

DEPARTMENT OF THE AIR FORCE  
DETACHMENT 11, 38TH ARRSQ (MAC)  
APO SAN FRANCISCO 96316



REPLY TO  
ATTN OF: 38-11 D

3 February 1969

SUBJECT: Mission Narrative Report (11-38-005-9031) (U)

TO: 3rd ARRGp (JSARC) *429*      THRU: 38th ARRSQ (O)  
APO 96307      APO 96307

1. This report is submitted IAW ARRSM 55-2, 3rd ARRGp Supplement 1, 15 April 1968.
2. Detachment 11 was notified, via the primary crash phone, that TACO 11, an F-100 from the 188th TFS, Tuy Hoa Air Base, RVN, had lost rudder and elevator control. The pilot was ejecting. The notification was received at 0117Z. Pedro 24, the alert HH-43B, scrambled immediately and was airborne at 0120Z. Pedro 05, the secondary helicopter, was airborne at approximately the same time. Immediately after take-off, Tuy Hoa approach control informed Pedro 24 that the downed aircraft was at 225 degrees approximately 12 miles from Tuy Hoa Air Base. At this time TACO 12, the downed pilot's wingman, was in the area of ejection as was Big Windy 986, a U.S. Army CH-47 helicopter. Tuy Hoa tower relayed the information that the CH-47 had the pilot's parachute in sight on the ground. Pedro 24 and 05 arrived in the approximate area at 0135Z. However, none of the aircraft at the scene were in sight. Several attempts were made to home in on the orbiting aircraft but they were unsuccessful at this time. Further information was received from the on-scene aircraft as to the downed pilot's position. Pedro 24 and 05 were then able to locate the area. At the time of arrival there were three on scene; the CH-47, a U.S. Army UH-1E and an O-1F. The aircraft wreckage was easily sighted because it was still burning. However, it was determined that no one had actually seen the downed pilot. A beeper tone was heard intermittently on frequency 243.0. The time was 0140Z. Shortly after this, voice communications were established with the downed pilot. He attempted to direct a helicopter to him but due to the number of helicopters in the area and the fact that the parachute beeper had been left on, some confusion developed as to which helicopter he was talking to. At approximately 0145Z adequate communications had been established to enable the downed pilot to direct the UH-1E gunship, call sign Demon 32, to his position. Pedro 24 was directly behind Demon 32 and Pedro 05 was behind and above him. A pen gun flare was launched directly in front of Demon 32 and was seen by all the aircraft. The position was marked with yellow smoke by Big Windy 986. Voice communications with the pilot were still audible however a visual sighting had still not been made by any of the on-scene aircraft. Pedro 24 hovered over the yellow smoke marker but the pilot was still not seen.

At this time the UH-1E was circling Pedro 24 to provide RESCAP. Pedro 05 was circling slightly higher and Big Windy 986 pulled out slightly but remained close enough to supply additional RESCAP. The jungle was so dense that the pilot had still not been seen. The pararescueman was deployed from Pedro 24 at 0150Z. Pedro 24 was hovering at approximately 150 feet above the ground. Twice during the descent the pararescueman became entangled in the dense trees however the hoist operator was able to free him by manipulating the hoist. After the pararescueman was on the ground, the hoist operator brought the hoist back up and Pedro 24 backed out of the confined hover area to what appeared to be a small clearing approximately 300 feet to the rear. At this time the hoist operator saw the downed pilot and directed Pedro 24 to hover above him. The forest penetrator was lowered and the survivor was hoisted aboard. However, the pararescueman was not with him. Attempts to contact him were unsuccessful. Pedro 24 returned to the smaller clearing where the pararescueman had been deployed however he was not in sight. Pedro 24 searched both clearings and the area between. Finally the pararescueman was sighted very near the point that the pilot had been picked up. The forest penetrator was again lowered. Some difficulty was encountered due to the close proximity of several tall trees and the fact that what had first appeared to be a clearing was in fact merely an opening in the trees; the pararescueman was neck deep in vines and grass. He was barely able to move. The helicopter was edged closer to him and the hoist operator was able to swing the forest penetrator to him. He was finally hoisted aboard from a 100 foot hover. The time was 0210Z. The pilot was in good condition and was taken to the 31st USAF Dispensary at Tuy Hoa.

Information gained later showed that the area was definitely hostile. Several people were seen a short distance from the pickup area by Pedro 05 and Big Windy 986. Also, just after the pararescueman had been lowered a green smoke marker was ignited approximately 100 meters northwest of the downed pilot. The pilot stated that he ignited no smoke at any time nor did he fire a pen gun flare. The pilot also stated that shortly before pickup he heard semi-automatic rifle fire in the area.

Crewmembers were:

Pedro 24

Pedro 05

RCC Capt William F. Austin

RCC Capt Daniel A. Nicholson

CP Capt Charles T. Wohlneck

CP Capt Edgar R. Whitney

FE SSgt Raphael C. Martin

FE TSgt Thomas B. Margagliano

RS A1C Paul E. Patka

RS Sgt Michael E. Fish

*William F. Austin*

WILLIAM F. AUSTIN, Capt, USAF  
Rescue Crew Commander

APPROVED:

*Morgan A. Downing*

MORGAN A. DOWNING, Major, USAF  
Commander

TACO 11 B

FROM PAUL PATKA



Det 11, 38th ARRSQ, Hist., Jan-Mar 1969

11-6

## CHAPTER II

## OPERATIONS

During the quarter, the detachment was credited with 20 combat saves and 7 non-combat saves as a result of participation in 15 search and rescue missions. A brief description of the significant missions follows:

11-38-005-31 Jan 69 - the Detachment was notified at 0917, 31 Jan, that TACO 11, an F-100 piloted by Capt Gerry Williams, had experienced battle damage and that the pilot would have to eject approximately 12 miles southwest of Tuy Hoa AB. Two HH-43B helicopters were launched immediately and arrived in the approximate area 15 minutes later. There were several other aircraft in the area but no one had yet sighted the downed pilot. Voice contact was finally established with the survivor and he was able to vector Pedro 24, one of the HH-43B helicopters to his position. However, no visual sighting was made because of the dense jungle. The pararescueman from Pedro 24 was deployed to assist the survivor. The downed pilot was finally located by the helicopter crew and was picked up. Ten minutes later the pararescueman was sighted and he was also hoisted aboard. Both helicopters then returned to Tuy Hoa AB. One combat save. Sorties and flying time: 4/2.0

Crewmembers were:

Pedro 24

RCC Capt William F. Austin

RCCP Capt Charles T. Wohlneck

FE SSgt Raphael C. Martin

PJ A1C Paul E. Fatka

Pedro 05

RCC Capt Daniel A. Nicholson

RCCP Capt Edgar R. Whitney

FE TSgt Thomas B. Margagliano

PJ Sgt Michael E. Fish

(See photograph #2 and #3)