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



REPLY TO
ATTN OF: RCCP

16 May 1969

SUBJECT: Mission Narrative Report (2-3-03D, 16 April 1969)

Classified by *MO 2 3A000P*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 75*

TO: Det 1-40/C
3rd ARRG (JSARC) *lls*
IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRG Sup 1, dated 11 July 1968.

2. (C) At approximately 0900Z 16 April 1969, a call on UHF Guard was heard by Shoestring. An F-4, call sign Pintail Lead reported battle damage - losing fuel - trying for Channel 89 - 4 miles north. At this time, it was thought that the aircraft was attempting an emergency landing at Channel 89. The people in our Operations went outside on the patio to observe the situation. Upon reaching the patio, an F-4 could be seen making a descending right turn to what looked to be a right base for runway 15. At this instant, two objects were ejected from the aircraft and two good chutes were seen. Two Jolly Green pilots, who were observing the situation, ran for the ramp where Jolly Green 17 was parked. The flight engineer and pararescue specialist had just completed their pre-flight for an oncoming alert tour which was to begin that night. Jolly Green 17 was airborne at approximately 0907Z and proceeded north of the base to the crash site. After takeoff, Jolly Green 17 switched to UHF Guard and heard Sandy talking with the survivors. There was no problem in locating the site which was approximately 2 miles north of the runway. The Sandies were orbiting both survivors and their chutes were clearly visible. At approximately 0915Z Jolly Green 17 was in a hover over the first pilot and after hoisting him aboard moved to the second pilot. He was brought aboard and Jolly Green 17 proceeded back to Channel 89. The condition of both survivors was thought to be good, however, later medical x-rays revealed that Pintail "A" had sustained a back injury. Coordination of the crew and SAR forces was excellent and weather was not a problem.

3. (C) The names of the survivors are: Major Dennis W. Winkels, FR53308, USAF, 25 TFS, and Captain Richard D. Anderson, FR3171441, USAF, 25 TFS, Ubon RTAFB, Thailand.

4. (U) Crewmembers of Jolly Green 17 were: RCC - Captain E. L. Heft, RCCP - Captain M. B. Nash, FE - Sergeant D. A. Scott, RS - Airman First Class R. L. Harris.

GP-4

Marshall B. Nash
MARSHALL B. NASH, Captain, USAF
Rescue Crew Copilot

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ATCh 2

16 APR 69 Schmidt on 1st Gdr & ACFT checked. 13:00 ACR Scramble
18 Miles south west. 0-2 with 250B stream down. We
entered the area where ~~there were~~ numerous small
fires. I was put on ground and picked up almost
immediately. They had put me into wrong area (Vice)
I was then lowered again near crash site. I

then investigated the wreckage. It was burning with
flames approximately 3 ft high. I moved to the upwind
side & was able to determine that there were still
2 bodies inside the wreckage. I notified Pedro of this
& was hoisted out. Cause of crash undetermined - was
observed in a flat tail spin & had just finished directing
in an airstrike a short distance away.

1600 ACR Scramble: OV-10 & Cobra mid air ³⁰ miles
Northwest. Leach's report to OV-10 people = 1-OK; 1-Broken
leg; Cobra exploded on impact - both people KIA. We did
not go to scene - everything was in control before we
had a chance. Everybody was on scene when we were
notified. Things are possibly looking up mission wise
and definitely pilot wise. After placing PT's on ground
and finding out they come back & with results they
no longer seem reluctant to go on a mission. As of
2100 it's been a good day. (Except I broke a blowing garter!