1/2 Ch 86 Spitfire ejected. Killer stated that he saw the aircraft hit the just north of a village. He saw two good chutes. Killer saw them hit the ground. Crown came down and sighted the two down crewmembers. Crown vector Pedro to the area and to the crewmembers. Pedro made a hoist pick up. One crewmember was okay and the other had a few cuts on his head but was okay. Both were taken to Ch 86. Killer showed Crown the crash sight and Crown marked it 1651 1/2 N 10241 E. Throughout the mission Crown #1 moved SAR forces (Sandys & Jolly Greens) south for possible ejection prior to reaching Channel 86. After ejection So. of 86, Sandies were RTB'd 86 & Jolly Greens to Lima 98. Also, later medical reports revealed one pilot had a broken knee cap (front seat) and head cuts (rear seat)

Larry J. Brandt

LARRY J. BRANDT, CAPT, USAF
Rescue Crew Commander

PLT NEQUETTE, THOMAS H. CAPT, USAF
NAV THOMPSON, HARRY A. CAPT, USAF
RO RICHARDSON, CHARLEY W. SSGT, USAF
FE NELSON, CHARLES A. MSGT, USAF
FE CLEMENTS, ROBERT D. SSGT, USAF
IM FLETCHER, FINIS W. MSGT, USAF

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FROM: RCC CAPT. BRANDT, LARRY J. -

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SUBJECT: Mission Narrative 1-3-147

25 Sep 67

TO: Commander
39 ARRS

1. This mission narrative is submitted IAW ARRSM 55-1 3ARRGP SUPP 55-22.

2. Approximately 2300Z, Crown #4 heard Caster Oil 195-1 talking to Caster Oil 195-2 (Marine F-4's) on strike frequency. 195-1 stated that he had heard two booms, shortly thereafter got a fire light on #1 engine and was now shutting it down. Caster Oil 195-2 shouted to lead on guard 243.0 that his tail section was on fire and to get out. 195-2 made this statement several times. Within a couple of minutes 195-2 reported lead's crew had bailed out and that there were two chutes but he thought one was a streamer. 195-2 kept screaming over guard, "Do you see them", "Do you see them". It was during this time that Crown #4 made several attempts on guard to find out from Caster Oil 195-2 what his position was. He did not answer Crown 4's initial calls, however, after repeated calls Crown 4 was able to establish that the site was on 000/10/109.

After 195-2 gave his position, several other aircraft in the area began talking to 195-2 and Crown #4 on guard trying to give assistance. O May 20 (UH-1G) called and wanted to know if he could make the pickup? Cat Killer 20 and 46(2 Ol's) called and asked to give assistance and could relay information. Also Chink 56 (Navy H3) called that he was in the area and could he be of any assistance? At approximately 2315Z 195-2 called that one pilot was being picked up by a ship and that the other chute (a streamer) was bearing 350 for 1 mile from the first pilot. It was at this time that Crown 4 talked to Jolly Green 04 and 30 just airborne Channel 94 and enroute to normal SAR orbit. They gave an ETA for the area of 2335. At this time, Chink 56 called he had the ship in sight that had made the pickup he further stated that he had the senior flight surgeon for Judo(Hornet) on board. Also he identified the ship that made the pickup as an LCU 1615 call sign Cedar Foxtrot. At this time Crown #4 directed Chink 56 to proceed to LCU 1615 and lower the flight surgeon aboard and for him to make recommendation for the removal of the survivors. During this time, Crown #4 had the other aircraft in the area make a preliminary search for the other pilot and Caster Oil 195-2 RTB to channel 50(Homeplate) due to low fuel state. At 2335 JG04 and 30 arrived on the scene and made a preliminary search for the other survivor with negative results. Also Chink 56 called and reported that the flight surgeon wanted to take the pilot aboard the LCU to Camera Butt(a destroyer) but later changed that to Jude as final destination. At 2345, Crown #4 had Jolly Green 04 and 30 and two Coast Guard ships (Enfield Cobra) begin a creeping line search for the other survivor. No sign of the second survivor was seen, however the aircraft crash site was found and several small pieces were recovered. The search was terminated at 0230Z. During the search Crown #4 decanted and refueled JG 04 and later JG 30 before RTB to Cigar. Later reports from the Navy revealed the surviving pilot also saw the streamer chute. Also that the surviving pilot had a serious back injury.

Larry J. Brandt, Capt, USAF
Rescue Crew Commander

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P Capt Thomas H. "Equette,
Nav Capt Harry A. Thompson
EO Ssgt Charley W. Richardson
FE Msgt Charles A. Nelson

FE Robert B. Clements Ssgt
LM Finis W. Fletcher Msgt

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