

DECLASSIFIED COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
C	WILLIAM W. MONYER, General, USAF	Commander		DOCC/Lt Col Newton	4114	9 Jul 68
				TYPED NAME/ GRADE/ SIGNATURE OF ACTION OFFICER		
				<i>William H Stewart</i> WILLIAM H. STEWART, Colonel, USAF Chief, Command and Control Division		
				TYPED NAME/ GRADE/ SIGNATURE OF DCS/DIRECTOR		
1	CB	AB9n		SMC		
2	VF	499n				
3	H	889				

Aircraft Loss, 8 July 1968 (U)

1. (S) Background: Roman 02/F4D/UBN was reported down from unknown causes while attacking a target during armed reconnaissance 35 nm NW of Dong Hoi. No defenses were observed. Contact was quickly established with the pilots, who had landed in karst jungle area. Both crewmembers reported themselves in good physical condition and in a relatively secure area. Due to darkness (sunset 1935H), SAR was not initiated, however, a "first light" effort has been directed and coordinated (sunrise 0625H). Weather for the pick-up area is forecast 3000 scattered, 12,000 scattered, and visibility 7 miles.

2. (C) Sequence of Events:

- a. 1930H - Roman 02/F4D/UBN reported down at 1745/10605 (35 nm NW of Dong Hoi).
- b. 1938H - Misty 51 in area. Has voice contact with both pilots, pilots in good shape.
- c. 1945H - BRL (Bomb Release Line) established around pilots.
- d. 1957H - Gen Sweat directs no SAR tonight, to make a first light effort (first light at 0601H).
- e. 2005H - Alleycat to monitor guard channel, in case ground party should attempt to capture the pilots.
- f. 2040H - Compress (UDN) will handle the first light effort.
- g. 2158H - Misty 51 reports crew separated by about a mile.

3. (S) Line-up for First Light Effort (0601H).

- a. In target area: 0600H - Misty 11/F100/(at PHC).
- b. Holding 090°/60-70 nm (Ch 89/NKP).

0610 - Honda/4 F4D/UBN	3x750/5xCBU24
0620 - Dipper/4 F4D/UBN	3x750/5xCBU24
0630 - Bison/4 F4D/UBN	6x750/2xCBU24

DOWNGRADED AT 3 YEAR
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c. Holding on tanker: 0650 - Dallas/4 F105/TKL, 6x750/2xCBU24.

d. On alert (DNG):

0700 - Gunfighter 1,2/2	F4D/DNG	6x750/4xCBU24
- Gunfighter 3,4/2	F4D/DNG	6x750/4xCBU24
- Gunfighter 5,6/2	F4D/DNG	6x750/4xCBU24

e. SAR Forces - poised at Border:

0600 - Crown 01/C-130/TUY	
0610 - Sandy 1,2/2	AI/NKP
- Sandy 3,4/2	AI/NKP
- Jolly Green 19,37/2	HH-3/NKP 19 - Low, 37 - Hi.

f. SAR Control Agency: Compress (UDN).

g. Radar Control Agencies: Hemlock (UDN), Invert (NKP).

4. (C) Aircraft and Crew Data:

a. Aircraft.

- (1) Call sign: Roman 02.
- (2) Type: F-4D.
- (3) Tail number: 66-7671.

b. Aircrew data:

(1) Aircraft Commander.

- (a) Name - 1st Lt Charles w. Mosley, FR3172875.
- (b) Total Flying Time - 581.1.
- (c) Total Fighter Time - 361.1.
- (d) Total Time in Aircraft - 361.1.
- (e) Total Missions - 132.
- (f) Total Counters - 92.
- (g) Unit Position - Aircraft Commander.

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(2) Pilot.

(a) Name - 1st Lt Don M. Hollenbach, FR3195072.

(b) Total Missions - 3.

(c) Total Counters - 3.

NOTE: Pilots Form 5 not available until morning (9 Jul 68).

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COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

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ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
1	COORD	SIGNATURE	DATE			
DO				Lt. Colonel Newton	4114	9 July 68
CS				DOCC		
VC				TYPED NAME (PRINT) SIGNATURE OF ACTION OFFICER		
C				WILLIAM H. STEWART, Colonel, USAF		
				Chief, Command and Control Division		
				TYPED NAME (PRINT) SIGNATURE OF DCS DIRECTOR		
				DALE S. SWEET, Brig General, USAF		
				Director of Combat Operations		

Crew Recovery, 9 July 1968 (U)

1. (S) BACKGROUND:

- a. Roman 02/F-4D/UBN was downed by ZPU or 37MM at a point 35 miles NW of Dong Hoi at 1935H. (Note: The cause of this loss was reported in telecon with 8TFW debriefer). Voice contact was established; however, SAR operations were not initiated due to darkness.
- b. SAR efforts began at first light 9 July and were successfully completed at 0658H.
- c. Debriefing of the crew indicates they had completed a pass on two trucks and were about to roll in on ten other trucks on another section of the road when all stick and rudder control was lost at an altitude of about 9,000 feet. The rear seat pilot reported seeing possible muzzle flashes from 37MM guns during the strike on the first target. Roman Lead had previously reported ZPU fire in the target area.
- d. Both pilots were reported to be in excellent condition, having received only cuts and bruises.

2. (U) SEQUENCE OF EVENTS:

- 0558H Sandy 1,2,3,4 were on station in the SAR area. Two more A-1s were on ground alert at NKP.
- 0559H Voice contact established with both survivors.
- 0600H Border clearance was passed to SAR forces.
- 0603H Crown reported weather in SAR area was good for pickup.
- 0620H Sandy 1 & 2 ETA over survivor at 0632H.

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DATE 10/10/00 BY 1010/1010

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- 0623H Sandy 1 & 2 reported picking up light ground fire.
- 0630H Sandy 3 & 4 and J6 19 & 37 were 14 miles out from pilots.
- 0640H Sandy laid screening smoke & Jolly Greens went in.
- 0642H One pilot was reported on top of Karst and the other near the base.
- 0644H Jolly Green over front seat pilot.
- 0653H Front seat pilot was on board the helicopter. Misty reported light ground fire.
- 0655H Jolly Green was over rear seat pilot.
- 0658H Rear seat pilot recovered. Both pilots were returned to Nakhom Phanom and subsequently to Ubon.

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Mission No. 2-3-51

51

Crown 1 was alerted 8 Jul for a 2030 take off the following morning for recovery of 2 man crew downed by ground fire that evening. Location of survivors was 076/84/89; Call Sign Roman 02, an F4. Take off was at 2020 & contact was established with FAC Misty 11 upon arrival in the SAR area. He reported contact with both survivors who report no activity around their area. Wx is 2/8 cumulus at 1500 ft. SAR forces Sandy 1 & 2 off Channel 89 at 2130Z & Sandy 3 & 4 escorting Jolly Green 37 & 19 off at 2145. Border clearance obtained at 2204. 4 flights of fast movers report ready if needed 2209 & are held by Invert. Authentication questions given to both persons & correct answer received. At 2220 Sandy 1 & 2 arrived on scene reporting 1t ground fire when crossing Rt 101 but no factor for pick up. Survivors positions are pinpointed by Sandy 1 & marked by smoke. Jolly Green 19 in the area at 2243 & Misty 11 directs him to first survivor. Survivor displays smoke & Jolly 19 makes pick up at 2254. Pilot in good condition. Jolly 19 moves to second survivor approximately 1800 meters east of first site & is vectored into position by survivor. The second pick up made at 2259; & survivor is in good condition. Forces RTB Channel 89 arriving 2400. Crown 1 RTB channel 83 at 0715.

Crew list.

RCC Maj Paul G Wert Jr AO3040980

CP Capt Charles Steiner

N Capt Robert Spauger

FE T/Sgt Otto Nowland

FE T/Sgt William Sutter

LM Sgt Robert L Mortell

RO S/Sgt Philip A Fitzpatrick

GROUP-4

Downgrade & down 3 year intervals,
Declassified at or 12 years.

PAUL G. WERT JR, Major, USAF
RCC, Crown 1

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39 ARRS/C 39-68-322
68-7-0013

DECLASSIFIED

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100

14 July 1968

FROM: 1-40/0

~~CONFIDENTIAL~~

SUBJ: Mission Narrative Report (2-3-51, 9 July 1968)(U) Classified by

TO: 1-40C *Wdm*
3 ARRGp (JSARC) *leg*
IN TURNSUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EAC I/E ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 96*

1. (U) This report is submitted IAW ARSM 55-2/3rd ARRGp Sup 1, dtd 15 Jun 67
2. (S) At 1830L 8 Jul 1968, Jolly Green 19(L) and 37(H), while on ground alert at Ch 89, were notified of a downed aircraft, call sign Roman 2. Position of the survivors was 077/78/89. Contact with the survivor had been established by a Misty aircraft in the area; they reported they were both in good condition and in very heavy jungle. At 1855L word was received that SAR forces would attempt a first light effort to recover Roman A/B. Jolly Green 19 and 37 launched at 0445L 9 Jul 68, arriving at the initial holding point at 0535. At that time Sandys 1 and 2, who had arrived in the target area at 0515 had located the survivors and called for a pickup attempt. Misty 51 then led Jolly Green 19 and 37, and Sandys 3 and 4 into the area. Jolly Green 37 remained south of the area in orbit, and Jolly Green 19 descended for the pickup at 0542. Sandy 1 called for smoke from Roman 2A and it was observed by Jolly Green 19 on the first pass. A hover was established directly over Roman 2A through directions supplied by him on the RT 10 survival radio, and he was brought aboard at 0551L. Sandy 1 then directed Jolly Green 19 to the general area of Roman 2B, who discharged smoke and directed the aircraft overhead with the RT 10 radio. Pickup of Roman 2B was completed at 0559L. Survivors were uninjured and in excellent condition. Although the pickup was completed within an antiaircraft fire area, no antiaircraft fire was observed. Small arms fire was observed by Misty 51 and Sandy aircraft and heard by Roman 2A while he was on the ground, however, no battle damage was incurred by Jolly Green 19. Radio discipline was excellent. Conduct of the mission by Sandy 1, and the directions and information given by Misty 51 were truly outstanding. Jungle cover was very dense in the pickup area and the correct use of survival radios was a great aid in pinpointing the survivor's location, allowing pickup without delay. Weather enroute was overcast, bases at 3 thousand with tops at 8 thousand. In the pickup area, the weather was clear with unlimited visibility. Method of recovery was by use of the forest penetrator; termination landing was at 0705L.

3. (C) Names of the Survivors: 1st Lt Charles W. Moseley, FR3172875 and 1st Lt Don M. Hallenbeck, FR3195072, both of 433rd TFS, Ubon RTAFB, Thailand

Downgraded to CONFIDENTIAL

4. (U) Crews of the Jolly Greens were:

18 AUG 1971

IAW AFR 205-2

JOLLY GREEN 19(LOW)JOLLY GREEN 37(HIGH)

RCC Maj Dale L. Oderman
RCCP Capt George W. Greer
FE SSgt Coy W. Calhoun
RS Sgt Peter S. Harding

RCC Capt James E. Oliver
RCCP Lt Col William G. Cameron
FE SSgt Carl L. Warmack
RS ALC Leonard C. Johnson

Dale L. Oderman
DALE L. ODERMAN, Maj, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 4
Paragraph 2
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

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H.000.4 Cy 1 of 9 Cys

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1-40D-68-S-47

68-AD-1838

Roman 02 SAR

8 July 68

(Tape courtesy of George Marrett and Don Condra, A-1 drivers)
Additional data provided by Mr. William Forsyth



(If you can provide additional information, please do so.)

Roman 02

68/07/08 F-4D 66-7671 8th TFW Ubon

"Alpha" 1Lt Charles W. Mosley Pilot Rescued

"Bravo" 1Lt Don M. Hallenbeck Copilot Rescued

Roman 02 was hit while pulling up from a rocket pass. The aircraft climbed and then lost hydraulic pressure and controls, the crew then ejected in North Vietnam, 13 miles east of Mugia Pass (vic XE 060 589).

These recordings were made in the cockpit of an F-100F (two seater). Much of the context of the mission can be gleaned from the two crewmember's interphone conversation. Profanity is sometimes used.

Day 1

The tape begins with Misty 51 putting in air strikes in the SAR area. Misty 51 is advised by Roman 01 that Roman 02 has gone down in the area known as Delta 25. (If my reference is correct this is just north of Mu Gia Pass along Route 101 in North Vietnam.)

Misty 51 gets all necessary information from orbiting flight member, Roman 01 who is talking to the crew of Roman 02 on the ground. Both the pilot (Alpha) and the other crewmember (Bravo) can be heard on the radio. Since daylight is fading fast, the decision is made to "bed down" the survivors and they are advised that a "first light" effort will be made the following day.

Day 1 Players

Misty 51 - on scene Fast FAC in an F-100F two seater

Roman 01 - Flight lead of aircraft shot down (type unknown)

Crown - command and control HC-130

Waterboy - GCI site at Dong Ha

Play Roman 02 SAR Tape - Day 1 **(22:57) RealAudio**

Day 2

Day 2 begins with Misty 51 (same crew as the previous day) arriving in the area to reestablish radio contact with the two survivors. They are properly "authenticated" and the SAR force is directed to proceed into the SAR area.

After a handoff of "on scene command" from Misty 11 to Sandy 01, the rescue force is committed. Both survivors are picked up and the forces egress the area.

Day 2 Players

Misty 11 - on scene Fast FAC in an F-100F two seater

Sandy 01-04

Jolly Green 19 - pickup Jolly

Crown - command and control HC-130

Misty 12 - replacement Fast FAC who shows up toward the end

Bison - strike flight of F-105s

Play Roman 02 SAR Tape - Day 2 **(43:05) RealAudio**

All aircrews in Southeast Asia completed an authentication card as part of their inprocessing prior to their first flight in theater. The crewmember could list five questions along with their answers. The answers to these questions could supposedly only be answered by the person who completed the card. For example, one of my questions and its answer was, "What is the name of your favorite dog?" and my answer was "Grover".

These authenticator cards were kept on file at wing intelligence for use if the crewmember was shot down. The theory was, if the guy on the ground could not correctly answer the question, he must not be a genuine survivor, but rather an imposter who was attempting to lure the rescue forces into a trap.