

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF:

370

20 AUG 1968

SUBJECT:

MISSION NARRATIVE REPORT (1-3-089-08230, 17 Aug 68) (U)

TO:

37C
JSARC
IN TURN

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 14

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGP
SUP 1, dated 15 Apr 68.

2. (C) At 0450Z, 17 Aug 1968 Jolly Greens 31 and 27 were scrambled from
Quang Tri. Upon becoming airborne radio contact was established with Crown 6
and Misty 11 the aircraft in distress. Misty 11 had received ground fire and
resulted in battle damage to the fuel tank with accompanying loss of fuel.
Misty 11 was attempting a tanker hookup in order to maintain sufficient fuel
quantity to reach CH 77. Jolly Greens 31 and 27 attempted to UHF DF Misty's
position at approximately 0455 - 0500Z. Both Jolly Greens UHF-DF's were unre-
liable.

3. (U) The weather in the area of CH 69 and 109 was a ragged ceiling at 500
feet in rain showers. These conditions prevailed throughout most of the area.
Visibility was poor.

4. (C) Jolly Greens 31 and 27 monitored the conversation between Misty 11
and Crown. From the radio conversation it became apparent that Misty 11 and
the tanker were not going to be able to rendezvous. At approximately 0510Z
Misty 11's crew ejected. Jolly Greens 31 and 27 had been informed by Crown 6
that the pilots had ejected in the area of 010/34/CH 69. Jolly Greens 31 and
27 proceeded toward this location.

(C) At approximately 0505Z it was determined that the location of the
downed pilots was 010 degrees/33NM off of CH 109. Jolly Greens 31 and 27 then
proceeded to this position. Jolly Greens 31 and 27 dead reckoned to this po-
sition. In order to expedite JGs 31 and 27 went to 300' altitude. There were
rain squalls in the area and visibility was poor enroute. At approximately 0530
Jolly Greens 31 and 27 broke out into a good visibility area, and at approximately
5 miles at the 11 O'clock position 2 destroyers and 2 smokes were observed.
Jolly Green 31 proceeded to the Northern smoke. Crown 6 informed JGs 31 and 27
that it was desirable to retrieve the rafts. Jolly Greens 31 and 27 landed in
the water at 0535Z and retrieved both pilots and their survival equipment. The
sea condition was sea state 1. At approximately 0537Z Jolly Greens 31 and 27
were airborne and directed to proceed to CH 103. At 0540Z Jolly Greens 31 and
27 were directed to proceed to CH 77. Jolly Greens 31 and 27 landed at CH 77
at 0630Z.

5. (C) The survivors were: Captain Richard G. Rutan, FR3102082, 37th TFW, Phu
Cat, and Captain Charles A. Shaheen, FV3132096, Observer.

6. (C) The Crew of the Jolly Greens Were:

GROUP 4

Downgraded at 7 year
intervals

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JOLLY GREEN 31

LCDR Lonnie L. Mixon ✓
Capt Don W. Wiegard
Sgt Herbert H. Honer
ALC Robert K. Cassidy

RCCP
CP
FE
PJ
FE

JOLLY GREEN 27

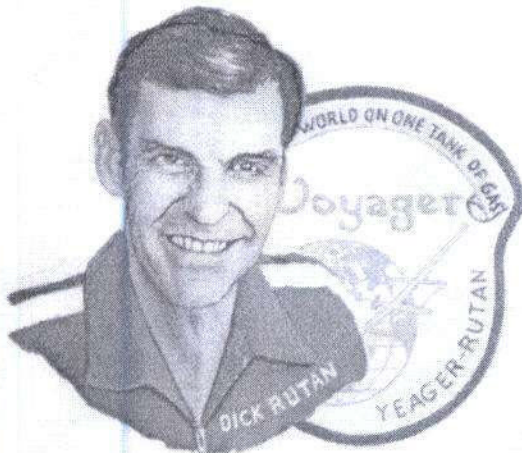
Major Charles E. Wicker
Major Robert E. Booth
Sgt Jackie L. Mangrum
SSgt Eugene L. Nardi
ALC James A. Thibodeau

Lonnie L. Mixon
LONNIE L. MIXON, LCDR, USCG
Rescue Crew Commander

Summary Report 1-3-089-08230, 17 Aug 68

At 0450Z, Jolly Greens 31 and 27 were scrambled from the forward operating location to assist an F-100 aircraft which had received battle damage. At 0510Z both crew members of the F-100 ejected. Jolly Greens 31 and 27 effected rescue of both members at 0535Z. Survivors, Captains Richard G. Rutan and Charles A. Shakeen, 37TFWg, were in excellent condition and were flown to Da Nang AB, RVN.

Richard G. "Dick" Rutan



"Born with aviation fuel in his body instead of blood" is how "Dick" Rutan's mother describes her eldest child. Born 1 July 1938 in Loma Linda, California, Dick has loved aviation since he was a child. On his 16th birthday, he got his driver's license and his pilot's license. While in high school, he fell in love with the speed and power of the F-100 Super Sabre. In 1958, he joined the Air Force Aviation Cadet Program, was commissioned a second lieutenant, earned navigator's wings, and was assigned to Iceland to fly the F-89 Scorpion. He next flew the Douglas C-124 Globemaster and, after logging over 1,900 hours as a navigator, entered pilot training. Dick was the top graduate of his class at Laughlin AFB, Texas, and in 1967 fulfilled his dream to fly the F-100. He was soon sent to

South Vietnam to fly ground attack missions, but quickly volunteered to become a forward air controller (FAC) in the Commando Sabre program. As a "Misty FAC," he flew the F-100 over North Vietnam. Dick was shot down (and quickly rescued) midway through his third tour in 1968. Returning from Vietnam, he spent the next 7 years in various assignments in Europe and at Wright-Patterson AFB, Ohio. In 1975, he was assigned to Davis-Monthan AFB, Arizona, as a Flight Test Maintenance Officer in the 355th Tactical Fighter Squadron. He retired in 1978 as a lieutenant colonel and began working for his brother, Burt, an aerospace engineer who designed high performance home-built aircraft. Dick flight tested Burt's designs and demonstrated them at air shows. In 1980, he met Jeana Yeager and a year later, their dream of flying around the world took shape and dominated the next 6 years. They founded Voyager Aircraft, Inc., and began the task of raising money. He set several aircraft speed and endurance records to generate publicity. In May 1981, he set a distance record of 4,563 statute miles for an aircraft weighing less than 1,000 kilograms. The following February, he set a closed course speed record for both 500 and 2,000 kilometers. Dick was awarded the 1982 Louis Bleriot Award for his aviation records. On 1 June 1984, after 3 years of work, Dick soloed the Voyager on its maiden flight. Then, on 14 December 1986, after 2 years refining the Voyager, Dick and Jeana lifted off from Edwards AFB, California, on their epic flight. Nine grueling days later, they returned to Edwards AFB to complete the first nonstop, unrefueled, around-the-world flight. Dick was awarded a Presidential Citizens Medal, the Collier Trophy, and the Order of Daedalians Distinguished Achievement Award. He is now developing a prototype of an unlimited class racing aircraft and working on the design of a large-cube transport.

Lithograph Setting: The Voyager is no ordinary aircraft. The airframe is made of a honeycomb composite shell, with two fuel-efficient engines mounted on the fuselage fore and aft. With a 110-foot wingspan, and a cockpit measuring 72 feet long by 2 feet wide, Voyager weighs only 1,850 pounds empty. Numerous improvements were made during flight tests; however, one aerodynamic flaw remained--speeds at 82 1/2 knots would tear the wings off. Despite the risks, Dick and Jeana departed Edwards AFB, California, early on 14 December 1986. On takeoff, Voyager's winglets were damaged and, once airborne, Dick had to shake off the damaged portions. For the first 3 days, they dodged a typhoon, overcame mechanical failure, and struggled with high fuel consumption, which threatened flight completion. Over Africa on day four, fuel problems eased, but sleep and oxygen deprivation made both pilots sick. Three days later, just north of Brazil, turbulence threw Voyager into a 90-degree bank, but Dick's quick reaction recovered the aircraft. In the final hours of the flight, the rear engine quit due to a bad fuel pump. As Voyager lost altitude, they diagnosed the problem, started to shutdown the front engine, and then successfully restarted the rear engine. Voyager landed at Edwards AFB on 23 December with 8.4 gallons of fuel to complete the first nonstop, unrefueled, around-the-world flight--a distance of 26,700 statute miles.

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