

DEPARTMENT OF THE AIR FORCE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96310



REPLY TO
ATTN OF: RCC

18 March 1969

SUBJECT: Mission Narrative Report (2-3-019, 15 March 1969)

TO: Det 1-40C
3rd ARRGF (JSARC) *LEG*
IN TURN

1. This report is submitted IAW ARRSN 55-2/3rd ARRGF Sup 1, dated 11 July 1968.

2. On 15 March 1969 at approximately 0955L, JOLLY GREEN 09 was awaiting take-off clearance at taxiway 2, Nakhon Phanom RTAFB, Thailand. Purpose of the flight was a combined upgrade training and administration support. JOLLY GREEN 09 had completed the first portion of the flight, landed and picked up three passengers and was prepared to start the second portion. NKP tower had cleared two A-1 "SANDIES" for a take-off. SANDY 04 appeared to have an abnormally long ground roll and, as he passed our position with his tail up, he momentarily became airborne to about three feet. The left tire came back down and started smoking, followed by the right tire. The A-1 continued to the end of the runway where the right main tire shredded and the aircraft disappeared in a cloud of dust and a large ball of fire. The instructor-pilot took the controls and JOLLY GREEN 09 departed immediately, passing to the west of the fire, then circled to the left to approach the aircraft from the south. The entire cockpit was engulfed in flames with the pilot trapped inside. As the helicopter approached a hover, the rotor downwash blew the flames and smoke from the cockpit and the pilot could be seen struggling to release his straps. Position of the hover was about 15 to 20 feet from the cockpit at about 15 feet altitude. This appeared to be the optimum position for the rotor downwash. Large amounts of ordnance consisting of 20mm, CBU, and rockets began to explode under the helicopter. As the pilot climbed out of the cockpit he became entangled in one strap and was suspended along the fuselage. First Lieutenant Jon Ewing, SANDY pilot, approached the wreckage and cut him loose as one large explosion forced the helicopter out of the hover. JOLLY GREEN 09 circled back to land on the runway but the crew observed hand signals to return to the area to evacuate the pilot and his rescuers. A deep ditch prevented fire trucks and ambulance access to the pilot who now lay in a shallow ditch about 40 meters from the airplane. JOLLY GREEN 09 landed between the survivor and the exploding ordnance. Two pararescue men and two SANDY alert pilots who were treating the injured pilot, lifted him on to a stretcher and placed it aboard the helicopter. JOLLY GREEN 09 took off and landed in a vacant lot adjacent to the Base Dispensary where the injured pilot was offloaded. Damage to JOLLY GREEN 09 consisted of 3 CBU and shrapnel holes through the inboard pockets of main rotor blades and one shrapnel

*LT Ewing undoubtedly must get
a very high award for bravery!*

Atch 2