

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

HARRY M. KRAUSE

Airman First Class Harry M. Krause distinguished himself by gallantry in connection with rescue operations near Tuy Hoa, Republic of Vietnam on 1 June 1968. On that date, Airman Krause, as Pararescue Specialist on an HH-43B rescue helicopter, was called on to rescue the pilot of an aircraft downed by hostile ground fire nineteen miles south of Tuy Hoa Air Base. Finding the pilot injured, Airman Krause had himself lowered into the dense jungle in the extremely hostile area where he administered medical aid and prepared the pilot for rescue. Airman Krause remained alone in the hostile jungle while the helicopter left the area with the survivor, to return for Airman Krause after landing to move the survivor into the aircraft. The great determination and concern for fellow airman displayed by Airman Krause, and his courage in displaying these characteristics, resulted in the successful rescue of the downed pilot. By his gallantry and devotion to duty, Airman Krause has reflected great credit upon himself and the United States Air Force.

FROM: Det 11, 38 ARRSQ

3 June 1968

SUBJECT: Mission Narrative Report (11-38-C7-1 June 1968)

TO: 3ARRGP (JSARC)

THRU: 38ARRSQ (38C)

1. (U) This report is submitted IAW ARRSM 55-2, 3ARRGP Sup 1, dated 15 April 1968.
2. This mission was a combat save involving the recovery of Capt Mike Rhodes, an F-4C pilot assigned to the 391st TFS, Cam Ranh Bay AB, RVN. At 0117Z, 1 June 1968, Detachment 11 heard on guard channel and from Tuy Hoa tower that an F-4C had gone down and one chute had been spotted by the wingman. The position of the chute was given as 190 degrees 17 nautical miles from Tuy Hoa AB. The actual location was 195 at 20 nautical miles (12 degrees 44 minutes N-109 degrees 15 minutes E). The wingman stated that he didn't see a second chute.
3. Pedro 24, which was the primary rescue aircraft, and Pedro 05 launched at 0120Z. Pedro 05 returned to provide base coverage since Pedro 83, on a return flight from Nha Trang, would arrive in the area approximately the same time as Pedro 24. The weather during the entire operation was clear, winds 240/12 and 20 miles visibility.
4. Pedro 24 arrived on the scene at 0135Z. The UHF homer was used to home on two F-100's that were orbiting the scene. An Army OH-1E and UH-1 helicopter had the chute in sight, but the Army helicopter did not have a hoist or rescue gear aboard. Radio discipline on guard frequency was quite bad until a request was made to hold it down.
5. The area of the pickup was in the known hostile environment of the 18th B Regiment of the 5th Division, NVA and local VC forces. During the operation, five helicopter gunships were diverted from the rescue operation by their organization to hit an urgent target in the area.
6. The chute was located on the side of a steep hill approximately 700 feet high with 80 foot trees, gigantic boulders 8-10 feet in diameter, and covered with vines.
7. As we made our approach, the Army helicopter moved out and dropped purple smoke to mark the location of the pilot. Pedro 83 was on the scene and maintained a high orbit. Army gunships were orbiting to provide fire suppression if required.
8. The F-4C aircraft had crashed in the water  $\frac{1}{2}$  mile off shore, about three miles from the pickup point. The other pilot, who apparently did not get out with sufficient altitude for ejection, was found on the beach with his chute strung out. The body was recovered by an Army UH-1 and taken to the 91st Med. Evac. Hospital at Phu Hiep.

PACKF - TUY HOA AB, RVN

9. Pedro 24 hovered over the chute which had caught in the trees. In order to maintain a position over the spot, we had to hover 75 feet above the ground and quite close to the trees because of the steep hillslope. The pilot could not be seen until I moved directly over the chute and the reflection from his silver insignia caught my eye. He was 75 feet down through some trees and appeared to be wedged in between several of the large boulders. I knew that he was conscious since he moved his head and left hand.

10. Sgt Thompson, our flight engineer, had been told to get the hoist ready to lower Airman Krause, our Pararescue Specialist, down to the pilot. Krause was lowered by the penetrator to within 15 feet of the survivor, as close as we could get due to the close proximity of the trees to our hover position. The hoist operator was outstanding in directing me so that the PJ (Pararescue Specialist) could be lowered through a small opening in the thick jungle canopy.

11. As Airman Krause told it: "When I reached the ground I couldn't see the pilot, so I followed the parachute shroud lines in the trees down to a group of large boulders about 15 feet away. The terrain made walking extremely difficult. I found the pilot still in his harness squatting lopsided with one leg bent at a right angle with the knee jammed in a tight crevice in the boulders which were interlaced with vines and branches. The pilot was conscious and looked at me. He had a gash on his forehead but no visible sign of hemorrhaging. His right boot was off and he had no helmet. The pilot, shouting over the rotor noise of the hovering helicopter, called my attention to his left leg. He could still wiggle his toes. He complained about his arm and some chest discomfort. I put a splint on his broken arm and cut him out of the harness. I requested the semi-rigid litter be lowered which would immobilize his legs.

12. "After trying to move him to a standing position, I found he couldn't remain upright because of the very little space and lack of support leverage. I asked that the rescue sling, with which I could work, be lowered. The pilot said he could make it on the thing (penetrator) if I strapped him on. After pulling him out of the crevice into a standing position with the sling, I decided that using the penetrator would be too painful to him and would injure his exposed legs. The semi-rigid<sup>litter</sup> would be best, but it was very difficult to work him in because of the sloping, rocky terrain and very little maneuvering room. He couldn't use his left arm and could hardly move his legs; too much movement would slide him back in the crevice.

13. "I managed to get him back in the litter the best way I could, but it was not possible to get him fastened in a horizontal position. I then gave the signal to the hovering helicopter that he was ready for pickup. I guided the litter through the opening in the trees."

14. Because of the injured pilot's awkward litter position, Sgt Thompson found it was not possible to bring him into the helicopter. He directed me to an open field so we could land and maneuver the survivor in. We told Airman Krause what we were going to do over the public address

loudspeakers and told an Army gunship to stay over him and give him protection while he remained in the jungle. We landed in the field about one quarter mile away; Maj Worsech got out and, with Sgt Thompson, was able to get the rescued pilot aboard the helicopter. We then returned and hoisted Krause back into the aircraft. He splinted the survivor's right leg and administered first aid while we headed home.

15. We were in a hover for 50 minutes. The delay was caused by the almost complete inaccessibility of the rescue site, but the success of the mission was due primarily to the expert hoistmanship of Sgt Thompson and the magnificent performance of Airman Krause. Pedro 24 and Pedro 83 departed the area at C220Z. The rescued pilot was turned over to medical personnel at the 91st Med. Evac. Hosp. located four miles south of Tuy Hoa AB at C240Z. The mission was terminated at C250Z. Sometime during the recovery operation the left rotor blades contacted some tree branches causing slight damage which was discovered after landing.

Crew Members Were:

Pedro 24

Capt James A. Darden Jr., RCC

Maj Delmar G. Worsech, RCCP

Sgt Robert F. Thompson, FE

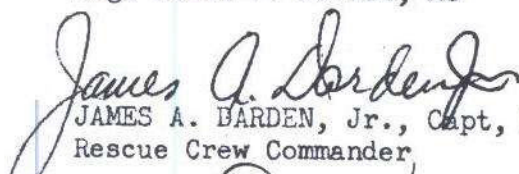
A1C Harry M. Krause, PJ

Pedro 83

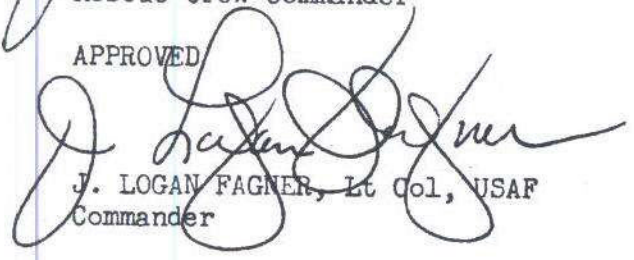
Maj Herbert G. Gates, RCC

Capt Robert E. Dely, RCCP

SSgt Cecil F. Abbott, RS

  
JAMES A. DARDEN, Jr., Capt, USAF  
Rescue Crew Commander

APPROVED

  
J. LOGAN FAGNER, Lt Col, USAF  
Commander

**Thomas A. Campbell, U.S.A.F.**

**Citation:** Air Force Cross

**War:** Vietnam War

MAJOR THOMAS A CAMPBELL. For extraordinary heroism in military operations against an opposing armed force as an A-1E Skyraider Pilot in Southeast Asia on 2 June 1968. On that date, Major Campbell led a successful search and rescue effort for a downed Navy pilot near the Ho Chi Minh Trail. After his aircraft had been hit by ground fire, he remained in the area for an hour directing aircraft strikes. He voluntarily risked his life on repeated passes to protect the rescue helicopter and suppress hostile gun positions. Through his extraordinary heroism, superb airmanship, and aggressiveness, Major Campbell reflected the highest credit upon himself and the United States Air Force.

Maj. Campbell is a life member and resides in Oregon.

Det 11, 38 AFRSQ, Hbat, Jul-Sep 1968

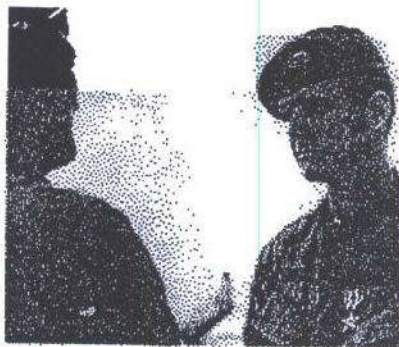
| <u>Rank/Name</u>                                  | <u>AFSN</u> | <u>Position</u>       | <u>DFROS</u> | <u>AFSM</u> |
|---------------------------------------------------|-------------|-----------------------|--------------|-------------|
| Sgt Soden, Donald L.                              |             | Flight Engineer       | 1 Nov 68     | A43550B     |
| Sgt Whaley, Guy A.                                |             | Helicopter Mechanic   | 21 Nov 68    | 43150       |
| A1C Burr, Ian T.                                  |             | Pararescue Specialist | 25 Mar 69    | A92350      |
| A1C Ratka, Paul F.                                |             | Pararescue Specialist | 25 Mar 69    | A92350      |
| A1C Krause, Harry M.                              |             | Pararescue Specialist | 15 Dec 68    | A92350      |
| A1C Major, John J.                                |             | Administrative Clerk  | 12 Oct 68    | 70250       |
| A1C Maynor, Lanny D.                              |             | Supply Specialist     | 30 Oct 68    | 64550       |
| A1C Tuttle, Stephen R.                            |             | Pararescue Specialist | 15 Dec 68    | A92350      |
| Attached Personnel (From 31 CES, Tuy Hoa AB, RVN) |             |                       |              |             |
| SSgt Abbott, Cecil F.                             |             | Rescue Specialist     | 27 Dec 68    | A57150      |
| SSgt McAllister, Robert A.                        |             | Rescue Specialist     | 10 Jun 69    | A57170      |
| SSgt Reeves, Norman F.                            |             | Rescue Specialist     | 6 Aug 69     | A57150      |
| Sgt Nelson, James W.                              |             | Rescue Specialist     | 6 Jul 69     | A57150      |
| Sgt Orlofske, Scott C.                            |             | Rescue Specialist     | 1 Aug 69     | A57150      |
| Sgt Phelps, Clarence M.                           |             | Rescue Specialist     | 5 Nov 68     | A57150      |
| Sgt Pittman, Charlie W.                           |             | Rescue Specialist     | 10 Jun 69    | A57150      |

# TUY HOA C-130s DIRECT RESCUES

TUY HOA— Whenever an Allied pilot is forced to eject and finds himself on the ground in enemy territory he knows that he's not alone. Many of his friends are looking for him.

Some of his best friends are members of an unusual Air Force unit, 39th ARRSq at Tuy Hoa Air Base, RVN.

They fly HC-130 Hercules aircraft, highly sophisticated command post control aircraft, and they "direct" rescue operations throughout Southeast Asia.



TUY HOA—AIC Harry M. Krause, 23, Corona, Calif., receives the Silver Star from Gen. Howell M. Estes Jr., MAC commander. Krause is a pararescueman with Det. 11, 38th ARRSq.

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1<sup>ST</sup> SAR IN DB IS 20 APR 68

SILVER STAR FOR 1 JUN 68 SAR

|                           |                                   |
|---------------------------|-----------------------------------|
| Maj Delmar G. Worsech     | Rescue Crew Commander             |
| Maj George W. Mangum      | Rescue Crew Commander             |
| SSgt Robert A. McAllister | Rescue Specialist Flight Examiner |
| SSgt Howard L. Frazee     | Flight Mechanic                   |
| Sgt Dennis F. Britton     | Flight Mechanic                   |
| Sgt Clarence M. Phelps    | Instructor Rescue Specialist      |
| Sgt Richard Rodas         | Flight Mechanic                   |

Of the five pilots now assigned, three are conversion pilots upgraded here, and all are Rescue Crew Commanders. Of the four Flight Engineer/Mechanics, three were completely trained and qualified here at Tuy Hoa Air Base.

#### AWARDS AND DECORATIONS

On 17 September 1968, Brigadier General Allison C. Brooks, Commander, Aerospace Rescue and Recovery Service, visited Tuy Hoa Air Base and toured the Detachment. While here he presented the following individuals with the designated awards: Maj. George S. Mangum, Air Medal (Basic), Hq 7 AF S.O. G-1319, 4 May 68 (18 Mar 68-23 Apr 68); SSgt Cecil F. Abbott, Air Medal (Basic), Hq 7 AF S.O. G-1319, 4 May 68 (25 Jan 68-13 Apr 68); A1C Paul E. Tatka, Air Medal (Basic), Hq 7 AF S.O. G-2399, 6 Aug 68 (31 Mar 68-21 Jul 68). The Silver Star for A1C Harry M. Krause for heroism during a rescue on 1 June 1968 was approved by Seventh Air Force. Tuy Hoa Air Base Personal Affairs Office has advised Seventh Air Force, and that headquarters is making arrange-