

FROM: RCC

2 April 1969

SUBJECT: Mission Narrative Report (10-38-027-1Apr69)

TO: 10-38C
38C E/P
3ARRGp (JSARC)
IN TURN

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

2. At 2342L, Pedro Operations was notified by Navy TOC to effect a pickup for wounded PBR Personnel. Pedro 39 launched at 2350L enroute to the vicinity of Rach Gia City. Pedro established radio contact with Paddy Control during take-off. At this time, Paddy Control diverted Pedro 8NM up the Bassac River for clearance around artillery. Pedro then was cleared to proceed direct to Rach Gia. Pedro established radio contact with the PBR's whose call sign was "Bullock Whiskey". Bullock Whiskey gave a rough estimate of his position as WS 085 266 to which Pedro proceeded. Pedro was again diverted for artillery and an operation in the area Northwest of Rach Gia. Two Seawolf choppers were proceeding to the pickup area. Where they flew cover during the pickup operation. Visual contact was made with the PBR's by use of two strobe lights. The rescue chopper made a low pass to survey the area for possible landing sites. The area was suitable for landing and Pedro made a normal approach into a touchdown along side of a canal. Pedro picked up three Navy personnel who were inflicted with multiple head wounds received from flying shrapnel. Pedro remained on the ground for five minutes while performing the pickup operation and then departed at 2330L for the 29th Medevac Hospital at Binh Thuy. Pedro arrived at the hospital at 0010L, 2 April 1969, and offloaded the wounded. Pedro then terminated at home base at 0015L. Negative ground fire was encountered enroute and on return, but the PBR's were receiving fire again as Pedro was climbing out of the area. Three combat saves credited; two sorties; 1.4 hours flying time.

3. The names of survivors are: Lowe, William L; Muzandan, Roy N; Kennedy, Robert N; Riv Div 513.

4. Pedro Crew:

RCC Major Ralph L. Gaede
RCCP Capt Cecil A. Jessee
FE Sgt Kenneth P. Johnson
PJ A1C Theodore J. Polys


RALPH L. GAEDE, Major, USAF
Rescue Crew Commander

Atch 9

~~CONFIDENTIAL~~

UNCLASSIFIED

FROM: 37(0)

3 April 1969

SUBJECT: MISSION NARRATIVE REPORT

Classified by 621 JAR/69
SUBJECT TO GENERAL DECLASSIFICATION

TO: 37C

3rd ARRGp (JSARC)

IN TURN

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS.

DECLASSIFIED ON 31 Dec 75

1. (U) This report is submitted IAW ARRSM 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 Fleiku. 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 3/94
as: Declassified
at 12 years

A7ch 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.	RCC
RCCP	Capt	Robert A. Reichert	RCCP
FE	TSgt	Charles D. Severns	FE
RS	SSgt	Eugene L. Nardi	RS
AP	Sgt	Lester	

JOLLY GREEN 27

Maj	Robert E. Booth
Capt	Robert E. Nash
Sgt	Edgar W. Hooper
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 Menzies~~ Lt Menzies, 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.

~~CONFIDENTIAL~~

GROUP 1
Excluded from automatic downgrading and declassification
after 10 years

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~~CONFIDENTIAL~~

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 well 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 Grown 6 was absolutely superb. As JG 04 departed and while climbing to refueling altitude, Grown 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. Reschke Capt
HENRY E. SIMPSON JR., Lt Col, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 3 year
interim review and classified
after 12/1/2023

~~SECRET~~

UNCLASSIFIED

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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 LDU-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

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SEVERNS 03.JPG

MISTY 51

1 APR 69?

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.

UNCLASSIFIED

1400 DCS 69-1694

~~CONFIDENTIAL~~

FROM: 37(0)

4 April 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-039-2 Apr 69) (U)

TO: 37C

3rd ARRGp (JSARC) *JEG*

IN TURN

Classified by *SP13A0069*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

1. (U) This report is submitted IAW ARRGp Sup 1, dated 15 June 1968.

2. (C) Jolly Green 33 and Jolly Green 27 were flying local airborne alert at DaNang AB RVN when at 0810Z 2 Apr 69, Jolly Green 33 heard Hillsboro notify Crown 6 that Flamingo 1 (an AF F-4) had gone down and they had two good parachutes. Crown 6 then notified Queen who alerted the Spads at 0813Z then scrambled them at 0814Z. JG 33 and JG 27 joined up near Marble Mt. and proceeded at 4000' direct to the survivors site which was 200/30/77. Spads 11 and 12 arrived on scene at 0830Z. Spad 11 then assumed the duties of On Scene Commander. JG's 33 and 27 arrived at 0835Z. Spad 11 placed JG's 33 and 27 in left hand orbit over a ridgeline approximately 2 miles northwest of the survivors. Spad 11 had positive radio contact with both survivors. He determined that both were in good condition and that they had heard no enemy activity. Both Flamingo 1-A and Flamingo 1-B were still in their parachutes suspended from the trees. Spad 11 made positive visual identification of both survivors. He then flew directly over the survivors and marked them for JG 33 by dipping his wings when over the survivors. The spads after talking to the survivors and trolling the area determined it was safe to initiate a rescue. The Spads then laid smoke to the south of the survivors. Spad 11 then cleared JG 33 in on a heading of 150 and gave JG 33 vectors to immediate area of Flamingo 1-B. When cleared in JG 33 ran hostile area check list, dropped tip tanks and dumped to 1200 lbs total fuel. After visual sighting of Flamingo 1-B's parachute JG 33 came to a hover directly over the survivor. Due to the dense jungle foliage and very tall trees (approximately 200 ft) it took 10 to 12 minutes to complete the pick-up. The pick-up was made at 0855Z. Spad 11 then directed JG 33 to Flamingo 1-A. Pick-up was again hampered by tall trees and jungle foliage. Pick-up of Flamingo 1-A was made at 0907Z. JG 33 departed immediate area to the west as advised by Spad 11. JG 33 and 27 with Spad escort returned to Channel 77.

3. (U) Survivors were: Flamingo 1-A Lt Col Cecil G. Foster, USAF
Flamingo 1-B 1st Lt Joseph P. McMahon Jr., USAF.

4. (U) Crewmembers of Jolly Green's:

JOLLY GREEN 33

RCC	Maj	Leo M. Wright
RCCP	Capt	Edwin L. Shobert Jr.
FE	TSgt	Charles D. Severns
RS	MSgt	Glenwood C. Wilkinson
AP	Sgt	Thomas A. Dotson Jr.

JOLLY GREEN 27

RCC	Capt	Joseph R. Hall Jr.
RCCP	Capt	Charles D. Langham
FE	SSgt	James E. Smith
RS	SSgt	Stephen T. White

Leo M. Wright
LEO M. WRIGHT, Maj, USAF
RESCUE CREW COMMANDER

~~CONFIDENTIAL~~

GROUP 4 Atch 6

Declassified at 3 years
intervals; declassified



SGT DOTSON
PHOTOGRAPHER

CAPT SHOBERT
C. P.

MSGT WILKINSON
P. J.

TSGT SEVERNS
F. E.

SEVERNS 05 JPA

FLAMINGO



LT. COL FOSTER GUNFIGHTER CC

DECLASSIFIED ~~CONFIDENTIAL~~

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



REPLY TO
ATTN OF: RCC

7 April 1969

SUBJECT: Mission Narrative Report (2-3-025, 3 Apr 69) (U)

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

Classified by *6123 AEDGP*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 75*

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRG Sup 1, dated 11 July 1968.
2. (C) At 0834L, 3 April 1969, Compress notified Shoestring that "Cupcake 507" was down near coordinates 080/59/89. Jolly Green 19(L) and 36(H) were scrambled at 0845L followed by Sandies 1, 2, 3, and 4 at 0848L. No significant weather was encountered at 6000 feet enroute to the crash scene. The survivor's position were reported to be on the south side of an east-west ridge. The Alpha survivor was reported to have leg injuries. The estimated elevation of the survivor was approximately 2700 feet with the free air temperature 27 degrees centigrade. There was an east-west road approximately one half mile south of the survivors. One survivor reported hearing ground fire from the road and one Sandy picked up a small amount of ground fire. Sandy lead evaluated the situation and decided to lay smoke along the road prior to bringing the Jollies in. Jolly Green 19 and 36 arrived on the scene at approximately 0940L and were told to orbit north of the ridge line while the smoke was being laid and to be ready for an immediate pickup. Approximately five minutes later the Sandies lead Jolly Green 19 over the ridge line and over the Alpha survivor. Jolly Green 19 failed to see the Alpha survivor and turned to parallel the ridge line. The Jolly Green 19 RCC saw a large white chute at a 9:00 O'clock position and made an immediate descending turn into a hover over the chute. The decision was made to pick up this survivor (Bravo) and then move up the ridge to get Alpha. No ground fire was encountered. The Bravo survivor was severely entangled and after four attempts to extract him from the vines and his chute he was recovered. Meanwhile the smoke was drifting over both survivors. Sandy lead made the decision to send Jolly Green 36 in to pick up the Alpha survivor. Jolly Green 36 located the Alpha survivor with some difficulty because there were numerous white flake chutes hanging in the trees along the ridge line near the survivor. Some communication difficulties were encountered because Jolly Green 19 had an inoperative "hot mike system" and both rescues were being made on UHF Guard Channel. Instructions to Jolly Green 36 on UHF could not be differentiated from the flight engineers intercom transmissions to the RCC in Jolly Green 19. Both survivors were picked up almost simultaneously and the egress was made by flying low, up and over the ridge. After clearing the ridge line and out of range of guns along the road, a

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Atch 6

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climb was made to 8000 and 9000 feet by Jolly Green 19 and 36 respectively. Both aircraft landed at Channel 89 at 1145L. The condition of the survivors was good. Bravo had no known injuries and Alpha had a suspected broken leg. Coordination of crew and SAR forces was excellent. The only factor of importance that merits immediate correction is the color of the flare chutes that are used here in Southeast Asia. The white flare chutes are easily confused with the white Navy personnel chutes, while both are hanging in the trees. The flare chutes should possibly be colored in a camouflage pattern.

3. (C) The names of the survivors were: (Alpha) Lt John F. Ricci and (Bravo) LCDR Edward G. Redden both assigned to US Navy CVA 63.

4. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 19 (Low)

Capt Donald L. Carty	RCC
Capt Roger C. Gibson	RCCP
Sgt Henry L. Burnett	FE
A1C Robert L. Harris	RS
A1C David M. Davison	RS

JOLLY GREEN 36 (High)

Major Robert E. Smith
Capt Marshall B. Nash
Sgt Tracey P. Brown
A1C Wynne L. Samuelson

GP-4

GP-4

Donald L. Carty
DONALD L. CARTY, Captain, USAF
Rescue Crew Commander

~~SECRET~~

UNCLASSIFIED

FROM: 602nd Special Operations Squadron

10 APR 1969

SUBJECT: SAR Effort Report (Capecke 507 Alpha and Bravo)

TO: JAMES (3C)

AIO 96307

1. A successful rescue was conducted on 3 April 1969 for Capecke 507 Alpha and Bravo. The aircraft, an A-6, went down at 0630L 3 April 1969 at W70049. This report covers those activities relating to the Sandys during the rescue effort.
2. Capecke 507 was struck by ground fire causing the loss of one engine. The bomb load could not be jettisoned and level flight could not be maintained necessitating bailout.
3. Sandy 01/02/03/04 were scrambled at 0835L. The Sandys were airborne at 0838L with 01 and 02 proceeding directly to the scene and 03 and 04 escorting the Jolly Greens. Sandy 01/02 arrived on the scene at 0912L. Sandy 01 was briefed on the area by Mail 32 who also pointed out the location of both survivors and a safe "hold" area for the Jolly Greens.
4. Both survivors were on the southern slope of a 3000 foot ridge line. Capecke 507A was on the ground about fifteen meters below the ridge line and Capecke 507B was in the trees approximately one-hundred meters below 507A. The slope continued down to the valley floor where an east-west road was located. Known defenses were 57mm guns along the road with 57mm guns a mile to the east of the survivors' location. The weather in the area was clear with 5 miles plus visibility.
5. Mail 32 was in the area when Sandy 01 arrived. He had established voice contact, determined the physical condition and location of both survivors.
6. Upon arrival Sandy 01 assumed "on-scene command" and began a reconnaissance of the area. The top of the ridge line was of particular interest since this appeared to be the desirable approach path for the rescue helicopters. The area along the ridge was searched for gun positions, trails or any other sign of troop activity. The same search was made down-slope from the survivors. The area appeared to be deserted and at 0925L Sandy 01 began trolling for ground fire extending rockets and 7.62mm gun fire in the process. The ridge line proved to be safe as did the southern slope to within one-half a mile of the road. In this area Sandy 01 was drawing ground fire from heavy caliber weapons which were later determined to be 57 or 85mm. After assessing the situation Sandy 01 decided to lay a smoke screen between the survivors and the road and commit the rescue helicopter.

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Downgraded at 3 year
intervals; declassified
after 12 years

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602-009-032

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7. At 0950L the smoke screen was laid by the four Sandys and at 0945L the helicopter moved in for the pick-up. At 0945L the penetrator was lowered for Operative 507B. However 507B was tangled in a tree and excessive delay was experienced in recovering him. The smoke was drifting up-slope over the route area and the decision was made to commit the back-up helicopter to pick-up 507A. Both survivors were on board at 0950L and the ridge line to the north provided the Jolly Greens with an egress route. During the time the pick-up was in progress the Sandys formed a chain around the helico ters expending ordnance around the general area to suppress any small arms that may have been present.

8. No problems or difficulties were encountered during the effort with the exception of the ground fire received by Sandy 01 in the vicinity of the road.

9. One recommendation could be made which would assist in the visual location of the survivors. Operative 507 Alpha and Bravo had solid white parachutes. Many areas, including this one, are littered with white flare chutes. From any altitude or distance the two look the same. This caused some delay in pinpointing the location of 507A. The recommendation is that all personnel parachutes have alternate colored panels of white and orange and that flare chutes be green or some other non-descript color.

10. The Sandy forces who participated in the effort were: No more line

Sandy 01 - Major Thomas C. Hynes
Sandy 02 - Captain Jackson L. Hudson
Sandy 03 - Major Ronald E. Cass
Sandy 04 - Major James B. East Jr.

Signed

DAVID B. ANDREWS, Lt Colonel, USAF
Operations Officer

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

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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-114, 2.74 high explosive anti personnel and white phosphorous rockets, M-47 bombs, BLU-10, and LUU-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

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and Sandys 03 and 04 escorted the Jolly Greens. Sandy 01/02 arrived on the scene at 0912L. Both survivors were on the southern slope of a 3,000 foot ridge line. Cupcake 507A was on the ground about 15 meters below the ridge line and Cupcake 507B was in the trees approximately 100 meters below 507A. After ground fire was suppressed, a smoke screen was laid by the four Sandys and the helicopter moved in for the pickup. The penetrator was lowered for Cupcake 507B, however, he was tangled in a tree and excessive delay was experienced in recovering him. The smoke drifted up-slope over the rescue area and the decision was made to commit the backup helicopter to pickup 507A. Both survivors were on board at 0950L and the ridge line to the north provided the Jolly Greens a safe egress route.

(S) On 6 April, successful rescues were conducted for Dipper 01 Alpha and Bravo. The aircraft, an F-4, went down after being disabled by its own ordnance during delivery. Loss of control necessitated ejection by both crewmembers. A first light effect was launched.

(S) The survivors were in a dense jungle area among 150-foot trees. There were no defenses within two miles of the scene and weather was not a factor. The rescues were successful.

(S) On 9 April, Sandys were scrambled at 1138L to assist Spads on a SAR for Playboy 11. Sandys 01 and 02 had an air abort at 1212L and Sandys 03 and 04 were scrambled as replacements. Sandy 03 had to air board due to a rough engine. The two survivors

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FROM: Det 7, 38ARRS

4 APR 1969

SUBJECT: Mission Narrative 7-38-030-03 Apr 69

TO: 3ARRGP/JSARG *JH*

1. At 0745Z 03 Apr 69 Det 7, 38ARRS, was informed by OL 1, 3ARRGP, (Queen), that a medevac was imminent. At 0748 OL 1 again called, with full particulars on the medevac. Four Marines stationed at MACSS 4, Son Tra Mountain, were victims of gunshot wounds, and two were critical. Pedro 69 was scrambled at 0750Z and proceeded to LZ 12 On Son Tra Mountain, (Monkey Mountain), near MACSS 4. Upon arrival the helicopter crew found that there were four litter patients and one ambulatory. The two most critical litters were on-loaded and flown to the NSA Hospital, Marble Mountain, AAF, about six miles away. Pedro 69 then returned and transported the remaining two litter patients and the ambulatory patient. One of the critical patients, 1Lt T.A. Ross, 09433, USMC, was being given artificial respiration when Pedro 69 arrived. The PJ on board continued this in the helicopter, but was getting no response, so he also applied heart massage, the pilot radioed to the hospital to have tracheotomy gear and oxygen waiting on arrival. It was later learned that the man had died. One other patient, SSgt J.W. Roney, USMC, 1821289, was also critically injured, and is claimed as a USMC Non-combat, Nonaircrew save. The other patients transported were Capt S.M. Lambereth, USMC, Capt J.F. Giles, USMC, and LCPL J.R. Wall, USMC. After releasing the last three patients to the NSA Hospital, Pedro 69 returned to the Det 7 helipad, and terminated at 0826Z.

2. The crew of Pedro 69 was as follows:

RCG: Maj. Tom W. Brumfield, Det 7, 38ARRS
RCGP; Capt John E. Murray, Det 7, 38ARRS
FE; Sgt Brian D. Morris, Det 7, 38ARRS
PJ; AIC Joel E. Talley, 37 ARRS

3. This report is submitted in accordance with 3ARRGP Sup 1 to ARRS 55-2.

Tom W. Brumfield
TOM W. BRUMFIELD, Major, USAF
Rescue Crew Commander

Atch 6

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



REPLY TO
ATTN OF: RGC

23 April 1969

SUBJECT: Mission Narrative Report (2-3-027, 3 Apr 69)

TO: Det 1-40 (G)
3rd ARRG (JSARC) *[Signature]*
IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd ARRG Sup 1, dated 11 July 1968.
2. Jolly Green 37 was scrambled from NKP by Det 1, 40th ARRS Duty Controller for a medical evacuation from Ram Chit Chi Army Camp to Korat RTAFB. Prior coordination and approval had been obtained from Compress. Jolly Green 37 was airborne at 1010Z and landed and picked up the patient at Ram Chit Chi at 1030Z. The patient was in a semi-conscious state from causes unknown, and had complained of severe pains in his neck, arms and legs. Landing at Korat and off loading of the patient at the hospital helicopter pad was at 1230Z. Jolly Green then landed on the base transient ramp for refueling at 1240Z. Final take-off was at 1325Z and final landing at NKP RTAFB was at 1555Z. Weather enroute was 5-12000 feet scattered to broken. Flight to Korat was at 3000 feet and return to NKP was at 9-10,000 feet to avoid the 0-8000 feet restricted airspace in Thailand at night. No difficulty was encountered, since a full moon allowed visual avoidance of clouds and thundershowers building up. The remainder of the flight was routine.
3. The name of the patient was E-4 Dennis A. Wright,
4. Crewmembers of Jolly Green 37 were:

JOLLY GREEN 37

Capt Richard J. Harwood	RCC (IP)
Capt Robert Heron Jr.	RCCP (P)
Maj Robert E. Smith	(CP)
TSgt Benjamin Selph	HM
A1C Arthur M. Davis	RS

[Signature]
RICHARD J. HARWOOD, Captain, USAF
Rescue Crew Commander

Atch 8

FROM: Det 7, 38th ARRS/Capt Johnson/3440

SUBJECT: Mission Narrative/7-38-031-5 APR 69

6 APR 1969

TO: 3ARRGP/JSARC

1. Det 7, 38th ARRS was notified on 5 Apr 69 at 0433Z that a critical gunshot wounded patient was in need of immediate airlift to NSA Hospital at Marble Mountain AAF, RVN. We were notified by the 366 USAF DISP. The patient had suffered a gunshot wound in the head. Pedro 69 was airborne at 0435Z and landed at the hospital pad at 0437Z. The transfer was made by litter at 0450Z. The delay in transfer was due to a tracheotomy being performed on the patient by the flight surgeon. The patient was then flown to NSA Hospital and released at 0503Z. The patient was accompanied by a flight surgeon, medic and our assigned PJ. Competent medical authority indicated the flight was necessary for life saving emergency care. Pedro 69 returned the flight surgeon and medic to the 366 USAF DISP helo pad. Pedro 69 returned to Det 7 and terminated. One USAF, non-combat non-aircrewmember save was claimed.

2. The crew Members of Pedro 69 was as follows:

RCC: Capt Johnny R. Johnson, Det 7, 38th ARRS

RCCP: Capt Henry E. Hooke, Det 7, 38th ARRS

FE: T/Sgt William H. Sands, Det 7, 38th ARRS

PJ: A1C Samie J. Thompson, 37th ARRSq

3. The Name of the survivor was as follows:

M/Sgt John N. Edwards, AF15428343, 366th SUP Sq, DaNang AB, RVN

4. This report is submitted in accordance with 3ARRGPSUP-1 to ARRSM 55-2.

Johnny R. Johnson
JOHNNY R. JOHNSON, Capt., USAF
Rescue Crew Commander

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39th ARRSq History, Apr - Jun 69

plus Spads 11 and 12 were launched. Misty 61 assisted Crown 6 in vectoring the SAR forces to the area where Jolly Green 04 made the pickup of the survivors at the 4800' - 5200' level which necessitated that they dump fuel in order to hover. After pickup, Crown 6 air refueled both JG 04 and 27 enroute to Danang.⁴

(U) On 2 April, a 39th squadron HC-130P rendezvoused with an HH-3 Jolly Green near Danang AB, RVN and escorted the helicopter on a 700 nautical mile overwater flight to Clark AB, PI. Two inflight refuelings were accomplished enroute during this 7 hour mission, which once again demonstrated the capability of the helicopter/HC-130P rescue team concept.⁵

On 5 April, Crown 1 was called upon for a first light effort to recover two survivors of a Dipper 01, an F-4, which had been downed in hostile territory the previous evening. Voice contact had been established with the survivors after their ejection and they were advised to hide for the night and that SAR forces would be there at first light. At 2210Z, Crown 1 and Nail 64 arrived on scene and established voice contact with the two survivors. Sandys 01 and 02 were on scene at 2225Z and

4. S.D. 5 Narrative Mission 1-3-038-01 Apr 69, p. 81

5. S.D. 6 and 7 (6) 3ARRGp Msg 030432Z Apr 69, p. 83

(7) Publication, Searcher, Apr 69, p. 84

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10.

39th ARRSq History, Apr - Jun 69

Crown 1 designated Sandy 01 as On Scene Commander. The survivors positions were pinpointed at 2310Z and because of small arms fire in the area, Sandy 01 instructed Hobos 64,65,67 and 68 to deploy CBU-19 in the area of the ground fire. Jolly Green 76 made the pickup of both survivors by 2355Z and all SAR forces returned to base.

On 9 April, Crown 6 received a call from Hillsboro, an Airborne Battle Command Control Center, stating that a Play-boy 11, an F-4, had been downed in hostile territory and that Misty 41 reported two good chutes. Voice contact was established with one of the survivors. Jolly Greens 33/27 were scrambled from Quang Tri AB, while Spads 11 and 12 were scrambled from Danang. Misty 41 reported to Crown 6 that the survivors landed on a ridgeline with an elevation of close to 5000 feet. JG 27 advised that they could not hover above 3500' so Crown 6 requested that HH 53s be launched along with two Sandys. Jolly Greens 33/27 were requested to stay in-area until Jolly Green 79/76 arrived. Spad 11 was designated On Scene Commander and he established weak voice contact with the other survivor.

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S.D. 8

85.

39th ARRSq History, Apr - Jun 69

Date: 5 Apr 69

Mission Number: 2-3-028-5 Apr 69

Flight Designation: Crown 1

Distressed aircraft: Dipper 01 (F-4)

Location: 045/50/89

Saves: 2, combat

1. Compress alerted Crown 1 at 2000Z for a first light effort for Dipper 01, down from ground fire. Voice contact had been established with both pilots and they had been instructed to secure their radios and hide until first light.
2. Crown 1 and Nail 64 arrived on scene at 2210Z. Voice contact was established with both pilots and they reported their condition as good. Dipper 01 Alpha reported hearing movement in the bushes near his position. Sandys 01/02 arrived on scene at 2225Z and Sandy 01 was designated OSC. Small arms fire was reported in areas adjacent to the SAR. Dipper 01 Alpha reported the noises he had heard were made by a pig moving through the bushes near his position. The positions of both survivors were pinpointed at 2310Z. Hobo 64/65/66/67 were directed to deploy CBU-19 on the adjacent areas to suppress the reported small arms fire. The area was sanitized by 2325Z and JGs 68/76L were directed in for the recovery. Dipper 01 Alpha was recovered at 2342Z and the Bravo man was recovered at 2355Z. Small arms fire was observed from adjacent areas during the recovery, however, no hits were reported. SAR forces RTB at 0000Z.
3. Fastmovers were available but not used. After Dipper 01 Alpha and Bravo were located, Sycamore requested Nail 64 work the released fastmovers on targets near the SAR scene. Nail 64 continued to monitor the SAR and was readily available if needed.

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FROM: 602nd Special Operations Squadron

25 MAY 1969

SUBJECT: SAR Effort Report (Dipper 01 Alpha and Bravo)

TO: JAFG(3C)
AWO 96307

1. A successful rescue was conducted on 6 April 1969 for Dipper 01 Alpha and Bravo. The aircraft, an F-4, went down at 0030, 6 April, at 150754. This report covers those activities relating to the Sarbye during the rescue effort.
2. Subsequent conversation with the survivors indicates that the aircraft was disabled by its own ordinance during the delivery, causing loss of control and ejection by both crewmembers. A first light effort was marshalled and briefings for SAR forces began at 0330L.
3. Sarbye 01/02 were to be airborne at 0450L so as to arrive on-scene before first light. Slight difficulties were encountered in the arming area and Sarbye 01/02 were airborne at 0455L to execute a North Turn for handoff to Invert and vectoring to the scene. All went well until approaching the concentration of ground fire along Route 08. At which time the flight turned off all exterior lights and continued using the standard no-visual-contact navigation techniques, such as are used in solid weather. Sarbye 01/02 were not in visual contact until reaching the scene at 0515L. At this time a rejoin was accomplished but during the holding period, waiting for sufficient light to begin the effort, Sarbye 02 became separated from 01. Also in the area for the effort were Helo 64/05/66 and 67 (CH-49), and Sarbye 03/04 executing Jolly Greens 71/76. Jet resources were scrambled and executed to the effort, and Helo 64 had been briefed to anticipate diversionary action against Delta 75, approximately four miles away, while the pickup was in progress.
4. Both survivors were in gently rolling, virgin, double-canopied jungle with 150 foot trees predominating. There were no defenses within two miles of the scene and weather (clear, 6+ visibility) was not a factor.
5. Helo 64 attended the general briefing for all rescue forces, but was airborne in time to arrive at the scene in time to determine the survivor's condition and do some preliminary rescue in the area. During this usual rescue in the survivor's area, he sighted what he took to be a cluster of campfires slightly to the east of the survivors, however, better light conditions revealed this to be the aircraft wreckage.

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

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6. At 0551H, Henry O1 bowed the area of the survivors to get them up on or to on briefs, and Henry O1 began briefing them and circulating the situation. Simultaneously, Dip or O1 began to get stories in the area 75 area. At the coming of better light, Henry O2 again called word to join on Henry O1 but was frustrated by the fact that he could see 5-12 where only Henry O1 should have been. (Instead of holding onto it as the scene as briefed by Henry O1, the four Hobos held high directly over the scene.) Henry O2 was further frustrated in his attempts to locate O1 because of the auxiliary ground receiver which failed during this time and was not aware that Henry O1 was on ground talking to the survivors. Hojoin was accomplished without degradation of the effort. At initial contact with Henry O1, Dip or O1A reported movement 200 meters north of him and closing. Dip or O1A was pinpointed to a 50 meter radius position, and during the attempts to pinpoint O1B in preparation for laying protective ordnance for O1A, Henry O1 was advised that O1A had a visual on the source of the movement, which were pigs. It was never determined whether they were feral or domesticated. In view of the permissiveness of the environment Henry O1 made the decision to attempt the pickup without further exact positioning and Jolly Green 71 was advised to prepare for a 055-17 covered pickup. At the time of 0604H, Hobos 61/62/66 and 67 expended their ordnance on a north-south line approximately one quarter mile west of the survivors to screen the Jolly Green from a suspected small area reaction Hall 64 thought he observed about 1 1/2 to 2 miles west.

7. Scouts 05/04 were holding Jolly Greens 71/76 east and southeast of the scene over some jungle-covered hills. After making an IP with HP Rm, Henry O1 called for Jolly Green 71 at 0604H. As the Jolly Green reached the first IP, Henry O1 marked a second IP and gave Jolly Green 71 a run-in heading to the east of the first survivor. Due to the permissive environment and the condition of the survivors, Henry O1 decided to go after Dip or O1A first. He had injured his right leg and right hand during approach or landing and claimed to have been unconscious for about 1 1/2 hours after landing. At 0611H Dip or O1A was aboard the rescue chopper, and at 0614H Dip or O1B was aboard and the chopper agreed the area described by Henry O1 to HCB, Channel 02.

8. Obviously, there were no insurmountable problems, but several factors croped up which made this a low-level-effort effort. Biggest, of course, was the lost wingman phase, and since several different things contributed to this one problem, I will cover them in sequence.

a. First of all, the requirement to be on-scene twenty minutes prior to variable light conditions necessitated too much flying in & around, and as high-thrust ground fire arms are approached this means flying can easily be blocked out unless it is worth the risk of a divergency effort, closer to home, for one of our own people. It seems to me to be the sign of idly to flyover known areas at night with exterior lights on.

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b. Although the A-1 has redundancy in communications, it also has a great deal of reliance on one method. After trying for nearly a year to remove some reliance in overall reliability, I am not brave enough to go out air alone at this juncture. It is a problem every A-1 pilot should be aware of, and knowing this, he should be fully aware of the capabilities and limitations built into the system.

c. Another factor contributing to the problems Sandy 02 was encountering in trying to rejoin Sandy 01, was the delay of A-1s which he discovered when the light radar air-to-air vision possible. This was caused entirely by the four Hobos failure to hold where they were briefed to hold. There were also two problems encountered during the pickup phase which could have been critical under different circumstances.

1. During the delay chain (which really didn't require all four aircraft) the second survivor was hindered in his ability to pick out the rotor noise of the chopper and do a good job of vectoring him in. Sandy 01 contributed to this confusion by being lower than necessary.

2. Dwyer 013 added a hindrance by unwittingly saying his survival radio when he wasn't talking, this effectively blocking all communications on ground.

3. The recommendations should be obvious by reading the problems mentioned, but to go over them briefly, they are:

a. Plan and execute first light efforts so as to arrive on-scene at first visible light and not 20 minutes previous. The element of surprise could considerably be critical.

b. Again, re-evaluate all Sandy pilots of the intervention, findings, potential and capabilities of the A-1 communications system.

c. Make every effort to get all resources to hold where they are briefed to hold.

d. Keep the delay chain as small as possible and as high as possible considering the probability of required response.

e. Include in the initial brief to the survivor the possible consequences of jamming the pickup frequency and caution him on the prudent use of his radios.

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10. Although the effort was successful and every member of the S&A team can take pride in a job well done, (listing 10) no one turned in a truly spectacular performance or stood out as the "hero of the day".

11. S&A members participating on the S&A effort are as follows:

S&A 01 - Captain Donald W. Dunaway
S&A 02 - 1/Lt Rex V. Hunterman
S&A 03 - Captain Jerry J. Jenkinson
S&A 04 - Major Alvin C. Howland

Signed

FRANK J. TEMPLERON, 1st Colonel, USAF
Operations Officer

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and Sandys 03 and 04 escorted the Jolly Greens. Sandy 01/02 arrived on the scene at 0912L. Both survivors were on the southern slope of a 3,000 foot ridge line. Cupcake 507A was on the ground about 15 meters below the ridge line and Cupcake 507B was in the trees approximately 100 meters below 507A. After ground fire was suppressed, a smoke screen was laid by the four Sandys and the helicopter moved in for the pickup. The penetrator was lowered for Cupcake 507B, however, he was tangled in a tree and excessive delay was experienced in recovering him. The smoke drifted up-slope over the rescue area and the decision was made to commit the backup helicopter to pickup 507A. Both survivors were on board at 0950L and the ridge line to the north provided the Jolly Greens a safe egress route.

(S) On 6 April, successful rescues were conducted for Dipper 01 Alpha and Bravo. The aircraft, an F-4, went down after being disabled by its own ordnance during delivery. Loss of control necessitated ejection by both crewmembers. A first light effect was launched.

(S) The survivors were in a dense jungle area among 150-foot trees. There were no defenses within two miles of the scene and weather was not a factor. The rescues were successful.

(S) On 9 April, Sandys were scrambled at 1138L to assist Spads on a SAR for Playboy 11. Sandys 01 and 02 had an air abort at 1212L and Sandys 03 and 04 were scrambled as replacements. Sandy 03 had to air boart due to a rough engine. The two survivors

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(S) The last SAR the Hoos participated in during the quarter was for a downed F-4 crew in the southern STEEL TIGER area. Lt. Col. Dale E. Downing and Maj. Lawrence E. Knox were on a helicopter escort mission near the area with the Pony Express helicopters from Udorn RTAFB, Thailand. Colonel Downing escorted the helicopters into the immediate area of the survivors and orbited in the area while the FAC brought the helicopters in for the pickup. Both downed crewmen were pulled out of the area, but the aircraft commander fell off the penetrator before he could be pulled inside the helicopter.

(S) Of a total of 1,318 sorties scheduled during this quarter, Hobo pilots flew 1,137 with 181 cancelled for various reasons. This total number of sorties marked a slight decrease over the previous quarter. In flying this number of missions, the unit's pilots accrued a total of 2,856.25 hours flying time.

(S) Targets struck with conventional ordnance included truck parks, 128 storage areas, 18 caves, 86 troop areas, 59 military structures, 20 bunkers, one trenchline, nine roads, seven bridges, nine fords, 353 trucks, two wagons, eight barges, two bulldozers, three military pack animals, 154 gun positions and two downed U.S. aircraft.

(S) These strikes by Hoos pilots resulted in 416 secondary fires, 280 secondary explosions and seven enemy troops KBA.

(S) The squadron was credited with destroying 86 trucks, one barge, one wagon, one truck park, seven military storage areas,

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CHRONOLOGY

56th Special Operations Wing

April - June 1969

<u>Date</u>	<u>Class</u>	<u>Significant Event</u>
April 1	(S)	Search and rescue effort for Misty 51 was successful.
3	(S)	Search and rescue effort for Cupcake 507 Alpha and Bravo was successful.
6	(S)	Search and rescue effort for Dipper 01 Alpha and Bravo was successful.
9	(S)	Search and rescue effort for Playboy 11 was successful.
13	(S/NF)	One aircraft of Detachment 1, 56th Special Operations Wing was destroyed while landing at Lima Site 20A.
20	(S/NF)	Capt. John J. Bach III, was KIA while flying OLA aircraft on an operational mission in Laos.
20	(II)	New 8,000-foot asphaltic runway opened to traffic at Nakhon Phanom RTAFB.
26	(S)	Sandy 06 was lost to suspected ZPU ground fire.
May 2	(U)	Lt. Col. Fredrick A. Beebe assumed command of 22nd Special Operations Squadron.
4	(S)	Search and rescue effort for Litter 22 was partially successful.
8	(II)	Lt. Col. Jack R. Dunlap assumed command of Detachment 1, 56th Special Operations Wing.
11	(II)	A-1 Sandy Alert Force became wing effort directly under the deputy commander for operations. Prior to this the 602nd Special Operations Squadron was responsible for the Sandy Force.

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1107	18 Mar 1969	A-1E	LAOS	Riopelle M. A.	1Lt	Rescued	USAF Helo			
1108	22 Mar 1969	A-26A	LAOS	Widdis J. W.	Capt	MIA		Davis R. C.	Capt	KIA
1109	24 Mar 1969	O-1E	SVN	Herron K. G.	Capt	Rescued	Army			
1110	25 Mar 1969	F-100D	SVN	Chaffer W. R.	Maj	Rescued	Army Helo			
1111	25 Mar 1969	A-1E	LAOS	Gilmore K. E.	Capt	Rescued	USAF Helo			
1112	26 Mar 1969	A-1H	LAOS	Faas M. J.	1Lt	Rescued	USAF Helo			
1113	26 Mar 1969	B-57B	SVN	Burkholder R. W.	LtCol	Rescued	USAF Helo	Wright H. V.	LtCol	Rescued
1114	27 Mar 1969	F-100C	SVN	Seiler C.	Maj	KIA				
1115	28 Mar 1969	F-4D	SVN	Belcher R. A.	Maj	KIA		Miller M. A.	1Lt	KIA
1116	28 Mar 1969	F-4D	LAOS	Davenport R. D.	Capt	KIA		Justice W. P.	Capt	KIA
1117	29 Mar 1969	F-4D	LAOS	Popendorf W. J.	Capt	Rescued	USAF Helo	Hess F. W.	1Lt	MIA
1118	29 Mar 1969	F-105D	LAOS	Stafford R. A.	1Lt	Rescued	USAF Helo			
1119	1 Apr 1969	F-100F	LAOS	Standerfer R. G.	Maj	Rescued	USAF Helo	Veach C. L.	1Lt	Rescued
1120	2 Apr 1969	F-4D	SVN	Foster C. G.	LtCol	Rescued	USAF Helo	McMahon J. P.	1Lt	Rescued
1121	3 Apr 1969	F-105D	LAOS	Christianson P. B.	Maj	KIA	USAF Helo			
1122	5 Apr 1969	F-4D	LAOS	Brandt R.	Capt	Rescued	USAF Helo	Koster C. R.	1Lt	Rescued
1123	9 Apr 1969	A-1E	THL	Shumock R. H.	Maj	Rescued	USAF Helo			
1124	12 Apr 1969	F-4D	SVN	Desoto E. L.	Maj	MIA		Hall F. M.	1Lt	MIA
1125	16 Apr 1969	O-2	SVN	Burkett W. O.	Capt	KIA		Pierce L. J.	Capt	KIA
1126	16 Apr 1969	F-4D	THL	WinkeLaos D. W.	Maj	Rescued	USAF	Andersen R. P.	Capt	Rescued
1127	16 Apr 1969	F-100D	LAOS	Willett R. V.	1Lt	MIA				
1128	17 Apr 1969	F-4C	SVN	Beavers J. L.	Capt	Rescued	Army Helo	Muellner G. K.	1Lt	Rescued
1129	17 Apr 1969	RF-4C	THL	Bartholomew R.	Capt	Rescued	USAF Helo	Doyle B. F. Jr	Capt	Rescued
1130	22 Apr 1969	F-100D	LAOS	Detwiler R. C.	1Lt	Rescued	USAF Helo			
1131	22 Apr 1969	F-4D	LAOS	Vancleave W. S.	LtCol	KIA		Scott V. C.	1Lt	KIA
1132	23 Apr 1969	F-100D	SVN	Hargett R. W.	1Lt	Rescued	USAF Helo			
1133	26 Apr 1969	A-1J	LAOS	East J. B. Jr	Maj	KIA				

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10.

39th ARRSq History, Apr - Jun 69

Crown 1 designated Sandy 01 as On Scene Commander. The survivors positions were pinpointed at 2310Z and because of small arms fire in the area, Sandy 01 instructed Hobos 64,65,67 and 68 to deploy CBU-19 in the area of the ground fire. Jolly Green 76 made the pickup of both survivors by 2355Z and all SAR forces returned to base.

On 9 April, Crown 6 received a call from Hillsboro, an Airborne Battle Command Control Center, stating that a Play-boy 11, an F-4, had been downed in hostile territory and that Misty 41 reported two good chutes. Voice contact was established with one of the survivors. Jolly Greens 33/27 were scrambled from Quang Tri AB, while Spads 11 and 12 were scrambled from Danang. Misty 41 reported to Crown 6 that the survivors landed on a ridgeline with an elevation of close to 5000 feet. JG 27 advised that they could not hover above 3500' so Crown 6 requested that HH 53s be launched along with two Sandys. Jolly Greens 33/27 were requested to stay in-area until Jolly Green 79/76 arrived. Spad 11 was designated On Scene Commander and he established weak voice contact with the other survivor.

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11.

39th ARRSq History, Apr - Jun 69

JG 79/76 arrived on scene at 0705Z escorted by Sandy 03/04.

Sandy 03 reported a rough engine and had to return home escorted by Sandy 04. Spad 11 remained on scene and vectored JG 79 in to effect the pick up of both survivors at 0743Z. All SAR forces were then released.⁶

On 2 May, Crown 6 was nearing the end of the precautionary orbit when Hillsboro called to advise that Misty 61 reported a downed aircraft in hostile territory. Waterboy, the local GCI site, vectored Crown 6 to the scene where Misty 61 stated that a Canyon Passage 413, a Navy A-7 had been shot down and that Nail 130 reported voice contact with the survivor. Crown 6 immediately requested the SAR forces be launched as darkness was fast approaching. The SAR forces were advised of a rendezvous point by Crown 6. Meanwhile a B-52 strike was to be made within 8 miles of the survivor so Crown 6 attempted to have the strike diverted, but to no avail. The SAR forces arrived on scene and, because of negative groundfire, the impending air strike and darkness approaching, Spad 11, as On Scene Commander, told Crown 6 that an immediate pickup should be made. Jolly Green

6. S.D. 9 Narrative, Mission 1-3-041-9 Apr 69, p. 87

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87.

39th ARRSq History, Apr - Jun 69

Date: 9 Apr 69

Mission Number: 1-3-041-9 Apr 69

Flight Designation: Crown 6

Distressed Aircraft: Playboy 11 (A-4)

Location: 202/40/109

Saves: 2, combat

1. At 0432Z, Hillsboro reported Playboy 11 down at 202/40/109. Misty 41 reported two good chutes and observed both chutes entering the trees. Voice contact was established with Playboy 11 Bravo but no contact was made with the Alpha man.
2. JGs 33/27L were scrambled from Channel 103. Spads 11/12 were scrambled from Channel 77. Fastmovers were requested.
3. Misty 41 reported that both pilots had landed on a ridge-line with terrain elevation close to 5000' MSL and ground temperature was 30°C. No ground fire in the area. JG 27 advised that he would be unable to hover at any altitude over 3500' MSL. HH 53s were requested from Channel 70 along with two Sandys from Channel 89. JGs 33/27L were advised to remain on scene until the HH 53s arrived.
4. Spads 11/12 arrived on scene at 0515Z. Spad 11 was designated as OSC. Spad 11 reported the Bravo man's radio very weak and had advised him to conserve the battery. He was also advised to check in at 20 minute intervals.
5. JGs 76/79L and Sandys 3/4 had ETA of 0645Z. Spads 11/12 and Nail 64 continued to search for the Alpha man.
6. Spads 11/12 advised that they would be bingo at 0715Z. Spad 11 briefed Sandy 3 before RTB.

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88.

39th ARRSq History, Apr-Jun 69

7. Sandys 3/4 and JGs 76/79L were on scene at 0700Z. JGs 33/27L were advised to RTB to Channel 103. While Spad II was briefing Sandy 3 on the situation, voice contact was established with the Alpha man. The Alpha man reported that he was close to the Bravo man.

8. At 0728Z, Sandy 3 reported that he had a rough running engine and was going to RTB with Sandy 4 as escort. Crown 6 advised them to RTB to Channel 77. Spads 11/12 advised that they would remain until the recoveries were completed.

9. JG 79 was directed in for the pick ups by Spad 12 at 0730Z. The Bravo man was recovered at 0737Z and the Alpha man was recovered at 0743Z. Both survivors were in good condition.

10. All SAR forces RTB at 0745Z. Spads 11/12 RTB to Channel 77 with minimum fuel. Crown 6 escorted JGs 76/79L to Channel 77.

11. SAR forces utilized:

- a. Mistys 41/31
- b. JGs 33/27L
- c. JGs 76/79L
- d. Spads 11/12
- e. Sandys 3/4
- f. Nail 64

12. Fastmovers were available but not used. One flight held on scene at all times during SAR. One flight of Hobos was available with CBU-19 but not used.

13. Performance by Spad 11 was outstanding throughout the mission.

14. Crewmembers:

- | | |
|----------------------|-----|
| a. Major Wortman | RCC |
| b. Captain DiCamillo | CP |
| c. Captain Smith | NN |
| d. Sgt Powell | RO |
| e. TSgt Dale | FE |
| f. SSgt Sewell | FE |
| g. TSgt Thornburg | LM |

LLEWELLYN F. WORTMAN, Jr., Major, USAF
RCC, Crown 6

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and Sandys 03 and 04 escorted the Jolly Greens. Sandy 01/02 arrived on the scene at 0912L. Both survivors were on the southern slope of a 3,000 foot ridge line. Cupcake 507A was on the ground about 15 meters below the ridge line and Cupcake 507B was in the trees approximately 100 meters below 507A. After ground fire was suppressed, a smoke screen was laid by the four Sandys and the helicopter moved in for the pickup. The penetrator was lowered for Cupcake 507B, however, he was tangled in a tree and excessive delay was experienced in recovering him. The smoke drifted up-slope over the rescue area and the decision was made to commit the backup helicopter to pickup 507A. Both survivors were on board at 0950L and the ridge line to the north provided the Jolly Greens a safe egress route.

(S) On 6 April, successful rescues were conducted for Dipper 01 Alpha and Bravo. The aircraft, an F-4, went down after being disabled by its own ordnance during delivery. Loss of control necessitated ejection by both crewmembers. A first light effect was launched.

(S) The survivors were in a dense jungle area among 150-foot trees. There were no defenses within two miles of the scene and weather was not a factor. The rescues were successful.

(S) On 9 April, Sandys were scrambled at 1138L to assist Spads on a SAR for Playboy 11. Sandys 01 and 02 had an air abort at 1212L and Sandys 03 and 04 were scrambled as replacements. Sandy 03 had to air board due to a rough engine. The two survivors

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were picked up at 1414L and 1437L with Spad 11 as on-scene commander.

(S) On 4 May, Sandys 01, 02, 03 and 04 were scrambled on a partially successful SAR effort for Litter 22, an F-100. After arrival at the scene, a visual search was conducted but failed to locate the survivor. The position of the survivor was finally pinpointed by beeper. At this time, .50 caliber and small arms fire was directed against the SAR force. The Sandys quickly suppressed the ground fire and called in Jolly Green 71 to observe the chute of the survivor. A PJ was lowered who reported the survivor dead. The body was put aboard Jolly Green 71 and the SAR force returned to base.

(S) On 11 May, a successful SAR was conducted for Manual 42A, a downed F-4. Sandys 01, 02, 03 and 04 were scrambled at approximately 0820L. After arrival at the scene, the Sandys worked the Spads who dropped ordnance around the survivor. At 1009L, Sandy 01 called Hobos 40 and 41 in to expend around the survivor, who could be seen sitting on his parachute, because enemy forces were approaching that position. When the survivor lapsed into unconsciousness due to injuries he suffered while ejecting, Sandy 01 called Jolly Green in for the pickup. The survivor was picked up by the Jolly Green without encountering any problems. An electronic search was conducted by the Sandys for Manual 42B, but all efforts were unsuccessful.

(S) A partially successful rescue was conducted on 17 May

~~SECRET~~

FLASH

FLASH

PT 00273
ZQTCZYUW RUMHCTA0859 0990000-CCCC--RUCIEUA.
DE RUSVTFB #0082
ZNY CCCCC ZOK JPCCO

9 APR 69 13 10

Z 0 09101Z APR 69 ZFF 6
FM 0

1 3ARRP SON TRA RVN
TO RUCIEUA/ARRS/ROCP/SCOTT AFB IL
RUHHABA/41ARR/PROCP/HICKAM AFB HAWAII
RUSQSN/3ARRGP/JSARC/TSN AB RVN
RUEXQA/CASAF/AFCP/AFXOPFH
INFOCUCIEUA/MAC/MCP/MAOCCA/SCOTT AFB IL
RUKLAAA/TAC/DCOS LR/LANGLEY AFB VA
RUWTKA/USAFMPC/AFPMSC/RANDOLPH AFB TX
RUHEBC INCPACAF/CC/HICKAM AFB HAWAII
RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA
RUSVB7AF/DO/DO/DP/DI/BDPMP/CP/SN AB RVN
RUEBAAA/ARDC/ABEJEEN PROVING GROUND MARYLAND
RHMSMVA/COMUS CV ATTN JPRC SAIGON RVN
RHMSMVA/MACVSAIGON RVN
RUHHBRA/CINCPACFLT PEARL HARBOR HAWAII
RUMFSAA/COMDR SEVENTHFLT
RUMFSAA/ALL TF SEVENTH FLT CVA TG COMDRS
RUMOSJ/602 SOS UDORN RTAFB THAI

ODC/FOI

PAGE 2 RUSVTFB0082C ~~CONFIDENTIAL~~

RUMFSAA/CTE SEVEN ZERO PT T 05 9,3 05 9,3

47.#55\$/ SOS PLIEKU AB RVN

RUMFUA/CTG SEVEN SEVEN PT ZERO

RUMLJGA/37 TFW PHU CAT AB RVN

RUMFSAA/CTE SEVEN SEVEN PT SIX

RUMOSRA/40 ARRS UDORNRTAFB THAI

RUMOSRA OL 2 3ARRGPUDORN RTAFB THAI

RUMBPN/1 SOS NAKHONPHANOM RTAFB THAI

RUMLJHA/39ARRSTUY HOA AB RVN

RUSVTF/37ARRS DANANG AB RVN

RUMMAFA/MAG 11 1ST MAW DANANG AB RVN

BT

~~CONFIDENTIAL~~ JOPREP JIFFY/OL-1, 3ARRGP

RESCUE 041/091027Z APR 6.

1. RESCUE OPENING /CLOSIV REPORT 09 ARP 69.

2. 1-3-041-09 APR /.

3. A. TACTICAL. B. CLASSIFIED. C. GRAY/154229/TA-4/PLAYBOY 11.J. USA. E. HMS 11.

MAG 11. F. CAPT J. BUFFINGTON. G. 2 POB.

H. STANDARD

4. ON GUARD BY MISTY 41 AT 09RWRZ.

5. S/E.

PAGE 3 RUSVTFB0082 C O N F I D S N T I A _

6. CROWN 6 AT 0425Z, SPAD 11 AND 12 AT 0425Z, JOLLY GREEF 27 AND 33 AT 0425Z.

7. CROWN 6 DIVERTEFTO SCENE AT 0425Z, SPADS 11 AND 12 SCRAMBLED AT

* C O N F I D E N T I A L *

FLASH

FLASH

FLASH

~~CONFIDENTIAL~~

PT 00273

0425Z, JOLLY GREENSWU AND 33 SCRAMBLED AT 0425YM
8. 16-11N 106-51E. 9. A. NOT A FACTOR. B. NOT A FACTOR. C. NOT UFACTOR.
10. 0L-1, 3ARRGPMJ R.P. SNELL, MAJ J. B. MARSHALL JR SSGT J. R.
STIEFEL JR. 11. PANAMA (GCI), WATERBOY (GCI) MARINES (MAG 11), NAVY KUSS RANGER),
HILLSBORO, TACCUNS.
12. MISTY 41, 0432Z/1611N 106-51E.
13. 40ARRS/HH-53C/FOREST PENETRATORPURRZ.
14. 2/2/2/2/0/0.
15. JTURNED TO DANANG AB RVN.
16. 2/7.2/A1E/6SOS; 2/6.5/HH-3E/37ARRS; 1/4.1/HC-130XEOARRS; 2/
6.8/HH-53C/ARRS; 4/7.0/A1-E/602SOS; 2/5.5/A1/1SOS.
17. 0/0/0/0/NOT AVAILABLE/0/NOT AVAILABLE/NOT AVAILABLE.
18. A. ALL OF 40 ARRS, RCC CAPHD. L. CARTY, RCCP CAPT G. RYNEARSON,
FE TSGT D. V. MCELEOD, RS TSGT G. SCHIPPER, RS A1 D. M. DAVIDSON.
B. BOTH OF HMS 11, CO-PILOT J R.S. MIECZNIKOWSKI, 0739Z; PILOT

PAGE 4 KSVTFB0082 ~~CONFIDENTIAL~~
CAPT J. BUFFINGTON 0744Z.

19. A. 1611 106-51E 100 PERCENT. B. S/E. H. TWO ARRS CMBAT SAVES OF
USMC CREWMEMBERS /NO AICREFUELINGS/ACFT DOWNED DUE 0 HOSTILE ACTION/
NO PJFEPLOYMENTS. MISTY 41 REPORTED TWO CHQES ON GUARD. CROWN 6 WAS
DIVJTED AND SPAD 11 AND 12 SCRAMBLED. KOLLY GREEN 27 AND 33 SCRAMBLED
FROMA FOL. JOLLY GREEN 27 AND 33 RECEIVED GROUF FIRE WITH NEGATIVE
HITS ON WAY TO SAR SCENE. IT WASDETERMINED THAT JOLLY GREEN 27 WOULD
PROBABLY NOT BE ABLE TMMAKE THE PICKUP AFTER ARRIVAL ON SCENE DUE TO
TEMPERATURE/ALTITUD OF SURVIVORS POSITION. THE HH-53,S WERE SCRAMBLED
AS JOLLY GREEN 27 AND 33 CONTINUED TO THE SCENE THE PILOT,S RADIO
7)5 .95 54-.85 275 2- -213 59 43:3813. THEREFORE VOICSCONTACT WAS
NEVER ESTABLISHED ALTHOUGH HIS POSITION WAS APPROXIMATED BY MISTY 41.
THE CO-PILOT CAME UP ON VOICE AND GAVEHIS CONDITION AS BEING GOOD.
THE CO-PILOT,S RADIO WAS WEAK AND BJLEY READABLE DURING THE ENTIRE
OPERATION. SPAD 11 KD 12 TOLD THE CO-PILOT TO GO OFF THE AIR FOR
20 MINUTES AND THEY ATZMPTED TO DETERMINE THE PILOTS POSITION.
SHORTLY , PRIOR TMTHE PICKUP BY JOLLY GREEN 79 THE CO-PILOT MENTIONED
TY PILOT WAS CLOSE BY AND COULDHEAR BUT NOT TRANSMIT. WHILE THE
COPILLOT WAS BEING PICKED UP, SPAD Q CALLED FOR THE PILOT TO PV A
FLARE. THE PILOT,S FLARE WAS SIGHTED AND SPAD 11 THEN DIRECTED JOLLY

PAGE 5 RUSVTFB0082 C O N F I D E N T I A L
GREF 79 IN TO MAKE THE PICK UP. SURVIVORS WERE IN GOOD COFITION AND
WERE RETURNFTO DANANG AB, RVN.
2; FOR HMS 11, MAG 11. SEE ATTACHMENT 6 TO AFM 55-11 FOCTHE
FORMAT OF THIS REPORT.

GP-4.

BT

#0082

NNNN#

M/K/suc

FLASH

~~CONFIDENTIAL~~

FLASH

~~SECRET NOFORN~~

UNCLASSIFIED

CHRONOLOGY

56th Special Operations Wing

April - June 1969

<u>Date</u>	<u>Class</u>	<u>Significant Event</u>
April 1	(S)	Search and rescue effort for Misty 51 was successful.
3	(S)	Search and rescue effort for Cupcake 507 Alpha and Bravo was successful.
6	(S)	Search and rescue effort for Dipper 01 Alpha and Bravo was successful.
9	(S)	Search and rescue effort for Playboy 11 was successful.
13	(S/NF)	One aircraft of Detachment 1, 56th Special Operations Wing was destroyed while landing at Lima Site 20A.
20	(S/NF)	Capt. John J. Bach III, was KIA while flying OLA aircraft on an operational mission in Laos.
20	(II)	New 8,000-foot asphaltic runway opened to traffic at Nakhon Phanom RTAFB.
26	(S)	Sandy 06 was lost to suspected ZPU ground fire.
May 2	(U)	Lt. Col. Fredrick A. Beebe assumed command of 22nd Special Operations Squadron.
4	(S)	Search and rescue effort for Litter 22 was partially successful.
8	(II)	Lt. Col. Jack R. Dunlap assumed command of Detachment 1, 56th Special Operations Wing.
11	(II)	A-1 Sandy Alert Force became wing effort directly under the deputy commander for operations. Prior to this the 602nd Special Operations Squadron was responsible for the Sandy Force.

~~SECRET NOFORN~~

FROM: RCC

10 April 1969

SUBJECT: Mission Narrative Report (10-38-028-9Apr69)

TO: 10-38C

38C

3 ARRGp (JSARC) *YJW*

IN TURN

1. This report is submitted IAW ARRSM 55-2, 3 ARRGp Sup 1, 11 July 1968.
2. At 1520L, Pedro Operations was called by Navy Binh Thuy for pickup of a seriously wounded Vietnamese child at WR984977. Pedro 91 launched at 1525L arriving at coordinates at 1540L. Pedro 91 landed in a nearby field and on loaded the wounded baby. Pedro 91 departed at 1545L for the 29th Army Field Hospital. Enroute back, the PJ gave life sustaining medical attention to the baby. The child had severe wounds of the intestine, arms and legs. Pedro 91 arrived at the 29th Army Field Hospital at 1555L offloading the child. Pedro 91 then terminated at Binh Thuy at 1600L. Negative ground fire encountered. One non-combat save credited. 2 sorties and 0.6 hours.
3. Name of the wounded child is unknown.
4. Pedro 91 crew:

RCC Capt Philip H. Kammann

RCGP Capt Jack D. Cusano

FE SSgt Gerald H. Jones

PJ ALC Richard C. Stiefken

Philip H. Kammann

PHILIP H. KALMANN, Capt, USAF
Rescue Crew Commander

Atch 10

11-38-016

* UNCLASSIFIED E F T O *

Open/closing

11 APR 69 08 53

523
ZYUW RUMLJHA0021 1010741-EEEE--RUCIEUA.

EEEE

110520Z APR 69

FM DET 11 38TH ARRSQ TUY HOA AB VIETNAM
TO RUEFHQA/CSAF/AFCP/AFXPFH
RUCIEUA/HQ ARRS/ARSCP/SCOTT AFB ILLINOIS
RUHHABA/HQ 41ST ARRG/41CP/HICKAM AFB HAWAII
RUSQSNH/HQ 3RD ARRG/JSARC/TAN SON NHUT AB VIETNAM
INFO RUCWAAA/USAF ALTERNATE CP/MAXWELL AFB ALABAMA
RUSQSNH/7TH AF/DOTO/DO/DP/DI/BDPMP/CP/TSN AB VIETNAM
RUWTFJA/USAFMPC/AFPMPC/RANDOLPH AFB TEXAS
RHMSMVA/MACV/SAIGON VIETNAM
RUEBEAA/ARDC/ABERDEEN PROVING GROUND MARYLAND
ZEN/31ST TFW C

BT

UNCLAS: E F T O/JOPREP JIFFY/38-11D

SUBJ: 11-38-016-10 APR 69

1. RESCUE OPENING/CLOSING REPORT
2. 11-38-016-10 APR 69
- E. A. MEDEVAC ONE U.S. ARMY PATIENT
B. THROUGH H. NOT A FACTOR
4. 31ST USAF DISPENSARY 10/1132Z APR 69

PAGE 2 RUMLJHA0021 UNCLAS E F T O

5. NOT A FACTOR
6. 1/HH-43B/DET 11 38TH ARRSQ/10/1132Z APR 69
7. PEDRO 24 AIRBORNE 1134Z
8. 13 DEGREES 3 MINUTES NORTH/109 DEGREES 21 MINUTES EAST
9. A. THROUGH C. NIGHT VFR, NOT A FACTOR
10. DET 11 38TH ARRSQ/CAPT NICHOLSON
11. NONE
12. 31 USAF DISPENSARY/13 DEGREES 3 MINUTES NORTH/109 DEGREES 21 MINUTES EAST
13. DET 11 38TH ARRSQ/HH-43B/LITTER PATIENT ON LOADED AT HELIPAD/1140Z
14. 1/1/1/0/0
15. FLOWN TO 91ST U.S. ARMY MED EVAC HOSPITAL, PHU HIEP AAF, RVN
16. 3 SORTIES/0.4/DET 11 38TH ARRSQ/HH-43B
17. 0/0/0/0/4/0/0/0
18. NO SAVE: RCC NICHOLSON, DANIEL A, CAPT/RCCP AUSTIN, WILLIAM F., CAPT/
FE MARTIN, RALPHAEL C., SSGT/PJ EVANS, RICHARD E., SGT
B. NO SAVE: SUTTLE, FREDERICK., CAPT., USA/173RD ARB BRIGADE PHU HIEP AAF
19. H. NO SAVE CREDITED TO ARRS. THE 31ST USAF DISPENSARY REQUESTED IMMEIDTAE

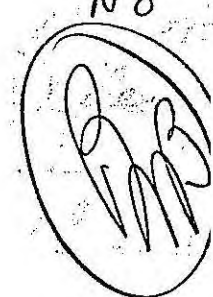
PAGE 3 RUMLJHA0021 UNCLAS E F T O

MEDEVAC FOR A PATIENT WHO HAD BEEN INJURED IN A VEHICLE ACCIDENT. PEDRO 24 AIRBORNE 1135Z, ONLOADED PATIENT 1140Z, DELIVERED TO 91ST U.S. ARMY HOSPITAL, PHU HIEP AAF 1150Z. LITTER PATIENT WAS SEMI-CONSCIOUS, CONTUSIONS AND ABRAISIONS. THE PJ CONTINUED TO ADMINISTER INTRAVENOUS INJECTION IN PROGRESS WHEN PATIENT WAS ONLOADED. MISSION TERMINATED 1200Z AT TUY HOA AB RVN.

BT

IMMEDIATE

* UNCLASSIFIED E F T O *

No Brief


~~CONFIDENTIAL~~ UNCLASSIFIED

FROM: Det 6, 38ARRS

16 April 1969

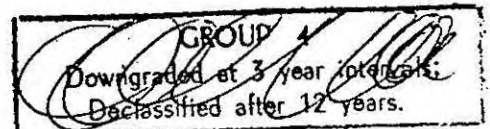
R
30

SUBJECT: Mission Narrative ~~Reported~~ (Mission 3-008-12 Apr 69) (U)

TO: Det 6, 38ARRS (C)
38ARRS (38C)
3ARRGp (JSARO)

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

1. (U) This report is submitted IAW ARRSM 55-2/3ARRGp Sup 1, dated 11 Apr 68.
2. (C)(Gp-4) Det 6, 38ARRS was notified by JSARC at 1015Z (1815L) 12 Apr 69 of a downed RF-4C (Sage 13). Pedro 95 launched at 1824L. Pedro 97 launched at 1850L.
3. (U) Pedro 95 proceeded toward coordinates 11°40'N, 107°45'E, ultimate destination was 11°46'N, 107°49'E. Pedro 95 RGC experienced radio transmission failure on takeoff. Subsequent transmissions were handled by the RCP.
4. (U) Weather at launch and enroute was clear. However, upon arrival at scene weather had deteriorated to broken clouds down to the 4,000 feet level, obscuring mountains in the pick up area.
5. (C) (Gp-4) When Pedro 95 first launched, the exact location of Sage 13 had not been determined. Sage 13 made initial contact with a C-130, Romeo Alpha (with his survival radio beeper) approximately 0915Z (1715L). About the same time Sage 29 heard Sage 13's beeper and also proceeded to the general area. Romeo Alpha remained in a high orbit and Sage 29 began a search at low level. Sage 29 finally located Sage 13's parachute. Sage 29 was able to point out to Romeo Alpha Sage 13's position. By this time Sage 29 was BINGO fuel and had to depart, but Spad 01 came on the scene. Romeo Alpha was able to point out the parachute to Spad 01. By this time the weather had moved in to obscure Romeo Alpha's view but Spad 01 was able to maintain visual contact. Spad 01 encountered the same deteriorating weather conditions but was nevertheless able to pinpoint Sage 13 when Pedro 95 got into the area. Deteriorating weather conditions and approaching nightfall combined to produce premature darkness. These conditions coupled with a very small target (parachute hung in trees about 25 to 30 ft below level of jungle canopy) made it more difficult. Spad 01 demonstrated outstanding airmanship as on-scene commander by maneuvering his aircraft in the twilight under low clouds to maintain visual contact with the parachute.
6. (C) (Gp-4) Romeo Alpha remained in orbit until after Sage 13B (navigator) had been picked up and continued to render invaluable assistance even after the pick up. Pedro 95 was unable to home in to the general search area because of unreliable ADF equipment (AN/ARA 25) Romeo Alpha supplied the necessary bearings. Had these bearings not been correct Pedro 95 would have



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Atch 2

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been delayed in arriving in the general search area and the mission would have undoubtedly been aborted. Pedro 95 arrived in the general area at 1910L. Sky conditions were broken down to the 4,000 ft level. Spad 01 then had to locate Pedro 95 and direct him through clouds, around and over hills and finally into the very narrow gorge where Sage 13B was located. This consumed 10 minutes and it was now totally dark.

7. (C) (Gp-4) Pedro 95 was able to maintain visual contact only by hovering next to the side of the mountains. Every time the flood lights or landing light were turned on the crew was blinded by the lights reflecting off the clouds. Spad 01 finally directed Pedro 95 into the primary area. Upon arriving in the gorge Sage 13B was finally able to contact Pedro 95 direct. However, the jungle canopy was too dense and too high for him (Sage 13B) to see and direct us to his location. Spad 01 told Sage 13B to pop a night flare. Two flares were popped, but neither was seen by Pedro 95 even though we were within 100 meters of Sage 13B. Pedro 95 passed directly over Sage 13B twice. Each time Spad 01 gave corrections until the search area was narrowed down to 50 meters. Finally we had to turn on the lights in hopes of finding the parachute. At this time Sage 13B was able to see our lights and guided Pedro 95 directly overhead. We got a break in the weather and for the next 15 to 20 minutes the gorge was free of clouds. Our flight engineer spotted the parachute first. Pedro 95 came to a hover next to the chute. Neither the FE, pararescueman or RCCP were able to locate Sage 13B. He had lowered himself 130 feet to the jungle floor and had gone into hiding. He had to make his way back up to the chute (tree lowering device) in order for us to see him through a small hole in the jungle canopy. While the RCCP maintained a hover the copilot was busy searching, monitoring instruments, providing terrain clearance, talking to Sage 13 and looking for a way out once we had the survivor on board. The PJ was likewise busy maintaining terrain clearance, searching, and standing at the ready with his M-16 and M-79. Giving precise and minute directions to the RCC, the FE was able to position the helicopter over the survivor and guide the hoist down through 150 ft of tangled three layer jungle canopy in the shortest possible time. Sage 13B allowed the hoist to touch the ground and then proceeded to get on, at 1925L. The FE brought Sage 13B up without difficulty, turned him around as required and pulled him in the door. Sage 13B's knowledge and handling of the forest penetrator enabled him to expedite the pickup and limited greatly the time required to hover. Once aboard we queried him as to the location of Sage 13A (the pilot). He thought Sage 13A might have landed across the gorge from him (about 150 meters across and 300 feet higher). We hovered around to the other side and were able to locate the still smoldering wreckage but didn't see any signs of life. After a 5 to 10 minutes search Pedro 95 had finally reach BINGO fuel.

8. (U) In the meantime Pedro 97 had launched from Bien Hoa and Pedro 04 had launched from Phan Rang. Pedro 04 was only about 5 minutes out from the primary search area and Pedro 97 was about 10 minutes away when Pedro 95 had to pull out. By this time the weather was completely closed in.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~ UNCLASSIFIED

9. (U) Pedro 95 climbed to 5,000 ft and took up a heading for home. Once again we called on Romeo Alpha, this time for bearings to Bien Hoa. Romeo Alpha also had BINGO fuel and had to land but not until he had directed us within range of Bien Hoa Radar. They were able to give direct headings to Bien Hoa and thereby conserved our remaining fuel. Pedro 97 landed at Bien Hoa at 2030L with about 300lbs of fuel.

10. (C) (Gp-4) The best of coordination existed between all parties, not the least of which was Sage 13B. Radio discipline was excellent. Time of pickup about 1925L. Pedro 95 departed pickup area about 1935L after a short search for Sage 13A. There was no reported enemy action in the recovery area. Rescuee was in excellent shape suffering only a minor lip laceration. Density altitude was about 6,200 feet. One combat aircrew save credited to ARRS. There were three sorties and 6.3 hours logged by Pedro aircraft.

Additional Information

Rescuee: Capt Charles E. Mattern,

16TAC Recon Sq, TSN AB, RVN.

Romeo Alpha: USAF C-130, 15SOS Nha Trang AB

AC: Maj Ronald V. Frazen,

CP: Capt Cleveland J. Hones,

Nav: Capt Harold E. Tuttle,

Loadmaster: SSgt Oda C. Underwood

Radio Operator: MSgt Odie Hill

Spad 01, 5SOS Pleiku AB

AC: Maj Niel E. Lucas,

Nav: Maj Glen L. Robertson,

Sage 29, 16TAC Recon Sq, TSN AB

AC: Lt Col Robert Hubbard (Commander)

Nav: Lt Noel Miyamasu,

Pedro 04, Det 1, 38ARRS, Phan Rang AB

RCC: Maj Jimmy D. Gammon,

RCCP: Capt William D. McColl,

FE: SSgt Roger D. Crites,

MT: SSgt Joseph L. Befeo,

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

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Pedro 95, Det 6, 38ARRS, Bien Hoa AB
RCC: Capt Thomas R. Scharf, FR3039791
RCCP: Capt Edward L. Coleman, FR82726
FE: SSgt Gary D. McGrew, [REDACTED]
RS: Sgt Roland C. Schmidt, [REDACTED]

Pedro 97, Det 6, 38ARRS, Bien Hoa AB
RCC: Capt Walter D. Murphy, FV3117402
RCCP: 1st Lt John F. Kolar, FV3179166
FE: Dell C. Cady, AF [REDACTED]
RS: TSgt David D. Rhody, [REDACTED]

GCA: 1877 Comm Sq, Bien Hoa AB
Approach Controller: TSgt Robert W. Super, AF17588431
Assistant Approach Controller: Sgt John F. O'Connor, [REDACTED]
Radar Maint Specialist: Sgt Robert A. Smith, AF14912743

Thomas R. Scharf

THOMAS R. SCHARF, Capt, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

Submitted on 1st Gen & 2nd check.

18:10 ~~Scanned~~ on RF-4C - Drivers punched out
to the Northwest about 70 miles we made contact
with on scene commander. About 5 min ^{later} ~~Spd~~ got
in touch with us & directed us to 9 survivor who.

wets in good shape. Area=wds tall trees, mountain-
ous, Heavy cloud cover getting worse by the minute
very dark, no apparent enemy even though there
was quite a bit of Acft activity in Area. Possibility
of going back out tomorrow morning to
look for other pilot. Was not Feasible to remain
& search - weather, light, Fuel, Radios Bad & getting
worse! Mission Time: 2 Hrs 20 min. First mission
during my extension. About Fing time! I Finally
got rid of those 2 btles of booze I've been carrying
around in my med kit! Pickup had one & I'm
having one mixed with 7-up & ice, pretty good!

choice whether or not to deploy the seat kit when coming in for a tree landing. I happened to hang onto mine. I decided a long time ago that I was not going to deploy the kit because I didn't want to have the life raft catch in the trees and having me hung upside-down in the trees.

12 APR 69
RF-4

A scant two weeks later, the RF-4C backseater began his experience in much the same way (this one over South Vietnam, however) and ended it in a successful recovery. In the interim period, a momentary lapse created a few uncomfortable moments, until he assessed his situation and determined how to get out of it. From that moment on, he did an excellent job in contributing to one of the rare night recoveries in SEA records. The Captain described part of his experiences as follows: ^{78/}

.../After the aircraft commander ordered him to eject/ I ejected when the altimeter read 7,000 feet. I was disoriented due to the heavy weather, but I think the aircraft was right side up. I assumed the aircraft was right side up. I took the bailout position...my helmet was secure and the visor was down...I used the primary system.

I remember my head being thrown back by the wind-blast. The visor shattered and tore away from the helmet. I was still disoriented because I was tumbling forward and in the clouds. I don't recall seat separation. The first thing I remembered to do after ejection was to separate from the seat but it was already gone. That's when I felt the opening shock of the chute. The shock was moderate. I couldn't see the /chute/ canopy because I was in the clouds. I could barely make out the ground until I was about 1,000 feet above it. I deployed the seat kit; almost immediately the oscillation stopped. /Author's note: More frequently, the opposite appeared to be the case; the parachute oscillations increased upon seat kit deployment./

USE ONLY

...The descent didn't take long. I could see I was going to land in the trees so I tucked my head and covered my face with my arms. I drifted slightly and the survival kit caught in the tops of the trees. The chute pulled me from a vertical to a horizontal position. The chute snared itself and I was hung by the chute and the survival kit just as if I were in a hammock...I made sure the chute could support my weight before I released the kit. I lowered myself to the ground using the tree lowering device (PLD)... That piece of equipment really came in handy. Without it I would have been stuck up in the trees. I had to leave the seat kit up there in order to get down.

The Captain bailed out late in the afternoon, and it was dark before the Pedro (HH-43) arrived on the scene. By voice vector and strobe light, helicopter-positioning by its sound, he brought the helicopter in to his position. In a lightly contested area, the Pedro risked using his landing lights, saw the survivor, and dropped the penetrator to extract him. ^{79/}

Boxer 22 Bravo and Wolf 06 Alpha

Two of the most spectacular evasions and recoveries in the SEA conflict were so similar that they gave the observer a head-shaking feeling of deja vu - "I feel that I've been here before." They also illustrated the sound evasion and SAR principles developed over the period of conflict. Both crewmembers were shot down near Ban Phanop, a karst-studded, crater-pocked valley about ten miles south of Mu Gia Pass, one of the primary infiltration routes from North Vietnam into Laos. (See Project CHECO report, "Rescue at Ban Phanop.")

UNCLASSIFIED

60. (U) Author's observation, JSS, 30 Dec 71-3 Jan 72.
61. (S) 2nd Air Division Evasion and Escape Newsletter, 9 Jun 1965.
62. Ibid.
63. Ibid.
64. Ibid.
65. Ibid.
66. (S/NF) Project CHECO Report, "Search and Rescue in SEA, 1961-66," published 24 Oct 66. (Hereafter cited as "SAR in SEA, 61-66.")
67. (S) Project CHECO Report, "USAF Search and Rescue, Jul 66-Nov 67," published 19 Jan 68. (Hereafter cited as "USAF SAR, 66-67.")
68. Ibid.
69. (S/NF) SAR in SEA, 61-66.
70. (S) PACAF Evasion and Recovery Report No. 305. (Undtd) Recovery effected 12 Jan 70. Recoveree: Capt Lawrence C. Johnson, 374 TAW.
71. (C) PACAF Evasion and Recovery Report No. 290. (Undtd) Recovery effected 6 Aug 69. Recoveree: Lt Roger P. Busico, 31st TFW.
72. Ibid.
73. Ibid.
74. (S) PACAF Evasion and Recovery Report No. 275. (Undtd) Recovery effected 29 Mar 69. Recoveree: Lt Ronald D. Stafford, 388th TFW.
75. Ibid.
76. Ibid.
77. Ibid.
78. (C) PACAF Evasion and Recovery Report No. 278. (Undtd) Recovery effected 12 Apr 69. Recoveree: Captain Charles Mattern, 460 TRW.
79. Ibid.

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



REPLY TO
ATTN OF: 38-11 D

14 April 1969

SUBJECT: Mission Narrative (11-38-018 12 Apr 69)

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

1. This report is submitted IAW ARRSQ 55-2, 3rd ARRGp supplement 1, 15 Apr 68.

2. At 1727L Tuy Hoa Dustoff Control requested Det 11 to Med Evac a patient injured in a vehicle accident to the 91st Army Med Evac Hospital at Phu Hiep AAF, RVN. The patient, a Vietnamese boy, had been taken to the province hospital in Tuy Hoa city, but they were unable to provide proper treatment. Pedro 24 launched at 1730, landing in a field adjacent to the hospital at 1735. The patient, on a litter, and one Vietnamese attendant were flown to the 91st Army Hospital. The patient was offloaded at 1750L at the hospital's Dustoff Emergency Receiving Helipad. The diagnosis was a basal skull fracture with multiple abrasions and contusions. This mission, one non-combat save. The mission terminated at Tuy Hoa Air Base at 1755L.

Crewmembers were:

RCC Capt Daniel A. Nicholson
RCCP Capt William F. Austin
FE SSgt Leroy W. King
PJ Sgt Richard E. Evans

Daniel A Nicholson

DANIEL A. NICHOLSON, Capt, USAF
Rescue Crew Commander

APPROVED:

Morgan A Downing
MORGAN A. DOWNING, Major, USAF
Commander

ACH 12

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



REPLY TO
ATTN OF: 38-11 D

13 April 1969

SUBJECT: Mission Narrative (11-38-017-12 April 1969)

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

1. This report is submitted IAW ARRSQ 55-2, 3rd ARRGp supplement 1, 15 Apr 68.

2. On 11 Apr 69 Det 11 received word from 31st TFW Dispensary that a 14 year old boy was in critical condition. He had stepped onto a land mine and it had blown off part of his lower left leg. Pedro 24 took-off from the alert pad at 2355Z. Before departing, the crew notified 91st Army Hospital, Phu Hiep AAF, RVN of the litter patient who would be arriving. Pedro 24 landed at the 31st Dispensary and loaded the litter patient. The patient was being administered intravenous fluids. During the flight the PJ observed the patient's wound and continued to care for him. The patient arrived at 91st Med Evac Hospital at 0010Z. He was unloaded from Pedro 24 and carried by litter to the hospital. The mission terminated at 0015Z at Tuy Hoa AB. This mission resulted in one non-combat save.

Crewmembers were:

RCC Capt Henry P. Fogg
RCCP Capt Charles T. Wohlneck
FE SSgt Leroy W. King
PJ Sgt Michael E. Fish

Henry P. Fogg
HENRY P. FOGG, Capt, USAF
Rescue Crew Commander

APPROVED:

Morgan A. Downing
MORGAN A. DOWNING, Major, USAF
Commander

Attn 11

FROM: RCC

14 April 1969

SUBJECT: Mission Narrative Report (10-38-029-12Apr69)

TO: 10-38C

38C *SP*

3ARRGp (JSARC) *SP*

IN TURN

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

2. At 2135L, Pedro Operations was notified by Navy Binh Thuy TCC to make a Pickup of 5 USN Swift Boat crewmembers from an LST. Coordinates of the pickup point were given as 08° 44'N 104° 42'E or approximately five miles West of the southern tip of Vietnam. It was decided to launch both aircraft and Pedro 39 and 91 were airborne at 2200L. Contact was made with Paddy Control (GCI), for flight following. Artillery was halted along a direct route of flight to the city of Ca Mau. Both Pedro's landed at Ca Mau for fuel at 2310L, as it had been confirmed that fuel was not available on the LST. At 2320 both Pedro's were again airborne and proceeded to the pickup point. Radio contact was excellent with the LST and a white rotating beacon was turned on to aid us in locating them. Pedro 39 and 91 arrived at the scene and Pedro 39 was the first to land at 2340L. Three litter patients were loaded and Pedro 39 was airborne at 2345L. Pedro 91 then made his approach, landing at 2350L while 39 orbited overhead. Pedro 91 was airborne at 2355L, after litter loading two personnel, and assumed the lead for the return flight to Binh Thuy. When over Ca Mau, the decision was made not to land for refueling as both aircraft had 700 lbs of fuel remaining. Four of the five patients were being administered intravenous injections while enroute to the 29th Army Field Evacuation Hospital at Binh Thuy. Landing and offloading of both aircraft at the 29th was accomplished at 0120L and the mission was terminated at 0125L with final landing at Binh Thuy. Very light ground fire was observed several times but did not seem to be directed at the aircraft. The addition of an IFF capability is sorely needed to aid in long range recovery missions where navigational aids are non-existent. A great measure of the success of this mission has to be attributed to the extra effort put forth by Paddy Control to skin paint us for distances up to 60NM's at comparatively low altitudes. Five non-combat, non-aircrew saves credited; 6 sorties; 6.4 hours flying time. *Good!*

3. The names of the survivors are: Hoitt, Lawane D, E-3; Ruby, Art R, E-4; Ellis, Robert L, E-4; Williams, Dennis M, O-1; Thomas, Willet L, E-5; assigned to Coastal Division 11.

4. Pedro Crews:

Pedro 39

RCC Capt John L. Debevec

RCCP Capt Jack D. Cusano

FE SSgt Gerald H. Jones

PJ ALC Richard C. Stiefken

PEDRO 91

RCC Capt Philip H. Kammann

RCCP Capt Robert A. White

FE MSgt John G. Regan Jr

PJ ALC Theodore J. Polys

John L. Debevec
JOHN L. DEBEVEC, Capt, USAF
Rescue Crew Commander

Atch 8

UNCLASSIFIED

~~CONFIDENTIAL~~

FROM: 37(0)

14 April 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-042-12 Apr 69)

TO: 37C

3rd ARRGp (JSARG) *JOY*
IN TURN

Classified by *042/3A006P*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS *31 Dec 78*
DECLASSIFIED ON *31 Dec 78*

1. (U) This report is submitted IAW ARRSR 55-2/3 ARRGp Sup 1 dated 15 June 1968.

2. (C) At 1425Z 12 April 1969 Queen notified the alert crews in their quarters that a Navy A-7, call sign Jason 02, had flamed out and was trying to make feet wet in the area between Hue and Quang Tri. The alert crews proceeded to Operations and prepared to scramble. At 1437Z Queen notified Jolly Greens that Jason 02 had bailed out feet wet on the 090 of channel 109 distance unknown. Jolly Green 31 and 15 were airborne and proceeding to the area at 1440Z. Immediately after reaching feet wet both Jolly Green's dumped 1000 pounds of fuel to decrease gross weight and increase air speed to the scene. Spooky 13 was diverted to the area to assist with flare drops if necessary. Jolly Greens 31 and 15 called Panama for vector to the area of the survivor. About 15 miles out Panama requested Jolly Greens go to Vice Squad for radar assistance. By this time Jolly Green 31 was talking to Jason 01 who was at 3000' orbiting the downed pilot. Jason 01 advised Jolly Green 31 that the survivor was not feet wet but in knee high grass, position 315/15/channel 69. Approximately 20 miles from the survivor, Water Boy (G01) called on Guard channel and vectored us into the pickup area. Jolly Green 31 descended to 800 feet when advised by Water Boy that the survivor was 2 miles straight ahead. Jason 01, who was in radio contact with the survivor, advised the survivor was in good shape and had a flash light and flares ready. The area the survivor was in was low coastal terrain and rice paddies and fairly heavily populated. Approximately one mile from the survivor radio contact was made with him. He advised he was flashing his flashlight. Due to the great number of flashing lights on the ground in the area his flashlight was not visible. Jolly Green 31 asked him to pop his night end of the mk 13 flare when he heard the helicopter but about that time he said the helicopter had just passed over him. A turn was initiated and after radio contact was again established he wasn't sure which direction we were so I turned the search light on. The survivor was then able to vector me around until I was headed directly for him. Again I asked for a night flare but got no response. He advised he was flashing his light and we were coming directly toward him. Again there were numerous lights flashing in the area but we continued straight ahead and were able to distinguish his flashlight. The wind was calm and a straight ahead approach was made into his position. He was in a rice paddy and standing next to his parachute so a hover was established rather than a landing. His parachute started to billow up but was clearly visible to the pilot and the aircraft hover was increased to preclude the parachute rising into the rotor system. The penetrator was lowered to the survivor at 1519Z. He was inside the aircraft and Jolly Green 31 was moving out of the hover at 1521Z. During the pickup Jolly Green 15 was orbiting directly overhead at 800' with both M-60

~~CONFIDENTIAL~~

Atch 3
DOWN at 3:00 PM
15 APR 1969
after 12 hours

~~CONFIDENTIAL~~

UNCLASSIFIED

machine guns manned and ready. Spooky 13 was not used as a flare ship because once positive contact with the survivor was made he was able to talk us into his position. Immediately after the pickup Waterboy vectored the Jolly Greens feet wet and down the coast to DaNang. Panama continued the radar vectors directly to DaNang. Jolly Greens 31 and 15 landed at DaNang at 1600Z. During shutdown the F.E. on Jolly Green 31 noticed transmission fluid pouring down the left side of the aircraft and out of the drain lines. An immediate shutdown was completed. Inspection revealed the sleeve fitting on the input side of the oil pressure transmitter had sheared and the oil was pumping overboard. Inspection of the taxiway also indicated it probably failed about 30 seconds after the touch down. The first trace of oil on the taxiway was about 100 feet from touchdown point.

3(U)Survivors name: Lt Mark A. Bunker USN, organization VA-147 CVA-61 aircraft carrier RANGER.

4. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 31 (low)

AC	MAJ	RONALD L. HAGLUND
CP	MAJ	BRUCE E. PROUSE
FE	SSGT	JAMES K. HALL
RS	MSGT	GLENWOOD C. WILKINSON

JOLLY GREEN 15 (high)

AC	MAJ	ANTHONY F. ARGO
CP	CAPT	ROBERT A. REICHERT
FE	SSGT	JAMES H. JENEREAUX
RS	SSGT	STEPHEN T. WHITE

5. (U) Other aircraft assisting SAR effort:

Spooky 13 and Jason 01.

6. Comments:

(a) While visiting the survivor at the hospital I asked him why he did not give me a night flare to assist in locating his position. He stated that he thought his wingman had his position pinpointed and his flares wouldn't be necessary so he had put them away. ?

(b) Everyone involved in this SAR did an outstanding job, but I would especially like to make note of the excellent vectoring and support Waterboy provided and the assistance of Jason 01.

Ronald L. Haglund
RONALD L. HAGLUND, Maj, USAF
Aircraft Commander

~~CONFIDENTIAL~~

UNCLASSIFIED
Declassified at 1000
interim is declassified
after 10 years

FROM: Det 7, 38th ARRS (Capt Johnson/3440)

SUBJECT: Mission Narrative (7-38-033-14 Apr 69)

15 APR 1969

TO: 3ARRGp/JSARC

1. Pedro 69 was scrambled by the DaNang tower at 1120Z on 14 Apr 69. A F-4 was inbound with one engine shut down; apparently a normal LBR scramble. After landing the F-4 apparently blew a left tire and skidded off the runway. It appeared that the right main gear had collapsed. The aircraft then slid through a sand bag bunkered area where the morrest crew wait for the landing aircraft to pass. After the F-4 came to rest (no fire), Pedro 69 hovered to the bunker area and deployed the PJ and firemen. There were apparently only two individuals in the bunkered area. One individual was deceased. Cpl. McCarthy was transferred by litter to Pedro 69. He had suffered an amputation of the right leg. A tourniquet had been applied by his fellow crewmembers. Just before departing, a flight surgeon arrived and boarded Pedro. The PJ maintained pressure on the tourniquet for the flight to NSA Hospital at Marble Mountain AAF, RVN. The patient was released to NSA Hospital at 1130Z. Pedro returned to the runway for futher assistance if needed. No futher assistance being needed Pedro 69 returned to Det 7 and terminated.

2. The crewmembers of Pedro 69 were:

RCC: Capt. Johnny R. Johnson, Det 7, 38th ARRS
RCCP: Capt. Henry E. Hooke, Det 7, 38th ARRS
FE: Sgt. Brian D. Morris, Det 7, 38th ARRS
PJ: A1C Sammie J. Thompson, 37th ARRSq.
RS: SSgt. Lawrence E. Boykin, 366 CES
RS: Sgt. George S. Gladu, 366 CES

3. The name of the patient was:

Cpl. Richard Charles McCarthy,
MAG-11, 1st MAW, DaNang AB, RVN

4. This report is submitted in accordance with 3ARRGSUP-1 to ARRSM 55-2.

Johnny R. Johnson
JOHNNY R. JOHNSON, Capt., USAF
Rescue Crew Commander

Atch 7

FROM: Det 7, 38 ARRS

14 APR 1969

SUBJECT: Mission Narrative 1-3-043-14 Apr 69

TO: 3ARRGP/JSARC *JS*

1. Detachment 7, 38 ARRS, was notified at 0314Z, 14 Apr 69, by Queen (OL-1, 3ARRGP) that a serious auto accident had occurred on Monkey Mountain, and three critical patients required medevac to a hospital. Pedro 69 was scrambled at 0315Z, and proceeded immediately to the ridge road on Monkey Mountain. Radio contact was established with Queen, and it was determined that the exact location of the accident was unknown. The crew of Pedro 69 quickly located the scene of the accident visually on the road about 400 meters east of the Panama site. Several vehicles and people were clustered around an overturned jeep at that point. Using the HH-43 loudhailer, it was determined that one survivor was at a helipad about 500 meters away. Pedro 69 proceeded there, and landed. A single patient was there on a stretcher, being attended by an ambulance driver. He and the driver were unloaded, and the helicopter was flown to the NSA Hospital, Marble Mountain AAF, RVN, about five miles away. Enroute to the hospital the patient began choking on blood while unconscious. The PJ on board cleared his throat and applied artificial respiration until the man was breathing again. The patient was released to NSA at 0333Z. Pedro 69 then returned the ambulance driver to Monkey Mountain, and determined from witnesses at the scene that a second casualty had been taken by truck to the 95th Evac Hospital, China Beach, RVN. No third person could be found, and it was concluded that there had been none. Pedro 69 then returned to the Det 7 helipad and terminated. The patient delivered to the NSA Hospital was Petty Officer Raymond L. Murphy, USN, 3486036. Unit unknown. He had severe skull fracture, and competent medical authority confirmed that the patient would probably not have lived without the immediate evacuation to the hospital. He underwent surgery for nearly four hours after arriving at the hospital, and was given only a 50/50 chance to live five hours after the incident. One non-combat save, military non-combat, non-aircrew, is claimed.

2. The crew of Pedro 69 was as follows;

RCC: Major Tom W. Brumfield, Det 7, 38ARRS

RCCP: Captain John E. Murray, Det 7, 38ARRS

FE: Sergeant Brian D. Morris, Det 7, 38 ARRS

PJ: AIC Samie J. Thompson, 37 ARRS

3. This report is submitted in accordance with 3 ARRGp Sup 1 to ARRS 55-2.

Tom W. Brumfield
TOM W. BRUMFIELD, Major, USAF
Rescue Crew Commander

Cy To:
OL-1, 3ARRGP

Atch 6

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



REPLY TO
ATTN OF: RCC

12 May 1969

SUBJECT: Mission Narrative Report (2-3-030, 16 Apr 69)

TO: Det 1, 40 (C)
3rd ARRG (JSARC) *JS*
IN TURN

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

2. At 0030Z on 16 April 1969, a US Army Engineers Camp, Rum Chit Chi, requested medical evacuation of an acute appendicitis patient to the Army hospital at Korat. Compress was notified and clearance was given to proceed at 0045Z. Jolly Green 19 was launched at 0135Z and arrived at Rum Chit Chi at 0210Z. The two pararescue specialist checked the patient's blood pressure and pulse before loading the patient aboard the helicopter. Jolly Green 19 departed Rum Chit Chi at 0220Z and flew to Korat at low altitude so as not to distress the patient with pressure changes. An Army ambulance met Jolly Green 19 upon arrival at 0415Z. The patient was unloaded and seemed to survive the two hour ride very well. Weather was clear with visibility 6 miles or better. Air refueling was not required.

3. The patient's name was: PFC Larry E. Martin, 91st Engineering Company.

4. Crewmembers of Jolly Green 19:

RCC Major Thomas E. Reinhardt
RCCP William J. Warwick, Major
FE SSgt Robert E. Hunt
RS A1C Richard G. Beasley
RS A1C Steven D. Brooks

WJ Warwick
WILLIAM J. WARWICK, Major, USAF
Rescue Crew Copilot

~~UNCLASSIFIED~~ ~~CONFIDENTIAL~~

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 60223A0001*
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)
IN TURN

1. (U) This report is submitted IAW ARRSN 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, USAF, 25 TFS, and Captain Richard D. Anderson, 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

~~CONFIDENTIAL~~

Atch 2

Det 6 38 ARRS PJ Daily Log
June 1967 - March 1971

16 APR 69 Schmidt on last gear & ACFT checked. 13:00 ACR Scramble
18 Miles southwest. O-2 with 2500 ft 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 (Nice)
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 at short distance away.

1600 ACR Scramble: OV-10 & Cobra mid air ³⁰ miles
Northwest. Loach's boat us 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 blessing garter!

1107	18 Mar 1969	A-1E	LAOS	Riopelle M. A.	1Lt	Rescued	USAF Helo			
1108	22 Mar 1969	A-26A	LAOS	Widdis J. W.	Capt	MIA		Davis R. C.	Capt	KIA
1109	24 Mar 1969	O-1E	SVN	Herron K. G.	Capt	Rescued	Army			
1110	25 Mar 1969	F-100D	SVN	Chaffer W. R.	Maj	Rescued	Army Helo			
1111	25 Mar 1969	A-1E	LAOS	Gilmore K. E.	Capt	Rescued	USAF Helo			
1112	26 Mar 1969	A-1H	LAOS	Faas M. J.	1Lt	Rescued	USAF Helo			
1113	26 Mar 1969	B-57B	SVN	Burkholder R. W.	LtCol	Rescued	USAF Helo	Wright H. V.	LtCol	Rescued
1114	27 Mar 1969	F-100C	SVN	Seiler C.	Maj	KIA				
1115	28 Mar 1969	F-4D	SVN	Belcher R. A.	Maj	KIA		Miller M. A.	1Lt	KIA
1116	28 Mar 1969	F-4D	LAOS	Davenport R. D.	Capt	KIA		Justice W. P.	Capt	KIA
1117	29 Mar 1969	F-4D	LAOS	Popendorf W. J.	Capt	Rescued	USAF Helo	Hess F. W.	1Lt	MIA
1118	29 Mar 1969	F-105D	LAOS	Stafford R. A.	1Lt	Rescued	USAF Helo			
1119	1 Apr 1969	F-100F	LAOS	Standerfer R. G.	Maj	Rescued	USAF Helo	Veach C. L.	1Lt	Rescued
1120	2 Apr 1969	F-4D	SVN	Foster C. G.	LtCol	Rescued	USAF Helo	McMahon J. P.	1Lt	Rescued
1121	3 Apr 1969	F-105D	LAOS	Christianson P. B.	Maj	KIA	USAF Helo			
1122	5 Apr 1969	F-4D	LAOS	Brandt R.	Capt	Rescued	USAF Helo	Koster C. R.	1Lt	Rescued
1123	9 Apr 1969	A-1E	THL	Shumock R. H.	Maj	Rescued	USAF Helo			
1124	12 Apr 1969	F-4D	SVN	Desoto E. L.	Maj	MIA		Hall F. M.	1Lt	MIA
1125	16 Apr 1969	O-2	SVN	Burkett W. O.	Capt	KIA		Pierce L. J.	Capt	KIA
1126	16 Apr 1969	F-4D	THL	WinkeLaos D. W.	Maj	Rescued	USAF	Andersen R. P.	Capt	Rescued
1127	16 Apr 1969	F-100D	LAOS	Willett R. V.	1Lt	MIA				
1128	17 Apr 1969	F-4C	SVN	Beavers J. L.	Capt	Rescued	Army Helo	Muellner G. K.	1Lt	Rescued
1129	17 Apr 1969	RF-4C	THL	Bartholomew R.	Capt	Rescued	USAF Helo	Doyle B. F. Jr	Capt	Rescued
1130	22 Apr 1969	F-100D	LAOS	Detwiler R. C.	1Lt	Rescued	USAF Helo			
1131	22 Apr 1969	F-4D	LAOS	Vancleave W. S.	LtCol	KIA		Scott V. C.	1Lt	KIA
1132	23 Apr 1969	F-100D	SVN	Hargett R. W.	1Lt	Rescued	USAF Helo			
1133	26 Apr 1969	A-1J	LAOS	East J. B. Jr	Maj	KIA				

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



REPLY TO
ATTN OF: 38-11 D

22 April 1969

SUBJECT: Mission Narrative (11-38-019-21 Apr 69)

TO: 3rd ARRGp
APO 96307

THRU: 38th ARRSQ (O)
APO 96307

1. This report is submitted IAW ARPSM 55-2, 3rd ARRGp supplement 1, 15 Apr 68.
2. At 1630Z, Detachment 11 was requested by the 31st USAF Dispensary, Tuy Hoa AB, to air evac a USAF NCO, suffering from acute appendicitis, to the 91st Army Hospital at Phu Hiep AAF. Pedro 24 was airborne at 1635Z, landed at the dispensary, loaded the litter patient and flew to Phu Hiep AAF. At 1645Z Pedro 24 landed at the 91st Hospital and unloaded the patient. Pedro 24 returned to Tuy Hoa AB. Mission terminated at 1700Z. One non-combat save, non-aircrew member.

Crewmembers were:

RCC Capt William F. Austin
RCCP Capt Daniel A. Nicholson
FE SSgt Gwendold G. Nelson
RS Sgt Cole E. Panning

A handwritten signature in cursive script, reading "William F. Austin".

WILLIAM F. AUSTIN, Capt, USAF
Rescue Crew Commander

APPROVED:

A handwritten signature in cursive script, reading "Morgan A. Downing".

MORGAN A. DOWNING, Major, USAF
Commander

ATCH 15

~~CONFIDENTIAL~~

UNCLASSIFIED

R/20

FROM: 37(0)

24 April 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-045-22 Apr 69)(U)

TO: 37C

3rd ARRGp (JSARC)

INTURN

Classified by 6L13ARRG
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 31 Dec 75

1. (U) This report is submitted IAW ARRSR 5942/ASARRGpd 8ap 1 dated 15 June 1968.

2. (C) At 0710Z on 22 Apr 69, Spads 11 and 12 and Jolly Greens 32 and 07 were scrambled from alert at DaNang AB for the possible rescue of an F-100, pilot call/sign Sunvalley 61, reported down at 270/30/27. This position was later changed to 090/37/72, which was the eventual pickup point. JG 32 and 07 were airborne at 0720Z and departed north climbing to 3500' MSL over the base before heading toward the survivor. They continued to climb to 9000' MSL and contacted Panama Control for vectors to the survivors position. Spad 11 and 12 proceeded directly to the survivor where Playboy 10 was already orbiting over him. Spad 11 became On Scene Commander and immediately started to survey the area. The survivor was located on the side of a steep mountain in a 100 foot high tree with a cleared field 30 yards west of his position. The survivor reported to Spad 11 that he was hanging by one leg upside down in the tree. He also stated that he was injured, was passing out periodically and would need assistance in getting out of his parachute and on to the penetrator. Shortly after this, the survivor stopped transmitting and nothing more was heard from him until the Rescue Specialist descended in the penetrator to him. The initial report of the survivors position and altitude placed him above the JG's capabilities and Pedro 62 was scrambled from channel 77 to join enroute with the JGs. JG 32 requested Spad 11 to recheck the pressure altitude and temperature and the subsequent report was 4200' MSL and 22C. With this information, JG 32 determined that he could make the pickup and told Queen to Rtb Pedro 62. As JG 32 continued toward the survivors position, the weather deteriorated and the possibility of a successful refueling after the pickup became questionable. JG 32 figured that he could jettison enough extra equipment to compensate for the added fuel required to return to DaNang AB without refueling. The equipment Jettisoned included the water rescue and survival gear, tools, smoke flares and the personal parachutes and body armor of the crew. JG 32 proceeded to the area and held north of the actual pickup point long enough to survey the area and get the final approach instructions from Spad 11. Spad 11 laid a smoke screen west of the survivor running from south to north. JG 32 initiated the approach from north to south, stopping short of the survivor to ensure adequate power was available for the pickup. As JG 32 continued toward the survivor he spotted the downed parachute on top of the trees and started to hover over the survivor at 0835Z. The pararescue specialist was deployed on the penetrator to the survivors position and strapped the survivor to the penetrator and cut the parachute shroud lines to permit them both to be lowered to the ground. Once on the ground, the pararescue specialists secured the survivor and himself to the penetrator and signaled to be brought aboard. While JG 32 was in a hover, the

~~CONFIDENTIAL~~

ATCH 2
[Signature]

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Spads made a daisy chain around him expending suppressive fire and JG 07 circled overhead so he could observe the whole operation. At 0844Z, the survivor was on board and JG 32 exited to the north climbing to 9000 feet and heading for DaNang AB. Enroute, Panama Control provided radar assistance and vector to DaNang. The pararescue specialists administered first aid to the survivor on the return flight. An ambulance was requested to meet JG 32 on landing because the survivor's leg was numb and it was doubtful that he could walk on his own. JG 32 landed at DaNang at 0940Z. The weather for the pickup was thick haze with three miles visibility and scattered thunderstorms and rain shower in the area.

3. (U) Survivors name: 1st Lt Ross C. Detwiler, USAF. Organization: 416th TFS, Phuocat, RVN.

4. JOLLY GREEN CREW MEMBERS:

JOLLY GREEN 32

AC	Capt	Charles P.
CP	Maj	Bruce E. Prouse
FE	SSgt	James H. Jenereaux
RS	SSgt	John J. Eldridge

Charles P. Lowry

CHARLES P. LOWRY, Capt, USAF
Aircraft Commander

JOLLY GREEN 07

AC	Lt Col	James H. Grady
CP	Capt	Edwin L. Shobert Jr.
FE	SSgt	James E. Smith
RS	Sgt	John D. Nusbaum
FS	Capt	Denver H. Nelson

~~CONFIDENTIAL~~

[Handwritten scribble]

FROM: AC

24 April 1969

SUBJECT: Mission Narrative Report (10-38-030-23Apr69)

TO: 10-38C

38C

3ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSM 55-2, 3ARRGp Sup 1, 11 July 1968.
2. At 1748L, Pedro Ops was called by Paddy Control and advised of a downed F-100, coordinates WS5413. Pedro 39 launched at 1750. Negative artillery reported in the area. Pedro 39 contacted David 42, a FAC orbiting the scene. We were advised an F-100 was in the area flying cover and a Cobra was also on the way. Visual contact with the downed pilot was made by use of a smoke rocket fired by the 'FAC' and a sighting of the parachute. Pedro 39 landed at 1802L in a plowed field 10 yards from the pilot. The pilot was unhurt and walked to the aircraft under his own power. The PJ and FE collected the parachute and survival kit. Pedro departed at 1805 returning to Binh Thuy for termination at 1820L. 1 combat save credited. 2 sorties. Negative ground fire. 0.5 hours.
3. The name of the survivor is: Robert B. Hargett, 1st Lt, 531 TFS.
4. Crewmembers of Pedro 39:
 - AC Capt Philip H. Kammann
 - CP Capt Robert A. White
 - PJ SSgt Michael F. Dean
 - FE Sgt Kenneth P. Johnson

Philip H. Kammann

PHILIP H. KAMMANN, Capt, USAF
Aircraft Commander

Atch 19

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



REPLY TO
ATTN OF: 38-11 D

23 April 1969

SUBJECT: Mission Narrative (11-38-021-23 Apr 69)

TO: 3rd ARRGp
APO 96307

THRU:

38th ARRSQ (38-0)
APO 96307

1. This report is submitted IAW ARRSQ 55-2, 3rd ARRGp supplement 1, 15 Apr 68.
2. At 0205Z, Detachment 11 was requested by the 31st USAF Dispensary, Tuy Hoa AB, to air evacuate a USAF enlisted man, suffering from acute appendicitis, to the 91st Army Hospital at Phu Hiep AAF. Pedro 24 was airborne at 0210Z, landed at the dispensary, loaded the litter patient and delivered the patient to the 91st Hospital at 0220Z. Pedro 24 returned to Tuy Hoa AB terminating the mission at 0230Z. One non-combat save, non-aircrew member.

Crewmembers were:

RCC Capt Daniel A. Nicholson
RCCP Maj Morgan A. Downing
FE SSgt Robert J. Christian
RS Sgt Michael E. Fish

Daniel A. Nicholson
DANIEL A. NICHOLSON, Capt, USAF
Rescue Crew Commander

APPROVED:

Morgan A. Downing
MORGAN A. DOWNING, Major, USAF
Commander

FROM: AC

30 April 1969

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

TO: 10-38C
38C *SP*
3ARRGp (JSARC)
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 foliage 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 long horizontal flourish.

PHILIP H. KAMMANN, Capt, USAF
Aircraft Commander

IMMEDIATE

UNCLASSIFIED

FROM: Det 7, 38ARRS

30 APR 1969

SUBJECT: Mission Narrative, 7-38-034-30 Apr 69

TO: 3ARRGP/JSARC

1. Pedro 93 was scrambled at 0305Z, 30 Apr 69 by the DaNang Tower on a routine intercept of an F-4, Call Sign "Standoff", landing at DaNang with battle damage. Pedro picked up the fire suppression kit and established an intercept orbit at the north west end of runway 17, DaNang AB. The F-4 made several low passes, and it was confirmed that it had nose wheel down, and no main gear down. The aircraft hook was down. The pilots felt that they were getting low on fuel, and decided to attempt an approach and barrier engagement no main wheels landing. On landing the aircraft hook missed the barrier, although it appeared to be in good position to snag the barrier. The aircraft skidded approximately 1000 feet down the runway, then erupted in flames. The aircraft continued another two thousand feet down the runway in flames, then tucked one wing and flipped off to one side, landing inverted fifty meters west of runway 17R, near the 4000 foot markers. Pedro 93 had followed the aircraft down the runway, and deployed the fire suppression kit and the two firemen onboard, and the PJ. As they began spraying foam the base fire trucks arrived. After ten minutes the firemen returned to Pedro 93 with word that the pilots were deceased. Pedro 93 recovered at the Detachment 7 Helipad at 0347Z.

2. The crew of Pedro 93 was as follows:

AC: Major Tom W. Brumfield, Det 7, 38ARRS
CP: Capt. John E. Murray, Det 7, 38ARRS
FE: SSgt Kenneth R. Jones, Det 7, 38ARRS
RS: Sgt George S. Gladu, 366 CES (FD)
RS: Sgt Roger D. Elam, 366 CES (FD)
PJ: AIC Joel L. Talley, 37 ARRS

3. This report is submitted in accordance with 3 ARRGF Sup 1 to ARRS 55-2.

Tom W. Brumfield
TOM W. BRUMFIELD, Major, USAF
Rescue Crew Commander

Classified by *Det 7 38ARRS*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 75*

*Downgraded at 2 year
interval, declassified
11-12-80*

CONFIDENTIAL

7-38-007

Atch 7