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FROM: 7-38C (Capt David J. Jogerst, 6541)

11 May 1968

SUBJECT: Mission Narrative Report (1-3-49) (U)

TO: 38C
3JSAR
IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3ARRGP Sup 1, 15 June 1968.
2. (C) Narrative.

At 1541 GMT, 9 May 1968, the alert crew of Pedro 69 was notified by the Rescue Coordination Center, Oll (Queen) that a USMC A-4 pilot had ejected six to seven miles east of DaNang in the South China Sea. Pedro 69, an HH-43B of Det 7, 38th ARRS was airborne at 1545 GMT enroute to the scene. Information passed to Pedro 69 at lift off by DaNang Tower gave position of bailout as 060 degrees at six to seven miles. Frequency change to DaNang Approach Control to obtain radar vectors to the scene was unsuccessful due to Pedro 69's low altitude (1000 ft MSL) and lack of IFF/SIF capability. Pedro 69 proceeded to the scene under night instrument conditions using time and distance and ADF bearings complicated by failure of Pedro 69's Remote Indicating Compass. Weather at DaNang was 600 scattered, 1000 scattered, visibility 6 miles and wind calm. Weather at the scene was similiar with about 3 miles visibility due to haze and a calm sea. An expanding square search was initiated at 1552 GMT at an altitude of 200 ft. At 1600 GMT a strong beeper signal was heard with an ARA 25 bearing, indicating the survivors position was closer inshore. The beeper stopped transmitting almost immediately, and an unreadable weak voice transmission commenced. Pedro 69 proceded towards shore with voice transmissions becoming stronger and readable at $\frac{1}{2}$ mile (3 miles off shore). Voice direction by survivor enabled Pedro 69 to locate the survivor at 1603 GMT on the first pass. Floating debris, survivors raft, and hoist operators instructions were used with aircraft floodlights to accomplish a rapid hoist recovery with the sling. No smoke was dropped due to available hover references and danger of loosing survivors position. Survivor had only a dim steady light located on his life preserver and did not actuate a flare due to fear of attracting attention of several nearby Vietnamese boats. A USMC C-130 had dropped 3 parachute flares at Pedro 69's initial search position in an effort to help locate the survivor. The light from these flares (2 miles away) provided a visible horizon. These flares were invaluable since Pedro 69's floodlights burned out with the survivor in the hoist. The probable cause of this was salt spray on the hot lights. The survivor was not injured and no pararescueman was deployed. Rescuee greatly assisted in his own rescue by his precise direction, raft exit and proper donning of sling. Rescuee did, however, attempt to help the hoist operator by reaching for the aircraft and inducing the danger of a fall from the sling. Quick action by the hoist operator spun the rescuee around and he was then

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additionally grabbed by the pararescueman and pulled safely into the aircraft. With the rescuee secured the raft was sunk with M-16 rifle fire. Pedro 69 returned to DaNang and landed at 1615 GMT. Radio discipline and crew coordination throughout the mission was excellent. Although no hostile fire was noticed during the mission this mission can be considered a combat save since the mission involved flight over known hostile territory, Vietnamese boats of unknown loyalty were in the area of the actual rescue, and the DaNang area received rocket attacks 45 minutes before and one hour after the mission was completed. Totals for mission were 1 sortie for thirty minutes.

3. (C) Survivor: L.D. Tynell, 078450, Major USMC, HAMS 12, MAG 12, 1st MAW, flying with VMA 121.

4. (U) Crewmembers of Pedro 69:

RCC	Capt David J. Jogerst
RCCP	Capt Richard A. Mayer
FE	Sgt Jere G. Moynihan
RS	Sgt Steve M. Northen

Det 7, 38th ARRS
Det 7, 38th ARRS
Det 7, 38th ARRS
37 ARRS

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

David Jogerst

DAVID J. JOGERST, Capt, USAF
Rescue Crew Commander