

FROM: AC

30 April 1969

SUBJECT: Mission Narrative Report (10-38-031-29Apr69)

TO: 10-38C
38C *SP*
3ARRGp (JSARC) *JS*
IN TURN

1. This report is submitted IAW ARRSM 55-2, 3 ARRGp Sup 1, 11 July 1968.

2. At 1145L, Navy TOC called for Pedro's assistance to accomplish a medevac for four wounded Navy sailors. Pedro 39 launched at 1200L enroute to a position 30NM off the 225° radial of Channel 115. Immediately after takeoff the crew began preparing for the pickup. The pilot established a heading and correlated information with the Navy personnel. He established radio contact with "Grayfox 29" on Fox Mike, the personnel needing assistance. The copilot contacted Paddy Control for artillery clearance and pinpointed the location on the map. The PJ and FE positioned all rescue equipment to facilitate a rapid recovery operation. Meanwhile, Paddy Control informed Pedro that an artillery operation was in process on our flight path and diverted Pedro for clearance around the operation. The copilot requested as near direct route as possible because Pedro had launched with less than a full fuel load, approximately 800 pounds. After clearing the artillery area, Pedro proceeded direct to the area and arrived over the point at 1215L. The disaster area was a mess of wreckage and empty machine gun shells floating in the water. One boat was completely submerged except for the bow and radio antenna, and another was drawing water. Four sailors had been wounded, one was killed and one missing. The wounded had been hoisted aboard another PBR which had anchored along side of the one sunk. The pickups were made in the middle of a canal 40 yards wide with heavy jungle foilage about 15' - 20' in height along the banks. The pickups were made using the stokes litter for the first three and the forest penetrator for the last one. The PJ was lowered to the PBR by the penetrator where he prepared the wounded for hoisting up to the aircraft. The AC of Pedro hovered for great lengths of time while the wounded were lifted up to the aircraft. In between pickups, the copilot took the aircraft controls and hovered to the side for the purpose of resting the AC. During the recovery, the FE was experiencing difficulty in handling the wounded and equipment in the rear of the aircraft. This was due to the two wounded already aboard and cramped working area. The copilot left his position and proceeded to the cabin to aid the FE in positioning the wounded and equipment. After all four wounded were aboard and the PJ was onboard, Pedro departed the area for the 29th Field Evac Hospital. Immediately the PJ and FE administered aid by using pneumatic splints for broken bones, and bandages for shrapnel wounds. Enroute to the hospital, Pedro received outstanding assistance from Paddy Control whose coordination stopped artillery into the area and enabled Pedro to proceed direct to the hospital. Pedro arrived there at 1307L and offloaded the wounded. At this time, the low fuel light came on prior to departing the hospital for termination at home base. Negative ground fire was encountered to and from the area. Four combat saves. One sortie; 1.3 hours flying time.

Atch 20

3. The survivors were: Corles R. Julian; Bobby L. Creager; Alton M. Woolard; and Rafael Compor; all of Riverine 13.

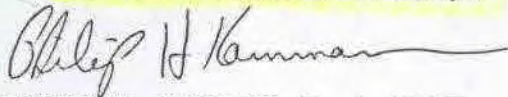
4. Crew of Pedro 39:

AC Capt Philip H. Kammann

CP Capt Cecil A. Jessee

FE Sgt Kenneth P. Johnson

PJ ALC Theodore J. Polys

A handwritten signature in cursive script, reading "Philip H. Kammann", followed by a horizontal flourish line.

PHILIP H. KAMMANN, Capt, USAF
Aircraft Commander