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FROM: Det 1, 38 ARRS (AC/Captain Ellis)

SUBJECT: Mission Narrative Report (1-38-017-27 Jun 69)

TO: 3ARRGp (3X)

This report is submitted in accordance with ARRSM 55-2/3ARRGp Sup 1.

At 2035Z 27 Jun 69 Pedro 92 scrambled in response to an inflight emergency, Blade 4, an F-100D with negative engine oil pressure. Before he could land the pilot elected to eject. At first report the bailout was overland so Pedro 92 returned to the pad, deposited the FSK and firemen, and started off toward the bailout position. As they approached the coast six miles SE of Phan Rang, Pedro learned that Blade 4 had bailed out over water and was two to three miles offshore on the 141 radial from Channel 75. Blade 3, his wingman, had him pinpointed and with the help of instructions from Blade 4 in the water, Pedro 92 maneuvered into position for a hoist pickup. But due to unknown causes, the helicopter crashed into the ocean. Meanwhile, Pedro 04 had been alerted and was enroute when Pedro 92 crashed. When Pedro 04 arrived on scene, it was still dark, although visibility was good, winds were light and the water was calm. Numerous lighted fishing boats were in the area, but most were at least a mile away. Radio contact was established between Pedro 04 and the survivor, and he directed Pedro 04 into position for a hoist pickup, but Phan Rang Tower advised that JSARC said not to attempt a recovery until illumination was available, so Pedro 04 returned to Phan Rang for fuel, then returned to the scene within 15 minutes. A C-119 (Shadow 61) gunship arrived on scene and he dropped flares to provide illumination, and Blade 3, the wingman of the downed pilot, stayed on scene as a cap bird. Normal hoist pickup was made at 2140Z. Meanwhile at 2130Z, Pedro 51 was scrambled from Cam Ranh Bay and while he was enroute Pedro 04 spotted the four Pedro 92 crewmembers about 300 yards north of where the Blade 4 pilot was recovered. Pedro 04 hoisted two of the Pedro 92 crewman aboard, and started to head for shore to drop them off, when Pedro 51 arrived on scene at 2155Z. They picked up the Pedro 92 AC, and at that same moment a U.S. Navy swift boat arrived on scene and she picked up the last Pedro 92 crewman. Hostilities could not be determined in the vicinity, but arms and hostile personnel are continually being smuggled into the Phan Rang area on lighted and unlighted "fishing" boats, and the fishermen in the area are known to have "flexible" sympathies. Pedro 04 returned to Phan Rang at 2201Z, Pedro 51 at 2209Z, then they met the swift boat at the beach and returned with the last Pedro 92 crewmember at 2250Z. Pedro 04 flew two sorties for 55 minutes, Pedro 51 flew four sorties and 1+30. All hoist pickups were made using the horsecollar and a Mark V smoke bomb was used for hover reference. It had been dropped by Pedro 92 before they crashed, and it burned throughout the entire operation. All downed crewmembers responded and cooperated commendably. They were obviously well trained in rescue procedures.

John C. Acton, Jr.
JOHN C. ACTON, JR., Major, USAF
Commander

AC JAMES ELLIS CAPT
CP JOHN POORMAN CAPT
FE ALLAN SPALTZ TSgt
PJ LAWRENCE WELLINGTON TSgt

Atch 10

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SECRET

3ARRGP Hist., Apr-Jun 1969

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Combat and Non-Combat Saves

(U) The units under 3ARRGP were responsible for 190 combat saves and 66 non-combat saves for a total of 256 saves for the quarter.⁶ The total number of saves since 1 December 1964 is 2680; 1840 combat and 840 non-combat.

3ARRGP Flying Hours

(U) 3ARRGP units flew a total of 11,147.8 hours during the quarter.⁷

III-53 Capability Demonstrated

(S)(GP-1) On 27 June 1969, the 40ARRSq was called upon to participate in a troop exfiltration from L-103 (Huong Soui) which was under hostile fire. At the end of the day, 111 combat troops were extracted with only three aircraft.⁸

Loss of an III-43B

(U) On 27 June 1969, Pedro 92, an III-43B, SN 59-1590B, assigned to Det 1, 30ARRSq, Phan Rang AB, RVN crashed into the Gulf of Tonkin while attempting a pickup of an F-100 pilot. None of the four aircrew members suffered serious injury. The Pedro crewmembers were: Major Jimmy D. Cannon, USAF, Captain William D. McColl, USAF, FV3118050; A1C Donald R. Pomarleau, USAF, and

6. Appendix 2 lists the number of combat and non-combat saves for each month of the quarter.
7. Appendix 3 gives the flying hours by airframe for each month of the reporting period.
8. See Mission Narrative Report #2-3-040-27 June 1969 in the 40th ARRSq History, April-June 1969 for details.

PROJECT CORONA HARVEST

DO NOT DESTROY

CATALOGED

No. 0010784

DECLASSIFIED

SECRET

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

ARXDC 20-0212 Atch 3

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38th ARRSq Hist, Apr - Jun 1969

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CHAPTER III

OPERATIONS

Missions/Saves

HH-43 crews of the 38th ARRSq continued to add to the impressive saves record of the Aerospace Rescue & Recovery Service in SEA. On 17 May 1969, two Pedro (HH-43 call-sign) crews from Detachment 10, Binh Thuy, participated in a rescue mission resulting in three combat saves. One of these rescues represented the 2,500th save made by the ARRS in Southeast Asia. During the quarter 47 combat and 53 non-combat saves were credited to the Pedros, for a total of 105. This brings the 1969 aggregate to 147 combat and 113 non-combat saves, for a total of 260 saves for the year.¹

Combat Losses

On 28 June 1969, HH-43B, 59-1590, at Phan Rang Air Base, RVN, crashed while attempting a night rescue of a downed F-100 pilot in the South China Sea. The aircraft was declared a combat loss by 7AF.² All crewmembers escaped with only minor injuries.

Safety of Operations

The 38th ARRSq was accident free for the quarter.

1. See 3rd ARRSq Saves Log.
2. See supporting document I, 7AF Message.

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CITATION TO ACCOMPANY THE AWARD OF

THE AIR MEDAL

[FIRST OAK LEAF CLUSTER]

TO

JOHN E. WILSON

Staff Sergeant John E. Wilson distinguished himself by meritorious achievement while participating in aerial flight as a Pararescue/Recovery Specialist in Southeast Asia on 27 June 1969. On that date, Sergeant Wilson participated in the successful evacuation of 111 personnel from a remote site that was being overrun by rapidly advancing hostile forces. His actions made possible the rescue of these friendly forces from within the grasp of the opposing forces. The professional skill and airmanship displayed by Sergeant Wilson reflect great credit upon himself and the United States Air Force.

Ground loss, hit by a mortar attack.

Crashed during SAR for BLADE 04, F-100D, Capt J. Casper pilot/recovered, white flash from helicopter, possibly due to ground fire. Minimal injuries to crew.

Listed in USAF loss list, but no info, no entries in SAR log.

Ferry mission to Cam Ranh Bay, engine quit, 2 restarts failed, crashed in water.

The helo was participating in the SAR for ESSEX 04, an F-105D piloted by Capt Willis E. Forby, who was captured by the NVN, when it was hit by ground fire and crashed. Three of the crew were captured; however, Lt Martin evaded and made his way to Laos and was captured by the Pathet Lao; at the end of June 1966, Lt Martin, along with USN LTJG Dieter Dengler, Air America civilian Eugene DeBruin, a Chinese National, and three Thais, escaped from the Houay Het Prison camp in Central Laos. Martin and Dengler evaded together for 17 days before Lt Martin was killed by a machete wielding villager. Dengler was rescued five days later.

Aircraft crashed while attempting to take off from base on a medical evacuation mission.

Assisting in the recovery of the crew of a downed Army helicopter, helicopter hit by ground fire near Kontum, caught fire, crashed ten seconds later; three of the four crewmembers survived the crash.

Aircraft was flying rescue Cap for RAMROD 02, F-100D, Capt Lindberg pilot/KIA, helo damaged by ground fire and landed. The aircraft was later destroyed on the ground.