

DECLASSIFIED

COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION				ORIGINAL	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE			
1				LT Colonel Newton	411/4	10 May 68
2				DOCC		
3				WILLIAM H. STEWART, Colonel, USAF		
4				Chief, Command and Control Division		
5						
6						
7	13	BGP				
8	12	WAF				
9	6	GEO	MAY 10 1968			

SUBJECT OR TITLE:

Aircraft Loss, 10 May (U)

SUMMARY (USE REVERSE SIDE IF NECESSARY)

1. (S) BACKGROUND: Scotch, a flight of two F-105's from Takhli, was fragged and executed to the Republic of Vietnam. At 1006H, while on a bomb run against an enemy bunker, Scotch 02 observed Scotch Lead's bombs impact. Soon thereafter he saw the aircraft impact. The most probable cause of this loss is ground fire. The pilot of Scotch Lead ejected and was recovered at a point approximately five miles northwest of Dak To by an Army helicopter from that base. He had a sprained back and cut knee. Jolly Green 23 flew the pilot from Dak To to DaNang where he will be checked physically prior to return to Takhli.

SMC

2. (C) SEQUENCE OF EVENTS:

a. 1015H - Crown 04/HC-130P reported that Scotch Lead was down at a point 86 miles and 200 degrees from DaNang.

b. 1016H - 7AF CC SDO advised 7AF TACC SDO that Scotch Lead was down in-country.

c. 1023H - Cider 12, FAC for Scotch flight, reported that an Army helicopter was in the area; however, an immediate pick-up could not be made because it was not equipped with a jungle penetrator.

d. 1024H - Jolly Green 21 and 23 were airborne from DaNang.

e. 1035H - Crown 04 reports that Dustoff 34, an Army helicopter from Dak To, had put a man on the ground to assist the pilot out of his parachute and to a point where a pick-up would be possible.

f. 1053H - Crown 04 reports that the Army crewman and the pilot are enroute to a pick-up point.

g. 1112H - Both men are on board Dustoff 34 enroute to Dak To. The pilot was reported to have a slight back injury and a lacerated knee.

h. 1135H - Jolly Green 23 arrived at Dak To to take the pilot to DaNang.

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i. 1410H - Jolly Green 23 arrived at DaNang. After treatment at the hospital, the pilot will be returned to Takhli.

3. (C) AIRCRAFT AND AIRCREW DATA:

a. Aircraft:

- (1) Call Sign - Scotch 01
- (2) Type Aircraft - F-105D
- (3) Tail Number - 60-0415

b. Pilot:

- (1) Name - Major David B. Coon, FR32842
- (2) Total Flying Time - 3418 hours
- (3) Total Fighter Time - 290.2 hours
- (4) Total F-105 Time - 266 hours
- (5) Total Missions - 45
- (6) Total Counters - 45
- (7) Total Missions as Flight Leader - 7
- (8) Unit Position - Pilot

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exit the area. They were escorted to a forward landing zone and landed. Names of individuals recovered by Jolly Green 22 are unknown.

(11)(U) 1-3-48, 5 May 68. Jolly Green 23 and 10 were returning to DaNang from orbit when they were diverted to a position 15 miles northwest of DaNang where an C-2 had made a forced landing on a road northwest of DaNang. His position was located and JG 23 landed, helped secure the C-2, and picked up the two crewmembers returning them to DaNang. The survivors were Capt Ronald J. Langlois, USAF, and Sgt Bobby J. Ricker, USAF.

(12)(U) 1-3-50, 10 May 68. Jolly Green 23 and 21 were scrambled out of DaNang to a position 82 miles south of DaNang to recover an F-105 pilot down in the vicinity. Before the arrival of JG 23 and 21 in the area, the pilot was picked up successfully and flown to Dak To Airfield. JG 23 was directed to Dak To to medivac the survivor to DaNang. The mission was terminated when the survivor, Major David B. Coons, USAF was off-loaded at NSA Hospital, DaNang.

(13)(U) 1-3-51, 12 May 68. Jolly Green 28 and 21 were scrambled from DaNang to a position 11 miles northwest of DaNang for a CH-46 reported down with 25WIA, 5 CH-46 crew survivors and 16 KIA at the site. JG 28 approached the LUN AND HAD TO descend vertically