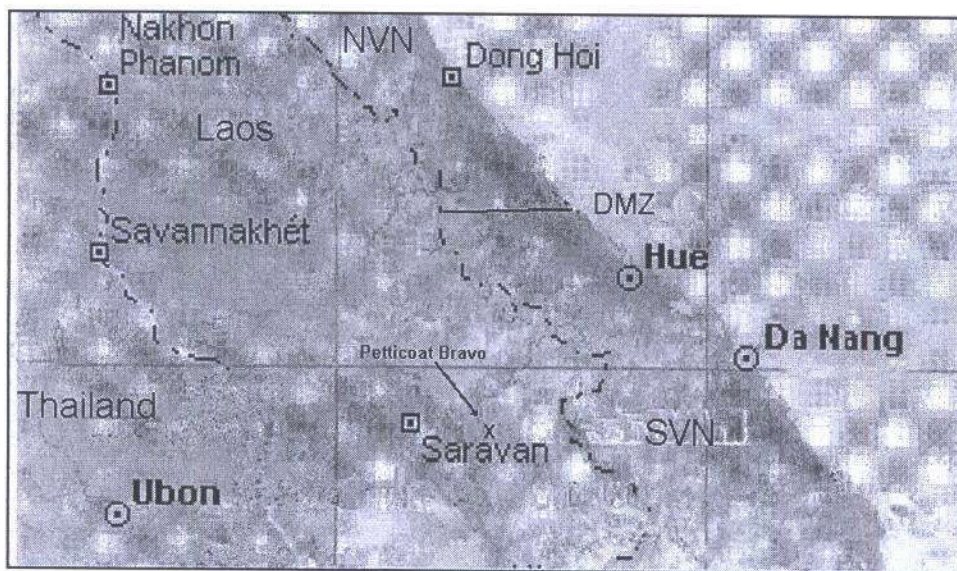


Petticoat

At 12:26 p.m. on 13 April, the airborne alert HC-130, Crown 2, was flying to its assigned afternoon orbit position. Its crew received a radio call from Hillsboro that Covey 578, an O-2A Skymaster, had picked up two beepers over Laos and that an RF-4C with two people on board was overdue and its target was the area from which the beepers were emanating. The F-4's crew was pilot Maj Walter Stischer and weapons systems officer Capt. Donald Verhees. Their callsign was Petticoat. The airborne mission commander (AMC) on Crown was Capt. Lyndon Stretton. Crown 2's crew also heard the beepers and the radio operator used his ADF to get a heading to the beeper. Captain Stretton ordered his aircraft to proceed to the area of the beeper. Covey 578 reported that he was in radio contact with one survivor who was located about forty miles east of Saravan, Laos. He was in a valley 400 meters east of a road that was heavily used by enemy forces. The MSL elevation of the valley was 3800 feet and the bases of the clouds were at 7,000 feet. A few minutes later, Crown 2 was also speaking with Capt. Verhees, Petticoat Bravo. Ominously, there was no voice contact with the F-4's other crewman, Petticoat Alpha.¹

Captain Verhees describe his situation. *"Major Walter Stischer and I took off from Udorn on a photo reconnaissance mission. Our target was a road next to Chavan Air Field in southern Laos. There was no ground fire on our first two passes over the target area. To ensure we had good imagery we went in for a third pass. We were below 2000 feet and faster than 450 knots when we were hit without any warning. I heard a loud thump, the aircraft jerked hard, and the cockpit quickly filled with so much smoke that I had difficulty seeing the instruments. Walt yelled "eject, eject!" I used the lower ejection handle and there was no delay in the system at all. Even though my chin strap was fastened, I lost my helmet, sunglasses, knee board, and wrist watch during ejection. I could not distinguish between the ejection forces, the wind blast or the opening shock. The time from being hit to being under a parachute canopy was about five seconds. After I yanked the handle, it was fast, violent, and automated. After the chute opened, it took me a few seconds for my senses to catch up with me. I saw Walt's chute below me. Enemy troops on the ground began shooting at me and this refocused me on my problems. I deployed my seat pack survival kit and brought my feet and knees together, knees slightly bent and toes pointed at the ground for landing. I intended to do a good parachute landing fall (PLF) hit the ground unexpectedly and sort of just collapsed. My landing area consisted of seven foot high elephant grass and extremely dense underbrush. I quickly got out of the parachute harness and gathered up the chute. I was about to hide it when I thought I heard someone coming. I crawled away about ten yards on my hands and knees and the noise stopped. I guess the noise was just the wind and my imagination. I took a drink of water and then radioed out a mayday. I continued alternating between beeper and voice transmissions for about 40 minutes. In between radio transmissions, I continued to crawl further away from where I had landed. I came to a particularly thick clump of bamboo and underbrush and decided it would be a good place to hide in. I had now been on the ground for about an hour when I got radio contact with Crown 2. He*

*told me to sit tight and that help was on the way. During this period, I heard someone yelling a long way from me and then heard the propeller sounds an approaching aircraft. I quickly made contact with a Covey FAC who was flying an O-2. I vectored the O-2 directly over me and he told me the SAR forces were on the way."*²



file = Volume 2 / Chapter 2 / 13Apr68 Map

Crown 2 radioed the RCC located on Monkey Mountain (callsign Queen). Queen was on a mountain top near DaNang Air Base. Crown told Queen to scramble DaNang's Jolly's and Spads. The Jolly's were two HH-3E's and the Spads were two A-1's. At 12:55 p.m. Jolly Greens 21 and 28 and Spads 11 and 12 were airborne and enroute. Gunfighter 02 (USAF) and Winfield 201 (USN) were two flights of F-4's that were airborne on other strike missions. Without anyone requesting their help, they self diverted to protect the downed airmen until the A-1's could arrive on scene. At 13:12 both beepers stopped their wailing on guard. Petticoat Bravo came up on voice to let everyone know he was still around. Due to heavy concentrations of enemy troops in the area, all aircraft were staying high overhead and out of the range of most of the small arms. Spads 11 and 12 arrived in the area at 13:32. Captain Randy Smedly was flying Spad 11 became on scene commander. He easily made radio contact with Petticoat Bravo. Captain Verhees describes what happened next. *"When the Spads came in, they asked me to hit them with my signal mirror. At survival school I was taught to remove the mirror from the vest and hang it around my neck. That way it would be handy if I needed it fast. There was a solid overcast almost the entire time I was on the ground. The only time the sun peaked out was the exact time Spad 11 requested I signal him. It was a good thing that I had the mirror ready. After I flashed them, they had my exact position. One Spad then made a low level pass and picked up moderate ground fire. I radioed him and pinpointed its origin as best as I could. The A-1's made several strafing passes using 2.75-inch rockets, 20mm cannon, and 7.62 miniguns."*³

Spad 11 radioed Crown and let the AMC know that he had made visual contact with one survivor and the Spads were looking for the second. While searching, the Spads took ground fire from the ridges and they noted extensive troop movement in the SAR area. Spad 35 flight arrived at 13:53. All of the Spads began to deliver ordnance on all of the positions that were firing on them. At 13:50, the Jollys arrived high overhead and entered a holding pattern pending a radio call to come in for the pickup. Jolly 21 was the low bird. It was crewed by Capt. Harvie Stringer (pilot), Capt. Ronald Spray (copilot), Sgt Alvin Malone (FE) and Sgt Walter White (PJ). Spad 11 suggested that the Jolly make an immediate rescue attempt, before all these enemy troops got organized to oppose the operation. Captain Stringer briefed his crew on the situation. They would be going into a known area of enemy troops before the Spads sanitized the threat. It was a calculated risk but his crew wanted to try a pickup anyway. They dumped fuel to reduce the helicopters weight enough to hover. Jolly Green 21 told his high bird to remain in orbit at 8000 feet and then informed Spad 11, he was on his way in for a pickup. Spad 11 intercepted the Jolly during its descent and led the helicopter over to the survivor.⁴

Jolly 21 took light ground fire during its approach to Petticoat Bravo. Captain Verhees parachute was visible and the Jolly came into a hover over it. Sergeant White was manning the left gun which is mounted in the H-3's left forward window. He spotted the survivor up slope about 25 yards away. The helicopter repositioned itself and Sgt. Malone lowered the penetrator to Capt. Verhees. The survivor described his pickup. *"While the Spads were sanitizing the area, I made my first radio contact with the Jolly Greens. One Jolly came in from the ridge behind me, passed me, and about 100 yards away did a 180° turn, got below the ridge lines and came towards my position. It stopped and hovered over my parachute. I was on their left side and I radioed 'I'm over here.' Someone on the helicopter saw me waving, and the chopper moved to a hover over me. Just before the Jolly did the 180, I thought I heard someone radio me to pop a smoke flare. But with the noise of the chopper, and the A-1's shooting up the area, I couldn't be sure. The penetrator came down and landed about 15 feet away. I got on and rode it up to the chopper. The medic checked me over and the FE gave me his seat between the pilot and copilot, where I sat for the ride home."*⁵

Jolly Green 21 egressed the area and climbed back up to the holding pattern. The crew questioned Capt. Verhees about Maj. Stischer's status. Verhees said that he had seen Alpha descending under a good parachute and that he landed to the south of his landing spot. He had heard Stischer's beeper about an hour after hitting the ground. But, he never heard his pilot come up voice. The Spads used this information to try and find Alpha. Jolly 21 was at bingo fuel and told Crown that he needed to RTB. Crown wanted the Jolly to remain in orbit in case the Spads found Alpha. So, Crown descended to 8000 feet to air refuel Jolly 21. During the air refueling rendezvous, Crown began to take heavy ground fire. The area was too hot for air refueling and the Jolly flight was ordered to return to DaNang. The Spads continued searching for Maj. Stischer. Eventually they were ordered to RTB and Crown maintained a listening watch for the missing pilot who

had never come up on voice.⁶ Major Stischer had been captured by the NVA twenty minutes after he landed. He told his captors that he had been flying a single seat aircraft. It took the NVA four months to move him up the Ho Chi Minh Trail and to a POW compound in Hanoi. Major Stischer spent almost five years as a POW. He was released by the DRV on 28 March 1973 and returned with honor as part of Project Homecoming.

"Once the chopper landed at DaNang, the flight surgeon insisted I spent a night in the hospital for observation. One of my first visitors was the A-1 pilots who had worked my rescue. They showed me a handful of .50 caliber slugs that had just been dug out of their aircraft. A little later, some of the F-4 fighter pilots snuck me out to party with them. The air police returned me back to the hospital after 1 a.m. The nurses were not amused. My total time on the ground was a little over two hours. The next day I was flown to Tan Son Nhut AB, Saigon. I had only a couple of blocks to walk to the base hospital where I needed to drop off some paperwork. There I was hobbling along in a dirty flight suit, G-suit slung over my shoulder, and X-rays under my arm while I was stopped by an Air Policeman. He looked me up and down, finally figured out I was an officer, and said in an unfriendly tone: "Sir, where is your hat?" I said one word; Laos. He then proceeded to give me a ticket for being out of uniform."⁷ It was a humorous end to an unforgettable experience.

Captain Verhees later wrote a letter in which he said; *"It was a frightening experience, but with the survival training we get and a touch of luck, anyone can make it. The rescuemen saved my life. I will never forget you. I'll buy Jolly crews drinks any time, any place."⁸*

¹ 39 ARRS Mission Report # 1-3-32, 13 April 1968. Written by Captain Lyndon J. Stretton. In USAF Collection, AFHRA catalog # K318.221-39

² Post Mission Debriefing Notes, April 1968. Written by Captain Donald L. Verhees. From the personal collection of Donald L. Verhees and Letter from Donald L. Verhees to Robert L. LaPointe, 3 April 2000

³ 39 ARRS Mission Report # 1-3-32 and 7th Air Force Staff Summary Sheet, 13 April 1968, Subject – Aircraft Loss, 13 April 1968. In USAF Collection , AFHRA

⁴ 39 ARRS Mission Report and 37th ARRS Mission Report, 13 April 1968. Written by Captain Harvie L. Stringer. In USAF Collection, AFHRA catalog # K318.221-37

⁵ Post Mission Debriefing Notes, April 1968. Written by Captain Donald L. Verhees.

⁶ 37th ARRS Mission Report

⁷ Letter from Donald L. Verhees to Robert L. LaPointe, 3 April 2000

⁸ Ibid.

DECLASSIFIED

100-26336

*Petticoat
found
pyre*

~~SECRET~~

DECLASSIFIED

370

Mission Narrative Report (1-3-32, 13 April 68) (U)

16 APR 1968

37C

3rd ARRGp (JSARC)

IN TURN

SMC

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Sup 1, dated 15 Jun 67.

2. (S) Jolly Green 21 and 28, Strip Alert HH-3E's at DaNang Air Base, RVN were scrambled at 0450Z 13 Apr 68. Spad's 11 and 12 were scrambled from DaNang to accompany the Jolly Greens. The objective was the aircrew of an RF-4C, call sign Petticoat, located at 114°/37/ch 72. One survivor, Bravo, was in radio contact and the other was believed to be in the general vicinity. Jolly Green 21 launched at 0455Z with JG 28 and Spads 11 and 12 following. Under GCI directions, climbout was accomplished and join up with the Spads on 240° from DaNang at 8500 ft MSL. At 0520Z, the Spad flight requested permission to proceed directly to the scene as there was a solid overcast beneath the Jolly Greens. The Spads proceeded to the recovery scene. The overcast held until approximately 4 miles east of the recovery scene and JG 21 and JG 28 arrived at this point at 0550Z and held awaiting instructions from Spad 11. Crown 2 was in the area in contact with Petticoat Bravo and Spad 11 and 12 quickly established contact by radio and spotted the survivor's mirror. At this time Spads 11 and 12 were taking ground fire from the northwest ridges and noted extensive personnel movement in the immediate vicinity. Petticoat Bravo confirmed the groundfire. Spad 11 advised Jolly Green 21 that an immediate attempt should be made to recover Petticoat Bravo, before the enemy ground forces were able to concentrate at his position. With JG 28 holding east and high, JG 21 descended into the area from the east and followed Spad 11 and 12 to the survivor. UHF/ADF was utilized to spot the Spads. Spad 11 led JG 21 over the survivor and marked his position by radio call and clipping a wing. The survivor was in a shallow ravine on the east slope of a ridge approximately 3 N. miles north of Chavane Airfield and approximately 1/4 N. mile east of the major north south highway leading into Chavane. Altitude of the survivor was 3800 feet in tall elephant grass with sparsely scattered trees. DME fix was 114/34/ch 72. When JG 21 had the survivor's area in sight, radio contact was established with Petticoat Bravo and an approach was initiated, dumping fuel on the way in. Crewmembers in the rear of the helicopter (JG21) heard several volleys of ground fire but took no hits. Spad 12 took one hit with no serious damage. JG 21 called for the survivor to pop his smoke, however, Bravo was unable to do so in time. Upon arrival over the ravine, Bravo's parachute was spotted and a hover established. Bravo had moved up slope to the south, 25 yards, and was soon spotted by the Rescue Specialist on the left side. Hover was positioned over the survivor and

DECLASSIFIED

~~SECRET~~

GROUP 4

Copy 3 of 6 copies
68-57-00059 declassified
after 10 years

68-AD-1175

DECLASSIFIED

0000000000

1-5336-4

~~SECRET~~

DECLASSIFIED

the jungle penetrator was lowered. The survivor had no difficulty getting on the penetrator and was quickly hoisted on board the helicopter at 0600Z. Spad 11 directed JG 21 to depart the area in a south easterly direction remaining northeast of the heavily defended Chevane Airfield and highway. JG 21 climbed to 8000 feet and held over the overcast east of the area. Petticoat Bravo advised JG 21 that he had seen Alpha with a good chute, going down south of his own position. Later approximately 1 hour, he heard Alpha's beeper over his own radio. This was relayed to Crown and the Spads. Spads 11 and 12 immediately began an electronic and visual search for Alpha. JG 21 and 28 joined up and held east over the overcast. JG 21 advised Crown 2 at 0630Z, that he could remain in the area for 15 minutes and then would have to RTB to Ch 94. Crown 1 advised JG 21 that he should remain as "High Bird" and Crown 1 would immediately refuel JG 21 east of the recovery area. At 0640Z, in a chase rendezvous, Crown 1 advised JG 21 that he was at 100/38/Ch 72 and immediately advised that he was taking extensive ground fire and breaking off. At this time JG 21 departed for Ch 94 with low fuel. JG 21 advised Crown 1 and then contacted Panama GCI for radar vectors direct to Ch 94. After vectors around friendly artillery, JG 21 landed at Ch 94 at 0735Z, below minimum fuel requirements. JG 28 followed 10 minutes later. Spads 11 and 12 were RTB'd at 0715Z after noticing secondary explosions from expended ordnance. All other aircraft except Crown 2 were also RTB'd at 0715Z. No contact was ever established with Petticoat Alpha nor was any visual sighting made. The aircraft was located approximately 1500 meters south at Chavane runway.

3. (C) The name of the survivor was Capt Donald L Verhees, USAF.

4. (U) The Jolly Green crews were:

JOLLY GREEN 21

RCC Capt Harvie L. Stringer
RCCP Capt Ronald G. Spray
FE Sgt Alvin A. Malone
RS Sgt Walter White III

JOLLY GREEN 28

RCC Major Joe B. Green
RCCP Capt John E. Hannan
FE SSgt Gordon T. Greever
RS A1C Douglas J. McGill

Additional aircraft:

Spad 11 Pilot - Capt Randy Smedly
Spad 12 Pilot - Lt Col Shultz

RESCAP * Windfield Flight (F-4's) 2
Gunfighter (F-4's) 2
Spad Flight (A1E's) 2
FAC-Covey 02A (2)

Harvie L. Stringer

HARVIE L. STRINGER, Capt, USAF
Rescue Crew Commander

~~SECRET~~

DECLASSIFIED

GROUP 4

Downgraded at 5 years
interim review 5/16/1
after 5 years

13 APR 68

DECLASSIFIED

~~SECRET~~

Mission 1-3-32

Crown 2 was on its way to normal orbit at 1226L when a message was received from Hillsboro that Covey 578 had a beeper. Crown 2 immediately proceeded toward the general area that was given and began to hear two beepers. Hillsboro also advised that a "PettyCoat" RF4 was overdue. At 1242L Crown established contact with the Bravo survivor who stated that his position was 2 to 4 miles north of Ch Chavane Airport, which was 114/37 miles from CH72. Covey 518 was in the area at 1250L and assisted in the mission.

Spad 11/12 and Jolly Green 21 /28 were launched from CH 94 and arrived on scene at 1335L. Gunfighter 2, a flight of two F-4's were on scene at 1316L which were not needed or used, except for Cap. Winfield 201, a Navy flight of two F-4's were on scene at 1210L which also were not needed and were released at 1420L. Voice contact was again established with PettyCoat Bravo at 1312. Both beepers in the area ceased and no contact was made with Pettycoat Alpha. Due to the area being heavily infected with the enemy, all aircraft were kept out of the immediate area and contact with the survivor kept to a minimum pending the arrival of the Spads and Jolly Greens. Spad 11 the on scene commander made voice contact with the survivor at 1332L and received a mirror signal from him. He was located in a valley 400 meters east of a much used road. Covey 518 reported the elevation for the area was 3800 feet with cloud bases at 7,000 feet. Covey 538 was also in the area to assist at 1320L. Small arms ground fire was received from north west of the survivor and ordinance was put in on it. Spad 35 and flight were on scene at 1353L. Jolly Green 21 picked up Pettycoat Bravo with sling and penetrator at 1400L and reported him to be in good condition. He was taken to CH94.

Crown 1 saw ground fire while attempting to refuel Jolly Green 21 on the 110 radial 40/44 miles CH72. All forces continued to search for Petty coat Alpha with negative results. Spad 11 reported that the situation did not look good as he was getting ground fire with a lot of people in the area. Pettycoat Bravo reported that he saw Alpha's chute and heard his beeper after he was on the ground. He also stated that Alpha's position was south halfway between his position and the aircraft crash site. The aircraft crashed just south of Chavane airfield. Covey 518 was bingo and RTB at 1435L. Jolly Green 28 was RTB by Queen at 1447L. Queen advised at 1508L to pull out all aircraft to a safe distance and await orders from King. All forces were RTB at 1515L except for Crown 2. Crown 2 continued with electronic search for 30 minutes longer and then proceeded to normal orbit.

Crown 2 conducted another electronic search in the area at 1825L for approximately 30 minutes with negative results. A URT-10 radio was left behind at the scene of Pettycoat Bravo.

Lyndon J. Stretton, Capt, USAF
Rescue Crew Commander

~~SECRET~~

DECLASSIFIED

68-0048

~~CONFIDENTIAL~~

DECLASSIFIED

h. 1439H - Crown 01, HC-130 refueling Jolly Green, reported taking hits. Subsequent calls indicated no problems. Ground fire from area of road along which search was being conducted was reported as very heavy. HC-130's and Jolly Green 28 had withdrawn to a safe area while the search continued.

i. 1510H - Spad 35/36 reported numerous secondary explosions and fires as result of ordnance expended during search. Hillsboro ABCCC had been notified.

j. 1512H - All SAR forces were directed to RTS. The pilot was presumed captured; however, electronic search was directed.

2. (C) AIRCRAFT AND AIRCREW DATA:

a. Aircraft:

- (1) Type - RF-4C.
- (2) Call Sign - Petticoat.
- (2) Tail Number - 66283.

b. Pilot:

- (1) Name - Major Walter H. Stischer, FR56576.
- (2) Total flying time - 3217 hours.
- (3) Total RF-4C time - 210 hours.
- (4) Total missions - 59.
- (5) Total counters - 20.
- (6) Unit position - Aircraft Commander.

c. Navigator:

- (1) Name - Captain Donald L. Verhees, FR75461.
- (2) Total flying time - 262.3 hours.
- (3) Total RF-4C time - 203.2 hours.
- (4) Total missions - 47.
- (5) Total counters - 14.
- (6) Unit position - Navigator.

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~ COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION				ORIG	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE			
1				Lt Col Newton	4114	13 Apr 68
2				DOCC		
3				TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER		
4				William H. Stewart		
5				WILLIAM H. STEWART, Colonel, USAF		
6				Chief, Command and Control Division		
7	XX	XXXX		TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR		
8	VC	MSD	14 April			
9	XX	XXXX				

SUBJECT OR TITLE:

Aircraft Loss, 13 April 1968 (U)

SUMMARY (USE REVERSE SIDE IF NECESSARY)

1. (C) BACKGROUND: Petticoat/RF-4C/TSN was reported down at 1245H in Steel Tiger Sector Golf at 114°/37NM from Saravane. Initial telephonic information indicates that the aircraft was at 2,000 feet and was hit by ground fire. The aircraft had departed Udorn, where it had undergone a programmed pod wiring modification, at 1036H. Petticoat was fragged to obtain photography along RTE 165D and coverage of approximately a 45 square mile area in SL/G. Both crew members ejected; however, voice contact was reported with only the Navigator. He was recovered in good condition and returned to DaNang by Jolly Green 21. Initially two beepers were reported; however, one lasted for only five minutes. After approximately 1:50 in the area, search aircraft were instructed to RTB. No further contact had been established with the pilot and he was presumed to have been captured. The search area was along a road and aircraft on the scene reported heavy ground fire. Electronic search of the area will continue.

2. (C) SEQUENCE OF EVENTS:

- 1245H - 7AFCC and JSARC were notified that Petticoat was down.
- 1247H - 7AFCC SDO coordinated with JSARC, Motel, and 7/13 TACC on possible force requirements for the SAR mission.
- 1255H - Monkey Mountain RCC (Queen) reported that Crown had two beepers initially and voice contact with one survivor.
- 1302H - Jolly Green's and SAR A-1's were enroute to the area.
- 1323H - 2 A-1's and a Covey FAC were in the area and reported no ground fire.
- 1401H - Jolly Green recovered the Navigator in good condition. He reported that he had seen the pilot's chute during descent approximately half way between his position and the aircraft wreckage.
- 1404H - One A-1 reported he had been hit but no apparent problem resulted.

~~CONFIDENTIAL~~

DTR 13/1842

departed the pickup area to commence a search for the second survivor. At 0836L, Jolly Green 04 reported sighting smoke 16 miles northeast of DaNang. Jolly Green 30 joined Jolly Green 04 and Pedro 69 who was also there. Jolly Green 04 elected to perform a sling rescue and at 0840L completed the pickup. Both Jolly Green 04 and 30 returned to Da Nang. The survivors were: Capt George L. Butler, FR62543, recovered by JG 30 and Major Joseph G. Foadracki, FR45052, recovered by JG 04. Both were assigned to the 391TFS, Can Ranh Bay, RVN.

(2)(U) 1-3-32, 13 Apr 68. Jolly Green 21 and 28, strip alert at DaNang AB, and Spads 11 and 12 were scrambled at 0450Z. The objective was the aircrew of an RF-4C that was downed approximately 3 miles north of Chavane Airfield and 1/2 mile east of the major north south highway leading into Chavane. Altitude of the survivor was 3800 feet in tall elephant grass. One survivor, Bravo, was in radio contact and the other was believed to be in the general vicinity. Spads 11 and 12 proceeded directly to the scene and established radio contact and spotted the survivor's mirror. Both Spads were at this time taking ground fire from the northwest ridges and noted extensive personnel movement in the immediate vicinity. Spad 11 advised Jolly Green 21 that an immediate attempt should be made to recover Bravo before the enemy

At 1055 (RVN Time) 13 Apr 68, Maj Walter M. Stischer and I took off from Udorn, RTAFB on a photo reconnaissance mission. Our first target was a two part road strip next to Chavan Air Field in ~~southern~~ southern Laos. Take off and enroute to target were normal. We made the first pass on the west to east segment of the target. No ground reaction nor significant sightings were observed. We were lining up for the second segment when we were hit, approx 6 miles WNW of Chavan. Alt 2,000, air speed 450K. We were hit without any warning i.e., we saw no airbursts or tracers. I heard a loud thump, the airplane jerked, and the cockpit filled with heavy black and gray colored smoke. There was a rush of air and bits of pieces of things were rushing past me both inside and outside the canopy. All these things happened simultaneously. The smoke was so thick I couldn't read any instruments nor see outside for a visual reference of the horizon. I could barely see the eject light, and could faintly hear Walt yelling "eject-eject". I used the lower eject handle. I used my right hand and only had to give one pull on the handle. There were no delays in the system at all. I can't distinguish between the ejection forces, the wind blast and the opening shock. The only thing that seemed particularly violent was the tumbling around before chute opening. My helmet had the visor up, mask on, the chin strap fastened and tightened to about 1/4 inch below my chin. On ejection, I lost my helmet, sunglasses, knee board wrist watch and pen and pencil. The time from being hit to parachute opening was about 5 sec. On descent, it took a few seconds for my senses to catch up with me. I was just settling down when they started shooting at me. I heard about twenty rounds, none were automatic weapons. I saw a couple other bullets going past me. At this time, I turned in my chute about 130° left from generally WNW to South. I saw all in a straight line the pillar of smoke from the acft wreckage, the airport, and Walt's fully deployed chute half-way between. Walt was below me when I saw him. I then looked around and saw the M-3 road west of me. I deployed my seat survival kit and got ready to land my feet were together and knees bent when I hit. I started a good PLF, but sort of collapsed after my bent ~~knees~~ took most of the shock. I quickly got rid of my chute and harness and gathered in my chute. I was about to hide it when I thought I heard someone coming. I took off on my hands and knees with my survival vest and g-suit. I must have heard the wind rushing through the brush because I didn't hear it after crawling about 10 yards. There was approximately 7' high elephant grass and extremely thick underbrush where I landed. I took a drink of water and got out my radio and with the use of the voice alternator called "MAYDAY", MAYDAY, PETTICOAT". My first few calls were into the alternator when I discovered it became disconnected from the radio. I continued on using that radio for about 40 minutes using beeper and voice for a few minutes and listening for about 10 minutes. Even though I had a hiss coming out of the radio, I suspected it didn't work because I didn't hear anyone answering my calls. I had meanwhile continued crawling and snaking through the under brush trying to cover my trail as best I could. I came to a particularly thick clump of bamboo and underbrush. I decided to wait there and concentrate

Kn395

Copy of the
original report
I submitted to
the board a few
days after the shoot-

on my radio. By now I was using my other radio and approximately 1 hour after ejection I was in voice contact with CROWN 2. He told me to sit tight, that help was on its way and would be here in about 20 to 30 minutes. I "ROGERED" and at his request gave my position as 3 or 4 miles north of Chavan. During this period, I heard someone yelling behind me quite some distance away in the SE direction. My next contacts were with CROWN 2 SPAD (Al-Es) and COVER 40-2s. My contacts with the 0-2 brought him directly over head to him. When the SPADS came in they asked me to hit them with a mirror while they were xth orbiting. My mirror was around my neck; I used it and they got my exact position. One SPAD then made a low level identification pass and received moderate ground fire from the area of the road. I told him about the raction and pinpointed its origin as best I could while they made several passes using 20MM rockets and mini-guns. During these passes I made my first contact with the Jolly-Greens. He came from the ridge behind me, passed me, and about 100 yards away turned around, got below the ridge lines and came toward my position. He stopped between me and my chute, which he saw me waving, and moved over to me. Just prior to the Jolly-Green turning around toward me I thought I heard someone call for smoke, but with the noise of the chopper, and the SPADS shooting up the area, I couldn't be sure if he wanted me to pop a smoke flare or not. The penetrator came down and I moved toward it. It hit the ground about 15 feet away and in moving toward it, I got pretty tangled in the underbrush and the cords attaching my radio to my vest. No problems were encountered in getting on the penetrator, the ride up, or in getting into the chopper. The medic checked me over and I sat between the pilots for the ride home. My total time on the ground was a little over two hours. It was a frightening experience, but with the training we've had and a touch of luck anyone can make it.