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1400 DCS 68-7141

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FROM: Det 7, 38ARRS/Capt Henderson

30 NOV 1968

SUBJECT: Mission 7-38-40-8333 (Narrative)

TO: 3ARRGP/JSARC *leg*

1. Detachment 7 was notified by Danang Tower via primary crash phone at 2202Z of a crash on the runway. Crew was airborne at 2205Z and immediately located a crashed F4, 50 meters off the west side of runway 17R. Two crash trucks were observed approaching the scene with nozzles working so no attempt was made to pick up our remotely located FSK. The fire completely engulfed the nose section of the aircraft but was quickly extinguished by the firetrucks. Pedro 69 was landed next to the crash and the PJ and two firefighters deployed. The PJ located the pilot approximately 15 feet in front of the badly deteriorated nose section of the airplane. He apparently had broken free of his retaining straps and was tangled in a string of concertina wire. The PJ immediately began mouth to mouth resuscitation on the pilot. One of the fireman reported that the backseater was not in the airplane and could not be located. Pedro lifted off and began searching with flood and landing lights along the runway/taxiway area. After several minutes the crew observed several people attempting to put out a fire in a construction storage area aided by the lights of a refueling truck. The backseater had ejected, apparently from ground level, and landed about 100 meters from the wreckage. It looked from the air as though he had rolled up in his chute on impact and the chute was burning. (This was confirmed later as the man was still wrapped in sections of chute when airlifted) Pedro reported this scene to the tower for relay to the crash rescue ground team. An ambulance picked up the backseater and carried him back to the crash site. Both crew members were unloaded at this point and flown to the NSA hospital. Enroute a fast diagnosis by the PJ was forwarded to the control tower. They inturn relayed the information to NSA through Marble Mountain tower so that immediate specialized care would be ready upon landing. The pilot was pronounced dead on arrival at NSA. The backseater was alive and conscious when released at 2230Z. Pedro returned to the crash site, recovered the two firefighters and secured at the alert pad at 2247Z. The Commander of the 366 USAF Dispensary stated that the incident fell within the definition of a combat save. I would like to emphasize the outstanding efforts of Airman Ingulli in both his attempts to save the pilots life and for his aid given to the backseater. His actions were of the highest caliber. With complete disregard for his own safety and without protective clothing he went immediately to the aid of the pilot who was located in a hot, extremely volatile area. At the time of his efforts there were minor explosions going on within the wreckage. Though his efforts were unsuccessful in saving the pilot's life his prompt unhesitating actions were outstanding. The aid he administered and his accurate diagnosis of the condition of the critically injured backseater, which was subsequently radioed ahead to the hospital, contributed substantially to the saving of this individual's life. Classified by

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *SI SECRET*

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GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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7-38-058

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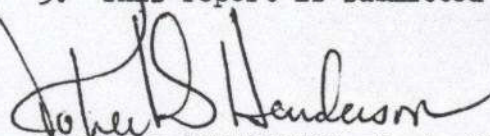
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2. List of complete crew making the save

Capt Robert S. Henderson/RCC/Det 7, 38ARRS
Capt Henry E. Hooke/RCCP/Det 7, 38ARRS
SSgt Kenneth R. Jones/FE/Det 7, 38ARRS
Sgt Samuel D. Hamilton/RS/366CES
Sgt Roger D. Elam/RS/366CES
AIC Charles R. Ingulli Jr./PJ/Det 6, 38ARRS

3. This report is submitted IAW ARRSM 55-2, 3ARRGP Sup-1.



ROBERT S. HENDERSON, Capt, USAF
Rescue Crew Commander

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