

$$\begin{aligned} & \mathbb{E}[\mathcal{L}_n] \\ & \mathbb{E}[\mathcal{L}_n] \\ & \mathbb{E}[\mathcal{L}_n] \\ & \mathbb{E}[\mathcal{L}_n] \\ & \mathbb{E}[\mathcal{L}_n] \end{aligned}$$


JANUARY 1 (REVERSE SIDE IF NECESSARY)

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Docc-68-48915

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2118H - Oreo Lead bailed out in the bay 5 miles north of Da Nang.
2120H - Pedro a Da Nang rescue helicopter has voice contact with the aircraft commander of Oreo Lead.
2124H - Big Mother, a Navy SAR helicopter is conducting a search for Oreo 02.
2125H - Pedro has picked up the aircraft commander of Oreo Lead.
2126H - The rear seat pilot has been picked up by a harbor security boat.
2135H - Jolly Green 07 and 22 proceeding north to the area where Oreo is down.
2155H - Ringneck 12 is refueling and will remain on station.
2220H - Crown 7 is proceeding toward the area.
2255H - The Jolly Green's are returning to Da Nang. Crown 7 will remain on station and continue an electronic search.

3. (S) AIRCRAFT AND CREW DATA:

a. Aircraft:

- (1) Call Sign - Oreo 01
- (2) Type - F-4D
- (3) Serial Number - 667703

b. Crew: Aircraft Commander

Pilot

- | | |
|--|-----------------------------|
| (1) Name - Gill, Timothy D., Capt, FR3161722 | Pierce, Roger G. Jr., 1/Lt, |
| (2) Total Flying Time - 694.4 | 371.9 |
| (3) Total Fighter Time - 426.7 | 92.0 |
| (4) Total F-4 Time - 426.7 | 92.0 |
| (5) Total Missions - 75 | 40 |
| (6) Total Counters - 55 | 37 |

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c. Aircraft:

- (1) Call Sign - Creo 02
- (2) Type - F-4D
- (3) Serail Number 667682

d. Crew:

Aircraft Commander

Navigator

- | | |
|---|-------------------|
| (1) Name - Hackett, Harley B., III, Capt, FR80388 | Bush, John R, Lt, |
| (2) Total flying time - 628.1 | 508.2 |
| (3) Total Fighter Time - 374.9 | 106.2 |
| (4) Total F-4 Time - 374.9 | 106.2 |
| (5) Total Missions - 112 (12 on second tour) | 42 |
| (6) Total Counters - 12 (second tour) | 40 |

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FROM: 7-380 (Capt David J. Jogerst, 3440)

26 July 1968

SUBJECT: Mission Narrative Report 1-3-076-8206

104

TO: 3JSARC *klg*
380
IN TURN

1. (U) This report is submitted IAW ARRSM 55-2, 3ARRGP Sup 1, dtd 11 Jul 68.
2. (C) Narrative:

On 24 July 1968 at 1245Z Queen (OL 1, 3ARRGP) alerted the crew of Pedro 93 to a possible bailout. A battle damaged USAF F-4 Oreo Lead with 2 POB, was attempting to make DaNang AB, RVN. At 1257Z Pedro was alerted by DaNang Tower with Oreo Lead now at 35 miles from DaNang. Pedro 93 scrambled without difficulty at 1300Z for the possible bailout. Upon arrival Oreo Lead requested a low approach for gear check and Pedro 93 returned to pickup the fire suppression kit (FSK) to cover the impending landing. Area weather was 700 scattered, 2500 overcast, 6 miles in rain with thunderstorms. Pedro 93 orbited one half mile North while Oreo Lead was given a GCA to point four miles out on final approach. At this point four crewmembers of Pedro 93 observed Oreo Lead take three hits from ground fire, turn west, and crash in DaNang bay. Ground fire was of large caliber as hits opened as bright white flashes on the underside of Oreo Lead. Pedro 93 released the FSK and proceeded to the scene. DaNang Tower was notified on Guard Channel of the ground fire, the crash and location and requested to provide flareships for aircrew recovery operations. Oreo Lead (front seater) was quickly located with UHF DF and strobe light. Hoist pickup was accomplished at 1319Z with rescue sling utilizing Oreo Lead's floating helmet for a hover reference, illumination from the HH-43B flood lights and an AC-47 flare drop. Oreo Lead had an inflated life vest and all equipment except parachute canopy with him when lifted from the water. This caused some difficulty and two men were required to bodily lift Oreo Lead through the small HH-43B cabin door. No other difficulties were encountered. Oreo Lead was in good condition, coherent on survival radio and interphone, had properly entered the sling, and did not attempt to help the hoist operator. Radio discipline was excellent and flareships support quickly provided. Pedro 93 remained in the area searching for Oreo Leads back seater until 1340Z when notification was received that he had been picked up by a patrol boat. Oreo Lead was delivered to medical personnel at 366 USAF Dispensary Helipad at 1345Z. During recovery of the FSK (near runway 17L) Pedro crew observed small arms tracer fire in the vicinity. The FSK was returned to the alert circle and Pedro 93 terminated at 1400Z without any damage. One combat save, 1+00 and 3 sorties.

3. (C) Survivor: Gill, P.D. Capt 497th TFS.

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *51 DEC 14*

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4. (U) Crewmembers of Pedro 93:

Capt David J. Jogerst, Instructor Pilot, Det 7 38ARRS
1stLt Michael L. Walker, First Pilot, Det 7 38ARRS
Sgt G.S. Gladu, Rescue Specialist (Hoist Operator) 366CES
Sgt S.D. Hamilton, Rescue Specialist, 366CES
A1C J E Talley, Rescue Specialist, 37ARRS

David Jogerst

DAVID J. JOGERST, Capt, USAF
Operations Officer

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

DECLASSIFIED

24 JULY 1968

OREO 02 SAT

F-4D 66-7703 497 TFS, 8 TFW, USAF, Ubon
Capt T O Gill (survived)
1Lt R G Pierce (survived)

F-4D 66-7682 497 TFS, 8 TFW, USAF, Ubon
Capt Harley Benjamin Hackett (KIA)
1Lt John Robert Bush (KIA)

The Night Owls of the 497th TFS had a bad night on the 24th. A flight of two Phantoms took off from Ubon on an armed reconnaissance of the southern provinces of North Vietnam, but neither returned. The aircraft attacked road traffic on a road south of Mu Ron Ma but Capt Gill's aircraft was hit by ground fire and badly damaged. Capt Hackett vectored his leader's aircraft out over the water in an attempt to reach Da Nang. As Capt Gill headed south, the crew of a Navy aircraft saw a flash on the surface of the sea about 15 miles from the coast. This was later presumed to be Capt Hackett's aircraft, which apparently crashed into the sea without either he or his WSO being able to escape. Meanwhile Capt Gill and 1Lt Pierce were trying to reach Da Nang. However, as the aircraft approached the airfield from the north the crew were forced to eject and landed safely in Da Nang Bay. Capt Gill was rescued by a USAF helicopter and 1Lt Pierce was picked up by a US Navy vessel.

A-7A 153253 VA-82, USN, USS *America*
Lt Cdr David Scott Greiling (POW - died)

A few minutes after Capt Gill and 1Lt Pierce ejected from their Phantom near Da Nang, another drama was unfolding in the North. Two Corsairs from the USS *America* were flying an armed reconnaissance mission in the region around the Mu Ron Ma peninsula. Lt Cdr Greiling and his wingman saw moving lights that they suspected was truck traffic on a road near the village of Dong Ring. Lt Cdr Greiling reported rolling in on the target and this was followed a few moments later by a fireball on the ground, which his wingman at first took to be a truck full of fuel exploding. After completing his own attack the wingman tried to contact his leader but without success and then realised that the fireball he had seen was probably Lt Cdr Greiling's aircraft hitting the ground. Other aircraft arrived on the scene and dropped flares in an attempt to find the downed pilot. The crash site was 500 feet below a ridge on a heavily wooded hillside. It was presumed that the pilot had most probably died in the crash of the aircraft. However, on 17 July 1969 David Greiling was reclassified as a POW as a result of intelligence from an unusual source. Ships from Eastern Europe often visited Haiphong to bring in military and other supplies and a Polish seaman was shown the identity cards of 30 Americans by a Vietnamese in a bar in Haiphong. Greiling's card was said to be among these cards and indeed 28 of the 30 men were released during Operation Homecoming in 1973 but David Greiling and one other was not.