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DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237

89



REPLY TO
ATTN OF: 400 (Major Jones/2687)

26 May 1969

SUBJECT: Mission Narrative Report #2-3-035-2/

Classified by 62 73 1006P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 79

9/26

TO: 3ARRGP (JSARC)
APO 96307

1. (U) This report is submitted in accordance with ARRSN 552/3ARRGPSUP 1, dated 11 July 1968.
2. (C) On 24 May 1969, JG 71 (Low) and JG 77 (High) were on 45 minute standby night alert at Ch 89 (Nakhon Phanom RTAFB). At 1346Z, I was advised by Compress to launch both aircraft for a search and rescue mission in the vicinity of CH 76 (Ubon RTAFB). A Carter aircraft had received battle damage and was returning to Ch 76 with two engines out. All non essential personnel were bailing out of the Carter on the 045° radial of Ch 76 between the 9 and 19 NM DME. The aircraft intended to make a gear up landing at Ch 76. JG 71 and JG 77 launched from Ch 89 at 1420Z for the SAR area. Enroute, Lion GCI advised JG 71 and 77 that seven aircrew members had bailed out and 5 were on board when the aircraft crashed landed and burned on the runway at Ch 76. Halfmoon was the on-scene Commander and was working with Pedro 88 from Ch 76. Blind Bat 02, a flare ship, was also in the area. Route to SAR area was direct with TACAN and GCI vectors used for navigation. Weather in route 6 to 9 thousand feet broken with numerous thunderstorms. Portions of the flight was performed in IMC with GCI vectors around thunderstorms. Thirty-five nautical miles from the SAR area JG 71 contacted Blind Bat 02 on guard who had assumed on-scene command. Blind Bat 02 advised that Pedro 88 was working the area and had recovered 5 survivors. JG 71 and 77 established holding at 1515Z on the 045° radial at 25nm on Ch 76, as directed, while Pedro 88 recovered the sixth survivor. Pedro 88 was directed to return to base at 1522Z and JG 71 was called into the area to pickup the seventh survivor, Carter Foxtrot. JG 77 continued to hold 045/25/Ch 76. Blind Bat 02 had weak voice contact and was orbiting over the position. As JG 71 approached the position, Carter Foxtrot ignited a night flare which was sighted by JG 71. The flare burned out when JG 71 was approximately 2 miles from the survivor. JG 71 orbited at 1000 MSL in the vicinity of the survivor and established voice contact. Several times Carter Foxtrot's strobe light was spotted but would be lost as the helicopter position was changed.

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GROUP 2
Downgraded at 3 year
intervals
after 11

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Carter Foxtrot stated that his chute was in a tree and he was right below his chute. The survivor attempted to direct JG 71 to his position but no visual sighting could be made. JG 71 requested flares and moved about 2 miles away while Blind Bat 02 dropped flares. The flares proved to be ineffective as 2 flares did not ignite and the other 2 did not ignite until on the ground. During this period, JG 71 obtained a visual fix on Carter Foxtrot's strobe light. JG 71 then moved in over the survivor and circled while preparing to drop M9A1 flares. JG 71 dropped 2 flares at 700 ft AGL and made a 270° turn to final approach toward Carter Foxtrot. The flares proved very effective and provided illumination until a hover was established over the survivor. Carter Foxtrot talked JG 71 into his position until the chute was spotted. Carter Foxtrot was hanging below his chute approximately 75 feet off the ground. He had disconnected his chest strap and refastened it around a large branch. He disconnected his chute risers when JG 71 was 50 feet from his position. A hover was established over Carter Foxtrot at 1542Z. At first some difficulty was experienced in maintaining a stable hover due to smoke believed to be from Blind Bat's flares and trees swaying from the rotor down wash. I advised Major Lehman to monitor the controls with me and at 1544Z Airman Allen was lowered on the forest penetrator to recover the survivor. A hover was maintained for six more minutes while Airman Allen freed Carter Foxtrot from the vines and heavy tree foliage, attached him to the forest penetrator by use of a sling rope and two snap links, and released the chute harness. Airman Allen and Carter Foxtrot were safely on board at 1550Z and we departed the area. Landing at Ch 76 was made at 1615Z terminating the mission.

3. (U) The survivor was: Major Vernon E. O'Meally,

4. The rescue crews were:

Jolly Green 71 (Low)

AC: Jones, Gerald A., Major, [REDACTED]

CP: Lehman, William B., Major, [REDACTED]

FE: Frazier, Ralph, SSgt, [REDACTED]

RS: Allen, Grady F., A1C, [REDACTED]

RS: Sopata, Ronald F., A1C, [REDACTED]

AP: Brown, Lawrence T. Jr., Sgt, [REDACTED]

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Jolly Green 77 (High)

AC: Hartman, John H., Capt,

CP: Fekke, Peter L., Capt,

FE: McLeod, David V., TSgt,

RS: Schipper, George E., TSgt,

RS: Davis, Arthur M. A1C,

William B. Lehman maj
for GERALD A. JONES, Major, USAF
Aircraft Commander

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89

FROM: Det 3, 38th ARRS (MAC)
APO San Francisco 96304

27 May 1969

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REPLY TO
ATTN OF: 3-380

SUBJECT: Mission Narrative Report (2-3-035-21 May 1969) *2 30 RHP*

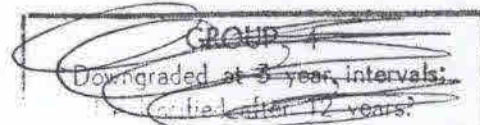
TO: 3-38C
38 ARRS (38C) *EPK*
3rd ARRGp (JSARC)
IN TURN

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

1. This report is submitted in accordance with ARRSM 55-2/3rd ARRGp Sup 1, dated 11 July 1968.
2. Det 3, 38th ARRS was alerted by Ubon Tower via the primary crash net an AC-130 (Carter Lead) was 100 miles out with battle damage, two engines out, and one crew member seriously injured. Alert crew proceeded to aircraft (Pedro 08) and monitored radios. Ubon tower was advised to notify Pedro 08 when Carter Lead was 50 miles out. At 1320Z tower directed Pedro 08 to the 047° radial at approximately 17 NM where the AC-130 was planning to bailout several crew members. The two firefighters were dropped off and the flight engineer was placed on board. Pedro 08 was airborne at 1325Z and enroute to the bailout site. At 1335Z contact was made with Half Moon (EC-47) orbiting over the bailout area. He reported seven survivors including one injured. At 1345Z a flare was spotted approximately one mile in Pedro 08's twelve o'clock position. One pass was made over the site and the survivor was located. He appeared to be the injured man, as he was lying down. A small clearing was located approximately 50 yards away and a landing accomplished. The medic and flight engineer were sent to find the survivor and returned with him after 15 minutes. The litter was taken but not used because of extremely rough terrain. The medic advised the pilot that the survivor appeared to have shrapnel wounds and a possible broken ankle. Pedro 08 returned to base because of low fuel and turned survivor over to medical personnel at 1420Z. The medic administered the necessary first aid enroute to Ubon. Alert crew proceeded to second aircraft (Pedro 88) which had been fully fueled and took off for bailout site at 1430Z. Upon arriving at the scene at 1450Z Pedro 88 was advised that 6 survivors were still on the ground. Blind Bat 04 (C-130) and Half Moon (EC-47) were orbiting over the bailout site at approximately 4,000 feet and aided in locating the remaining survivors. A systematic search pattern was initiated which resulted in locating and recovering five survivors in minimum time. Four were picked up using the forest penetrator because trees and rough terrain prevented safe landings. The fifth survivor was in a clear area and a landing was accomplished for this pickup. Pedro 88 was in the process of locating the 7th and last crew member who was reported in a 75 foot high tree when Lion Control (GCI) advised Pedro 88 to return to base. Two HH-53's Jolly Green 71 and Jolly Green 77, were permitted to recover the one remaining survivor while Pedro 88 returned to base with the other five. At 1545Z Pedro 88 landed at Ubon and turned survivors over to medical personnel. Mission complete.

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AT ch 3