

DECLASSIFIED

~~CONFIDENTIAL~~

UNCLASSIFIED

FROM: 37(0)

SUBJECT: MISSION NARRATIVE REPORT

Classified by 61381 Apr 69 (U) (U)  
SUBJECT TO GENERAL DECLASSIFICATION

TO: 37C

3rd ARRGp (JSARC) *JOY*  
IN TURNSCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS.DECLASSIFIED ON *31 Dec 75*

1. (U) This report is submitted IAW ARRS 55-2/3 ARRGp Sup 1, dated 11 July 68.

2. (C) While performing airborne alert in the vicinity of DaNang AB, RVN on 1 Apr 69 Jolly Green 04 (low) and 27 (high) over heard a may day from Misty 51 at 0808Z. Misty 51 reported that after completing a "marking" pass, he observed a complete loss of engine oil pressure and "an overheat" light. Misty 51 at that time was approximately 250/58/77 and stated that he intended to try for "feet wet". Shortly after transmission of the original distress message Misty 51 was forced to eject. Jolly Green 04 was approximately 12 miles east of DaNang at the time of intercept of the first distress signal. Immediately, a climb to 3000 MSL was commenced and contact was established with Jolly Green 27. JGs 04 and 27 held at 3000 feet adjacent to DaNang AB pending the "go" message, which was received at 0813Z concurrently with the Spad launch instructions. PANAMA vectored JG 04 and 27 westerly during the climb to 8000 MSL for join up at 0830Z with Spads 11 and 12 (alert Spads at DaNang AB). Jolly Greens 04 and 27 were placed on orbit at 0850Z at 075/55/72. Spads 11 and 12 proceeded to the survivors area, where they were joined by Spads 01 and 02 whom had been launched from Pleiku. Crown 6 had provided navigation and orbit position assistance, and remained with Jolly Greens 04 and 27. The four Spads with Misty 61 assisting evaluated the area and reported figures of 4200 to 6800 feet pressure altitude (PA). Communications interceptions caused these "lowest to highest" terrain figures to be interpreted as survivor elevations. Computations of capability revealed that it would not be possible to enter the area, hover, perform a pick-up and depart to an aerial refueling point, with the required minimum fuel (computed at 5500 feet, the first elevation thought to be that of the survivors). Closer evaluation by Spads 11 and 12 revealed and confirmed that the altitude of the survivors was 4600 feet (PA). Recomputation by JG 04 and confirmation by JG 27 revealed that a rescue attempt could be made, although undesirable conditions would prevail. JG 04 decided an attempt would be made provided aerial refueling could be performed immediately after the pick-up. The helicopters were cleared from the orbit point to the survivor area 070/42.5/72 at 0948Z and arrived there at 0955Z. The survivor position was marked by Spad 11 during JG 04s let down. JG 04 briefed and made a pass over the immediate area, dumped fuel to 900lbs

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GROUP 4

Declassified at 3/907  
as declassified  
after 12 years

Atch 5

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and performed 180 degree turn onto the final approach and hovered at 4800 feet (P.A.). The smoke signal failed to penetrate the vegetation during the approach and the hover was established beyond the first survivor. An immediate 360 degree pattern was performed with the survivor providing inbound corrections. Although the survivor was not immediately observed the penetrator was lowered and as the survivor moved to the penetrator his movement was observed. Pick up was accomplished at 1002Z. Power required during the hoisting was within 2% of power available and proved to be reasonably compatible with computed capabilities and requirements. Had the survivor been located on the windward, rather than the leeward, side of the ridge, a more favorable margin of safety would have existed. An immediate, slow, close in left pattern was accomplished with the second survivor providing GCA approach by sound alone. Although he was not able to physically observe the helicopter due to dense foliage, he placed the aircraft almost directly over his position by sound and observing the vegetation disturbance caused by the rotor wash. The penetrator was lowered and grounded approximately 12 feet from the survivor. The Flight Engineer observed the survivor only when at the penetrator. Pick up was made at 1012Z through dense underbrush, trees and bamboo. JG 04 commenced an immediate climb to refuel, completed such at 1020Z and landed at DaNang AB at 1045Z. Both survivors were in exceptional condition, with only minor abrasions to number 2, caused by forcing him up through the jungle. At some time during the pick up, JG 04 took one round of small arms fire in a blade tip of the tail rotor.

3. (U) Survivors were: Major Ronald G. Stanoerfer, 37 TFWg, Phu Cat, Misty 51. 1st Lt Charles L. Veach, 309 TFSg Tuy Hoa (TDY to 37 TFWg as Misty pilot).

4. (U) Crews involved:

#### JOLLY GREEN 04

|      |        |                      |
|------|--------|----------------------|
| RCC  | Lt Col | Henry E. Simpson Jr. |
| RCCP | Capt   | Robert A. Reichert   |
| FE   | TSgt   | Charles D. Severns   |
| RS   | SSgt   | Eugene L. Nardi      |
| AP   | Sgt    | Lester               |

#### JOLLY GREEN 27

|      |      |                    |
|------|------|--------------------|
| RCC  | Maj  | Robert E. Booth    |
| RCCP | Capt | Robert E. Nash     |
| FE   | Sgt  | Edgar W. Hooper    |
| RS   | Sgt  | Earnest D. Casbeer |

#### SPAD 11

Maj Lucas, 6 SOS - DaNang alert

#### SPAD 12

Lt Biele, 6 SOS - DaNang Alert

#### SPAD 01

Maj Egbert, 6 SOS - Pleiku

#### SPAD 02

~~Lt Wenzke~~, 6 SOS - Pleiku

5. (U) Comments:

a. (U) PANAMA, Crown 6 and Spad navigation assistance was exceptional.

b. (U) Coordination and support by JG 27 in computing and confirming JG 04 computations was outstanding. Computations were less than 1% differences.

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GROUP 1  
Declassified at 5 year  
interval  
after 14 years

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c. (U) Evaluation and pre approach preparation by the Spads was outstanding as well as the close in protection provided from start of let down to wall clear of the area.

d. (U) The GCA type of approach used by the Spads for initial approach and as used by the survivors for final approach proved exceptionally effective. The rapidly drifting and dissipating smoke signals served only to provide a general location.

e. (U) The inbound, overhead coverage, and refueling by Crown 6 was absolutely superb. As JG 04 departed and while climbing to refueling altitude, Crown 6 maintained an optimum position for immediate off-load.

f. (U) The communications traffic, after JG 04 was committed, was reduced to an acceptable volume. This in itself assisted immeasurably as it permitted open channels for the Spads, the survivors and JG 04. Of particular significance is the fact that UHF communications with the survivors were not lost, even in the hover. It is believed that the terrain features may have assisted in this matter.

g. (U) Internal crew coordination of JG 04 was commendable. Although this was the RCCPs first combat rescue, he performed admirably and "stayed ahead of the game" throughout.

for *Robert A. Becker, Capt*  
HENRY E. SIMPSON JR., Lt Col, USAF  
Rescue Crew Commander

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GROUP 4  
Downgraded at 3 Year  
interval: declassified  
after 6 years

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558

SUPPORTING DOCUMENT #1

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## MISSION NARRATIVE 1-3-38 1 Apr 69

(C) While performing airborne alert in the vicinity of DaNang AB, RVN on 1 April 1969 Jolly Green 04 (low) and Jolly Green (JG) 27 (high) overheard a "May-Day" from Misty 51 at 0808Z. Misty 51 reported that after completing a "marking pass", he observed a complete loss of engine oil pressure and "an overheat" light. Misty 51 at that time was approximately 250/58/Ch 77 and stated that he intended to try for "feet wet". Shortly after transmission of the original distress message Misty 51 was forced to eject. Jolly Green 04 was approximately 12 miles east of DaNang at the time of intercepting the first distress signal. Immediately, a climb to 3000' MSL was commenced and contact was established with JG 27. JG's 04 and 27 held at 3000' adjacent to DaNang AB pending the "go" message, which was received at 0813Z concurrently with the Spads launch instructions. PANAMA vectored JG 04 and 27 westerly during the climb to 8000 MSL for join-up at 0830Z with SPAD's 11 and 12 (alert Spads at DaNang AB). JGs 04 and 27 were placed on orbit at 0850Z at 075/35/72. Spads 11 and 12 proceeded to the survivors area, where they were joined by Spads 01 and 02 who had been launched from Pleiku. Crown 6 had provided navigation and orbit position assistance, and remained with Jolly Greens 04 and 27. The four Spads with Misty 61 assisting evaluated the area and reported figures of 4200' to 6800' pressure altitude (PA). Communications interceptions caused these "lowest to highest" terrain figures to be interpreted as survivor elevations. Computations of capability revealed that it would not be possible to enter the area, however perform a pickup and depart to an aerial refueling point, with the required minimum fuel (computed at 5500 feet, the first elevation thought to be that of the survivors. Closer evaluation by Spads 11 and 12 revealed and confirmed that the altitude of the survivors was 4600 feet (PA). Recomputation by JG 04 and confirmation by JG 27 revealed that a rescue attempt could be made, although undesirable conditions would prevail. JG 04 decided an attempt would be made provided aerial refueling could be performed immediately after the pickup. The helicopters were cleared from the orbit point to the survivor area 070/42.5/72 at 0948Z and arrived there at 0955Z. The survivor position was marked by Spad 11 during Spad 11 during JG 04's decent. JG 04 briefed and made a pass over the immediate area, dumped fuel to 900 lbs and performed a 180 degree turn onto the final approach and hovered at 4800 feet (PA). The smoke signal failed to penetrate the vegetation during the approach and the hover was established beyond the first survivor. An immediate 360 degree pattern was performed with the survivor providing inbound corrections. Although the survivor was not immediately observed the penetrator was lowered and as the survivor moved to the penetrator his movement was observed. Pickup was accomplished at 1002Z. Power required during the hoisting was within 2% of power available and proved to be reasonable compatible with computed capabilities and requirements. Had the survivor been located on the windward rather than the leeward, side of the ridge, a more favorable margin of safety would have existed. An immediate, slow, close in left pattern was accomplished with the second survivor providing GCA approach by sound alone. Although he was not able to physically observe the helicopter due to dense foliage, he placed the aircraft almost directly over his position by sound and observing the vegetation disturbance caused by the rotor wash.

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The penetrator was lowered and grounded approximately 12 feet from the survivor. The Flight/Engineer observed the survivor only when at the penetrator. Pick up was made at 1012Z through dense underbrush, trees and bamboo. JG 04 commended an immediate climb to refuel, completed such at 1020Z and landed at NaNang AB at 1045Z. Both survivors were in exceptional condition, with only minor abrasions to number 2, caused by forcing up through the jungle. At some time during the pickup, JG 04 took one round of small arms fire in a blade tip of the tail rotor.

(U) Survivors were: Major Ronald G. Stanearfer, 37 TFWg, Phu Cat, Misty 51A. 1st Lt Charles L. Veach, 309 TFWq, Tuy Hoa (TDY to 37 TFWq as Misty pilot).

(U) Crews involved:

JOLLY GREEN 04

AC LtCol Henry E. Simpson Jr.  
CP Capt Robert A. Reichert  
FE TSgt Charles D. Severns  
RS SSgt Eugene L. Nardi  
AP Sgt Donald M. Lester

JOLLY GREEN 27

AC Major Robert E. Booth  
CP Capt Robert E. Nash  
FE Sgt Edger W. Hooper  
RS Sgt Earnest D. Casbeer

SPAD 11

Maj Lucas, 6 SOS - DaNang alert

SPAD 01

Maj Egbert, 6 SOS - Pleiku

SPAD 12

Lt Biele, 6 SOS - DaNang alert

SPAD 02

Lt Menake, 6 SOS - Pleiku

(U) Comments:

PANAMA, Crown 6 and Spad navigation assistance was exceptional.

Coordination and support by JG 27 in computing and confirming JG 04 computations was outstanding. Computations were less than 1% differences.

Evaluation and pre-approach preparation by the Spads was outstanding as well as the close in protection provided from start of 1st down to well clear of the area.

The GCA type of approach used by the Spads for initial approach and as used by the survivors for final approach proved exceptionally effective. The rapidly drifting and dissipating smoke signals served only to provide a general location.

The inbound, overhead coverage, and refueling by Crown 6 was absolutely superb. As JG 04 departed and while climbing to refueling altitude, Crown 6 maintained an optimum position for immediate off-load.

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intelligence reports available to mission crews. (Target photography was often more than one year old).

(S) Occasionally Firefly crews were limited in their effectiveness by lack of armament. Periodic shortages of 20mm ammunition, SUU-25 pods, CBU-24, CBU-14, 2.74 high explosive anti personnel and white phosphorous rockets, M-47 bombs, BLU-10, and LBU-1 ground markers hampered Squadron operations. These shortages were temporary in nature with the exception of the M-47 white phosphorous bomb. Its value as a multi-purpose weapon effective against troops, weapons, or as a smoke screen had been long known and demonstrated. Its temporary unavailability affected SAR operations.

(S) During the first week in April, the 602nd Special Operations Squadron participated in three successful SAR efforts resulting in five crewmembers being saved. On 1 April, Sandys 3 and 4 were diverted from the November Orbit for Misty 51, downed at 1525L. The rescue was made at 1615L with no ground fire observed.

(S) Successful rescues were conducted on 3 April for Cupcake 507 Alpha and Bravo, an A-6. The aircraft went down at 0330L after being struck by ground fire causing the loss of one engine. The bomb load could not be jettisoned and when level flight could not be maintained, bailout was necessitated.

(S) Sandy 01/02/03/04 were scrambled at 0835L and were airborne at 0848. Sandys 01 and 02 proceeded directly to the scene

~~SECRET~~



1Apr69 Misty 51



RESCUE CREW - MISTY 51

GENO NARDI - PI

CAPT REICHERT - CP

DONALD LESTER - AP

LTCOL SIMPSON - AC

CHUCK SEVERNS - FE

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SEVERNS 03.JPG

MISTY 57

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1 APR 69?



**Major Ronald G. Standerfer**

**37 TFWg, Phu Cat**

**1 April 1969**

F-100F 56-3863     355 TFS, 37 TFW, USAF, Phu Cat

Maj R G Standerfer (survived)

1Lt C L Veach (survived)

The third Misty FAC to be shot down in 1969 was lost during a mission in poor weather 10 miles northeast of Ban Talan in southern Laos. Maj Standerfer and 1Lt Veach were making their second dive on a target to mark it for a formation of F-4s when their aircraft was hit by ground fire. Maj Standerfer headed southeast but after a few miles he and 1Lt Veach had to eject and landed close to the border with South Vietnam. They were subsequently rescued by a USAF SAR helicopter. Maj Standerfer had landed in a tree and fallen to the ground and was further injured when he was dragged through the trees on the jungle penetrator as he was being rescued. His injuries caused him severe discomfort on the long Misty FAC missions and he returned to a normal F-100 strike squadron to finish his tour.

1 APR 69 SAR

NARDI ON IT

The circumstances affording me the chance to be a Misty FAC may be somewhat different than some of my fellow Mistys.

In January 1968, while basking in the glow of being a newly minted, Pan American Boeing 707 flight engineer, I picked up a newspaper in Paris whose headline proclaimed, "NORTH KOREA SEIZES U.S. SPY SHIP PUEBLO. 14,500 RESERVISTS CALLED TO ACTIVE DUTY". Did I mention I was flying F-100s with the guard at Atlantic City? Well, you can guess the rest. When we landed at JFK a passenger service rep asked me if I was "Major" Standerfer and told me I was to report to my unit immediately. A simple clearance. I had no trouble copying it. By the way, before leaving, the boys from Pan Am took my uniform insignia and flight manuals and told me all pay and benefits would cease at midnight. Call us when you are done with all this war crap. What a bunch of sweethearts!

Things got very confusing after the call-up. F-4 squadrons were deployed from Vietnam to South Korea and several guard F-100 squadrons were sent over to replace them. After several months of indecision the Atlantic City and DC Guard were sent to Myrtle Beach to form a replacement training unit.

I wasn't very happy at Myrtle Beach. It became obvious we weren't going to be released from active duty and I wanted to do something. One day I walked into ops and two of my friends were gone. Seems TAC wanted volunteers to replace guys from the 355<sup>th</sup> TFS, a unit that had been deployed to Vietnam during the Pueblo crisis. These guys were TDY and needed to go home since they already had combat tours. It took about a millisecond to think about this and then I volunteered to be in the next group to go over. My chance came two days later and within 48 hours three of my friends and I were standing on the ramp at Phu Cat AB RVN.

They tell me the 355<sup>th</sup> was not too thrilled when the first "Christmas help" arrived. I seriously doubt that because as a group we probably had more F-100 time than the rest of the squadron put together. All I know is I was warmly received and in ten days went from new guy to night qualified to flight lead to Flight Commander.

The 355<sup>th</sup> was a joy to fly with. Eventually it was composed in equal measure of enthusiastic in-your-face guard guys taking one last walk on the wild side before returning to the airlines, their brokerage firms or whatever, and a group of extremely professional regular air force officers who kept the show on the road. The regulars kept the "guard pukes" out of trouble and we added an extra punch of expertise to the combat effort. It was a helluva squadron.

I didn't realize it at the time but Phu Cat in those days was a breeding ground for future general officers, wing commanders and what have you. Some of them had fairly decent careers. You may have heard of them. Bill Creech, Tony McPeak and Ron Fogelman! I gave Tony his initial combat orientation in the F-100F. There's a story behind that. A story that involves an instructor pilot (me) dumb enough to keep my hands on the canopy rail because the front seater just arrived from the Thunderbirds and a landing in the overrun just short of the barrier cable. But that's a story for another time.

I watched the Misty operation for about seven months before volunteering to join. As I saw it, it was a chance to do something unique and challenging. Something that just might help me learn more about myself and what I am made of. I suspect a lot of guard guys felt that way because the list of guys from Albuquerque, Denver, Sioux City, DC and Atlantic City who stepped up to the bar is impressive. And for sure we didn't have to volunteer.

On my first mission I was launched by a crew chief from my guard unit. As he strapped me in he told me flat out that I was "out of my gourd" and that for sure I was "going to get hosed down before I got a chance to go home". "What does he know?" I thought. Yeah right!

The day I was shot down I was teamed up with then Lt. Lacey Veach. I didn't know Lacey very well but I suspect everyone remembers him. He was a former Thunderbird and Astronaut who tragically, died several years ago from cancer. It was my turn to fly in the back seat.

The story of how we were shot down is pretty ho hum when compared to the experience of other Mistys. It involves a gun site at Tchepon, (spelling?), four F-4s who needed several marks to find the target (typical), a low slow BDA pass without afterburner (we were very low on fuel.) and a "golden BB" that hit an oil line. I must report that rumors that jet engines sometimes run for hours with no oil is greatly exaggerated. Ours ran for about ten minutes and then came totally unglued. After listening to the "sounds of silence" for a few minutes it was time to punch out. At that time we were still in Laos about 80 miles west of Danang and just short of the A Shau Valley.

It was the second time I ejected from an F-100. I didn't like it the first time and I liked it even less the second. We both landed atop a large mountain. My arrival was less than graceful. I ended up falling from the top of a very large tree visiting every branch on the way down and finally landing on my head. This, of course, was a good thing since my head tends to be the densest part of my body. Lacey landed about 100 meters away but the trees and undergrowth were too thick for us to find each other.

The RESCAP got off to slow start because the F-4s, after duly reporting our location, went off to refuel and then returned with the rescue force to another mountain about 30 NM away. It took about an hour to get that straightened out but when we did, things started to move. By the way, I do not blame the F-4s for this small almost insignificant error. After all, there were only eight of them to get our location sorted out!

When the Spads and Jolly Greens arrived they did their usual superb work. In my opinion they were the real heroes in the war, at least in the Air Force. There was a problem with the pressure altitude on top of the mountain (5400') and the Jolly Greens weren't sure they could make the pickup. But since we couldn't relocate and it would be dark in a couple of hours they decided to dump fuel and give it a shot. They got Lacey first and then came back for me. I must confess that after Lacey was picked up I was a little scared. It was starting to get dark and Laos wasn't a good place to spend the night. What if they couldn't get me out?

In the end I left the same way I arrived. Smashing through the same branches on the same tree until finally my head did the old anchor-in-the-sea grass trick on a large limb. Did I mention I lost my helmet during the ejection? Anyway, there was a tussle between the helicopter and the tree limb and since the former couldn't hover he did what he had to do and I emerged from the treetops with a large branch wrapped around my head. A few cuts and bruises. No big deal.

That night at the Danang officers club Lacey displayed the only flaw that I had been able to see in his character thus far. He introduced me (then a Major) to some of his friends from pilot training as his "GIB". Needless to say I gave him shit about that for years!

After that I only flew three more missions. Seems after 2 ½ to 3 hours in the cockpit my right leg would go completely numb so, it was back to busting trees and making road cuts in the 355<sup>th</sup> for me. I remained there until June 1969. Much later I found out that the two ejections had pretty much flattened two disks in my lower back.

The war ended for me like it ended for a lot of us. A non-event. Helping the Sioux City guard to redeploy I flew one of their birds as far as Hickam and then jumped on one of the tankers who dropped me off in Orlando near my home. I remember standing alone on the ramp confused and disoriented. My wife wasn't even expecting me home for three more weeks. A month later I was out of the air force and back at Pan Am.

Pan Am only lasted for a year and then I was furloughed. Badly needing a job I volunteered to go on active duty and work in fighter operations at the National Guard Bureau. Just until Pan Am calls me back. It was the best decision I made in my entire life. In 1981, nine years later, I retired at Langley AFB as a full Colonel with 27 years of active duty. And I loved every minute of it. By the way, Pan Am finally called me around 1986. Can you guess where I told them they could shove their job?

Lacey Veach and I were shot down on April Fools day 1969. We often laughed about that and vowed to call each other on that day to celebrate another day of being alive. Of course we seldom did that. I still

remember the pain I felt when I called only to find he was no longer with us. I used to rationalize that Lacey was living a glamorous life as an astronaut and probably didn't have time for me anyway. That of course was nonsense and not calling him regularly is a burden of guilt I have to carry for the rest of my life.

I should mention that I did call Lacey in 1984 to tell him what happened to me on April Fools day of that year. At 2 pm I took off from Bangkok on a JAL flight to Tokyo. It was a smooth flight and I had been upgraded to First Class. Sipping on champagne and enjoying the attention of the cabin crew it suddenly dawned on me that our route of flight was going to take us about 50 miles from where we were shot down. At the time of day it happened! Sitting up there in comfort gazing down through the clouds at Laotian landscape was an eerie almost religious experience. I remember how blessed I felt to be alive and living such a good life. I still feel that way today.

Regarding my Misty experience my crew chief and I were both right. I probably was "out of my gourd" to volunteer for such a mission and of course I did indeed get "hosed down". On the other hand it was an experience of a lifetime and I did learn a lot about myself and what I can do. And that is a priceless gift.

A lot of years have passed since those days and I seriously doubt if many of you remember me. After all, I was part of the "Christmas help" who went home after the packages were sorted and delivered. But I remember you guys. You are the guys I want my children, grandchildren and yes, even our nation's leaders to be like. Steady, fearless guys who do what it takes to get the job done. Every time. Or, as we would have said back in Phu Cat, You guys are shit-hot!

God Bless,

Ron Standerfer

## Robert LaPointe

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**From:** Veronica & Chuck [veras@cts.com]

**Sent:** Sunday, August 18, 2002 5:39 PM

**To:** Robert LaPointe

**Subject:** Another survivor

Hi Bob,

Another survivor for your list. Misty 51 mission 1 Apr 69. 1st Lt. Charles L. Veach, 309 TFWg, Tuy Hoa TDY to 37 TFEg as Misty Pilot.

Nice update, I check it out often waiting for vol 2. Chuck.

**Robert LaPointe**

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**From:** "Veronica & Chuck" <veras@cts.com>  
**To:** "Robert LaPointe"  
**Sent:** Friday, March 16, 2001 10:45 AM  
**Subject:** Misty 51, ie Col. Standefer

1 APR 69 SAR

Hi Robert,

Misty 51, and I have been e-mailing back and forth for the last several weeks. I sent him your web page address, and he said that he had been in contact with you.

Tue. he e-mailed that he would call me on Wed at 12:30 my time. He called and we visited for about 45 minutes. He had lots of questions about rescue, how we operated, did we fly the same crews all the time, and what were each crew members duties.

Needless to say it was an emotional experience to visit with someone you had rescued almost 32 years earlier. I just thought you might like to know.

Take care, Chuck

**Robert LaPointe**

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**From:** "Robert LaPointe" <rlapointe@gci.net>  
**To:** "Ron Standerfer"  
**Sent:** Monday, March 12, 2001 6:22 PM  
**Subject:** Re: Misty 51

Thanks for contacting me. I am in the process of final editing on volume one of my book about Air Rescue in Vietnam. Vol one covers 1964 through Tet. It will be at the printers in less than 60 days.

Then I will begin vol 2 which will cover the rest of the war. Your story is likely to make it into vol 2. I will contact you with a draft to review after I put it together, probably this fall. Until then, I've filed your material with the mission report.

Thanks again

Bob LaPointe  
home page <http://home.gci.net/~rlapointe>

----- Original Message -----

**From:** Ron Standerfer  
**To:** Robert Lapointe  
**Sent:** Monday, March 12, 2001 3:14 PM  
**Subject:** Misty 51

Dear Bob:

Geno sent me your address and told me about the book you are writing. Being a writer myself I understand how difficult and tedious research can be. So...I would be very happy to provide you any info I can relative to the rescue of Misty 51 on April 1, 1969. With that thought in mind I am enclosing two documents. The first is a short story I wrote just recently. While I took some artistic license with this piece (A single place aircraft instead of a two seater) the narrative from the time of ejection until rescue was complete is accurate to the best of my memory. The other is a submission that describes how I became a Misty. Apparently a book like yours is been written about Mistys. The description about the shoot down and rescue is accurate. Feel free to use any info you need.

Us writers have to stick together!

Cheers

Ron

Ron Standerfer  
Correspondent and Freelance Writer  
Agora International  
917-441-8961

3/12/01

## **Robert LaPointe**

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**From:** "Ron Standerfer" <ronaldstanderfer@telocity.com>  
**To:** "Robert Lapointe" <rlapointe@gci.net>  
**Sent:** Monday, March 12, 2001 3:14 PM  
**Attach:** misty recollections.doc; F2K Assignment 6 (Rev 3).doc  
**Subject:** Misty 51

Dear Bob:

Geno sent me your address and told me about the book you are writing. Being a writer myself I understand how difficult and tedious research can be. So...I would be very happy to provide you any info I can relative to the rescue of **Misty 51 on April 1, 1969.** With that thought in mind I am enclosing two documents. The first is a short story I wrote just recently. While I took some artistic license with this piece (A single place aircraft instead of a two seater) the narrative from the time of ejection until rescue was complete is accurate to the best of my memory. The other is a submission that describes how I became a Misty. Apparently a book like yours is been written about Mistys. The description about the shoot down and rescue is accurate. Feel free to use any info you need.

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