

DECLASSIFIED

FROM: 38-7C

26 March 1968

SUBJECT: Mission Narrative Report (7-38-5, 25 March 1968) (U)

TO: 38C *EF*
3rd ARRGp (JSARC)
IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1 dated 15 June 1967.

2. (C) Narrative:

At 0600Z, the Rescue Control Center (Queen) at Son Tra, RVN, scrambled Pedro 69 on a USAF B-57, callsign Yellowbird 16, which was reported 45 miles out with a single engine emergency. Pedro 69 was launched, with FSK, at 0605Z and an orbit was initiated southeast of the runways. DaNang Tower reported Yellowbird 16 was fifteen miles NE and would land on 35L. The orbit area was changed to the SW corner of the base. After approximately five minutes, a B-57 was observed on what appeared to be a high final approach, south of the field. At this time, Tower confirmed it was Yellowbird 16 on a four mile final for 35L. A standard intercept was commenced. However, Yellowbird did not seem to be losing altitude and when the aircraft was over the end of the runway, it was obvious he was not going to land on this approach. The B-57 made a slow, very flat left turn over the approach end of the runway. At the same time, Tower transmitted that Yellowbird was cleared to land on 35L. Pedro 69 was under and inside the B-57 at this time. To readjust the intercept pattern, a tight 360 degree turn to the right was accomplished, rolling out facing the B-57 as it was completing its turn to downwind. The B-57 had lost quite a bit of altitude by this time and within a few seconds of turning downwind, his nose came up, the aircraft rolled left and the nose dropped rapidly. At this time, the canopy and the two pilots were observed to be leaving the aircraft. The B-57 was estimated to be at 400-500 feet above the ground when the canopy was jettisoned. The pilots followed the trajectory of the aircraft and went out of sight behind a tree line as the aircraft impacted and exploded. No deployed chutes were observed. The FSK was placed on a convenient road and Pedro 69 was flown to the impact area. One pilot was visible very near the burning wreckage. Exploding 20MM could be heard very clearly as we flew by the crash site. Pedro 69 was landed as near as possible to the B-57 pilot and the paramedic and firemen deplaned to determine his condition. Having determined that the pilot was fatally injured, and with some concern about the exploding wreckage and HE 20MM which was in the air, the crew was recalled to the helicopter. After takeoff, the other pilot was eventually sighted. By this time, several Marines were in the area but were continually being forced to take cover from the numerous 20MM missiles. Pedro 69 was again landed and the medic dispatched to determine the second pilot's condition. He also was deceased. With the help of the Marines, both

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3. (C) There were no survivors.

RCC	Major William E. Cline
RCCP	1st Lt Michael L. Walker
RS	SSgt Evert E. Handy
RS	Sgt David A. Helton
RS	Sgt Vincent E. Deets

WILLIAM E. CLINE, Major, USAF
Rescue Crew Commander