

CHAPTER II

OPERATIONS

During the quarter, the detachment was credited with two combat saves and two non-combat saves as a result of participation in four search and rescue missions. A brief narrative of each mission follows:

Mission No. 11-38-032, 1 July 1969 - The detachment was notified at 1115L¹ that the base dispensary had an emergency appendicitis patient who needed evacuation to the U.S. Army Hospital at Qui Nhon Army Air Field. Pedro 24 was scrambled at 1120L and loaded the litter patient at the dispensary helipad at 1125L and proceeded to Qui Nhon Army Air Field approximately 45 miles northeast of Tuy Hoa. Pedro 24 returned to base at 1245L and it was later learned from dispensary personnel that we were credited with saving the life of one non-crew member. 1.4 hours flying time and three sorties logged.

Crewmembers were:

AC Capt Walter F. Turk

CP Major Morgan A. Downing

FE SSgt Leroy W. King

PJ Sgt Michael E. Fish

Mission No. 11-38-033, 2 July 1969 - The detachment was notified at 2045L by the tower that a mortar round had exploded on a Swift boat approximately three miles south of Tuy Hoa Air Base. An Army UH-1D was on the scene, but was unable to hover over the boat due to high winds and rough seas. Pedro 05 was scrambled at 2050L and arrived at the scene at 2055L. An Army flare ship dropped flares

1. L (Local Time) = Greenwich Mean Time + 8 hours

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1. L (Local Time) = Greenwich Mean Time + 8 hours

to light the scene, while Pedro 05 hovered over the aft section of the damaged boat and lowered the pararescue specialist to the deck. Emergency medical aid was administered by the pararescue specialist who then loaded the two injured men into semi-rigid litters and the flight engineer hoisted them aboard. Pedro 05 then rushed the men to the Tuy Hoa dispensary where one was pronounced dead on arrival and the other was quickly rushed to the Army hospital at Qui Nhon Army Air Field for emergency treatment. Pedro 05 returned to the boat and picked up the pararescue specialist who had remained aboard to aid in the search of a third man blown overboard from the force of the explosion. Pedro 05 returned to the pad and terminated the mission at 2150L. 1 hour of flying time and 2 sorties logged. One non-combat save.

Crewmembers were:

AC Capt William F. Austin

GP Capt Charles T. Wohlneck

FE SSgt Robert J. Christian

PJ Sgt Paul E. Fatka

Mission No. 11-38-035, 30 July 1969 - At 1255L, the detachment was called by an Army helicopter who requested our assistance in extracting two injured Korean soldiers from the jungle approximately 25 miles southwest of Tuy Hoa Air Base. Pedro 24 launched at 1300L and proceeded to the scene and Pedro 05 launched at 1315L to act as cover for Pedro 24. Upon arriving at the scene, Pedro 24 was joined by two Army UH-1 gunships and two Army UH-1 personnel carriers. One of the personnel carriers, Dustoff 11, had radio contact with the ground forces and after insuring that the area was safe, requested the ground forces use a smoke signal to mark their location so Pedro

105

FROM: Aircraft Commander

5 July 1969

SUBJECT: Mission Narrative Report (10-38-042-4Jul69)

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

1. This report is submitted IAW ARRSN 55-2, 3ARRGp Sup 1, 11 July 1968.
2. At 1645L, Navy Binh Thuy TOC called Pedro Operations and requested immediate evacuation of 3 wounded personnel. Pedro 39 launched at 1650L for coordinates XRO01887. Pedro 39 arrived in the area at 1710L. Radio contact was made with Black Pony 05, a Navy OV-10 providing cover for the ground troops. Visual contact was made with the ground forces and Pedro 39 made an approach into the area landing at 1715L. Throughout the approach and while on the ground, four OV-10's were providing close air support and cover. The PJ with the help of the FE, unloaded three wounded and one uninjured. Takeoff was made at 1717L. After takeoff, Pedro 39 was notified by supporting OV-10's that VC were closing in on the ground forces position. While enroute to the 29th Army Field Hospital, the PJ, with the assistance of the FE, administered much needed medical attention. Pedro 39 arrived at 29th Army Field Hospital at 1730L, offloading the wounded personnel and one extraction. Pedro landed at Binh Thuy at 1735L. Negative ground fire observed. Four combat saves credited. ~~Two~~ sortie with 017 flying time.
3. The names of the survivors:
 - a. Galligan, Robert T, E-8, Seal, Det B, USN
 - b. Firedel, Lenard, Lt J.G. Det B, Seal, USN
 - c. Chau Sai, Vietnamese, PRU Force
 - d. Chau Hat, Vietnamese, PRU Force
4. Crewmembers of Pedro 39:
AC Major Ralph L. Gaede
CP Capt Jack D. Cusano
PJ TSgt Jackie L. Porter
FE Sgt Ernest L. Long


RALPH L. GAEDE, Major, USAF
Aircraft Commander

FALLON, PATRICK MARTIN

Name: Patrick Martin Fallon
Rank/Branch: O6/US Aif Force
Unit: Vice Commander, 56th Special Operations Wing, Nakhon Phanom RAFB
Thailand
Date of Birth: 12 November 1921
Home City of Record: Pittsburgh PA (family in GA)
Date of Loss: 04 July 1969
Country of Loss: Laos
Loss Coordinates: 191700N 1030600E (UG004331)
Status (in 1973): Missing In Action
Category: 2
Acft/Vehicle/Ground: A1H
Refno: 1463
Other Personnel In Incident: (none missing)

Source: Compiled from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews. Updated by the P.O.W. NETWORK in 1998.

REMARKS:

SYNOPSIS: Patrick Fallon was born in Turtle Creek, Pennsylvania Novemb 1921. He attended West Point, but dropped out in 1944 to serve in Worl II. In Korea, he flew 125 combat missions, and as a forward air contro parachuted behind enemy lines. He came home with a chest full of medal

In 1968, Colonel Fallon elected to go to Vietnam, and departed for Nak Phanom, Thailand in September 1969, to assume the position of Vice Com of the 56th Special Operations Wing. His wife and two daughters waited Florida for his return.

On July 4, 1969, Fallon and another A1 pilot were ordered to check out activity near the town of Xiangkhoang at the edge of the Plain of Jars Northern Laos. The flight was led by Col. Fallon, call sign Firefly 26 wingman, Firefly 27. Fallon took his plane down low to observe the Pat Lao positions, circled and came in for another pass. His plane was hit enemy fire at 200 feet, and Fallon bailed out.

Fallon reached the ground safely between two 4500 foot ridges. Pathet troops and machine gun emplacements were on both ridges. Fallon's wing called for assistance and rescue teams immediately. Firefly 27 was hit continued to lay protective fire until he was forced to leave the area subsequently made a crash landing in Thailand. Fallon maintained radio contact with the planes above him, but they were unable to rescue him because of the enemy presence. His last transmission advised them, "Pu all around me, I'm hit".

When the Air Force came to Mrs. Fallon's door to inform her that her h

had been shot down, she was packed and ready to meet Pat on leave in H. When his personal effects were shipped home, she discovered he had flown over 100 combat missions from NKP, received a Purple Heart and a Distinguished Flying Cross. He had never told her.

Through the years, reports have surfaced concerning Colonel Fallon as a prisoner of war in Laos. Mrs. Fallon has never given up her search for information on her husband's fate. He is one of nearly 600 Americans in the "secret war" in Laos. When the U.S. signed peace agreements, Laos was not included and no American prisoners held by the Lao were released.

Although the U.S. Government has received nearly 10,000 reports concerning Americans still missing in Southeast Asia, convincing many authorities that hundreds are still alive, the U.S. has been unable to find a way to free those men captured in Laos. One of them could be Colonel Patrick Fallon. It's time our men came home.

Vietnam War Aircraft Losses

1161	28 June 1969	A-1E	LAOS	Neal W. D. Jr	LtCol	Rescued	USAF	Bagwell W. L.	Maj	KIA
1162	2 juli 1969	A-1H	LAOS	Flinn J. L.	Capt	KIA				
1163	4 juli 1969	A-1H	LAOS	Fallon P. M.	Col	MIA				
1164	5 juli 1969	F-100D	SVN	Shook S. L.	1Lt	Rescued	Army Helo			
1165	8 juli 1969	A-26A	LAOS	Sizemore J. E.	Maj	KIA		Andre H. V. Jr	Maj	KIA
1166										
1167										
1168										
1169										
1170										
1171										
1172										



PATRICK MARTIN FALLON

He Is My Hero

He didn't run . . .

He didn't protest . . .

He stood as a great warrior . . .



Fallen Brother

Painting by: Diane Stanley

Name: PATRICK MARTIN FALLON

Rank/Branch: 06/US Air Force

**Unit: Vice Commander, 56th Special Operations Wing, Nakhon Phanom
RAFB, Thailand**

Date Of Birth: 12 November 1921

Home City of Record: Pittsburgh PA (family in GA)

Date of Loss: 04 July 1969

Country of Loss: Laos

Loss Coordinates: 191700N 1030600E (UG004331)

Status (in 1973): Missing In Action

Category: 2

Aircraft/Vehicle/Ground: A1H

Other Personnel in Incident: (none missing)

SYNOPSIS: Patrick Fallon was born in Turtle Creek, Pennsylvania, November 12, 1921. He attended West Point, but dropped out in 1944 to serve in World War II. In Korea, he flew 125 combat missions, and as a forward air controller, parachuted behind enemy lines. He came home with a chest full of medals.

In 1968, Colonel Fallon elected to go to Vietnam, and departed for Nakhon Phanom, Thailand in September, 1968, to assume the position of Vice Commander of the 56th Special Operations Wing. His wife and two daughters waited in Florida for his return.

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enemy activity near the town of Xiangkhoang at the edge of the Plain of Jars in Northern Laos. The flight was led by Colonel Fallon, call sign Firefly 26, his wingman, Firefly 27. Fallon took his plane down low to observe the Pathet Laos positions, circled and came in for another pass. His plane was hit by enemy fire at 200 feet, and Fallon bailed out.

Fallon reached the ground safely between two 4500 foot ridges. Pathet Laos troops and machine gun emplacements were on both ridges. Fallon's wingman called for assistance and rescue teams immediately. Firefly 27 was hit, but continued to lay protective fire until he was forced to leave the area. He subsequently made a crash landing in Thailand. Fallon maintained radio contact with the planes above him, but they were unable to rescue him because of the enemy presence. His last transmission advised the, "Put it all around me, I'm hit".

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Although the US Government has received nearly 10,000 reports concerning Americans still missing in Southeast Asia, convincing many authorities that hundreds are still alive, the US has been unable to find a way to free those men captured in Laos. One of them could be Colonel Patrick Fallon. It's time our men came home.

106

FROM: 37(0)

8 July 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-066-6 July 69)

TO: 37C

3rd ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1 dated 15 June 68.

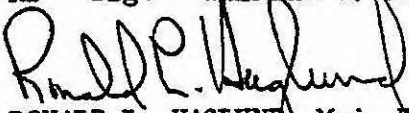
2. On 6 July 69, JG 28 had completed the assigned orbit mission and was returning to DaNang. At 0800Z King 6 reported that an F-8 pilot, callsign Old Nick 103, had bailed out and was down in the water at approximately the 050/40 position off Tacan Channel 103. JG 28 was directed to the position for the pickup. Since the tacan set was inoperative on JG 28, the UHF/DF function of the UHF radio was used so JG 28 could "home in" on King 6 which was orbiting above the survivor. This was very effective and minimized the time required to locate the survivor. At 0820Z, the rescue helicopter arrived in the survivors area and the survivor then popped a smoke which enabled the crew to pinpoint his position. The survivor popped another smoke when JG 28 was approximately 1 mile out. There was no radio contact with the survivor so the Aircraft Commander elected to make a slow pass and deploy the Rescue Specialist into the water. After this was accomplished, another pass was made so a smoke marker could be dropped for a hover reference. The Rescue Specialist signaled that the survivor was ready for pickup and on the next approach, a hover was established so that a hoist pickup with the Navy Seat could be effected. The survivor was brought on board, and then the hover was maintained so the Rescue Specialist could be hoisted on board. The aircraft departed for DaNang after it was determined by the crew that the survivor was in good physical condition. King 6 reported numerous small boats in the area but the only boat observed by JG 28 was a sampan about 200 yards from the survivor. It had approached the survivor earlier but his wingman had made low passes to keep the boat away.

3. The survivor was: LTJG Gordon P. Hahn, 716833, USNR VF-111 Carrier Group 16 USS Ticonderoga.

4. JOLLY GREEN CREW MEMBERS:

JOLLY GREEN 28

AC	Maj	Ronald L. Haglund
CP	Capt	John K. Coder
FE	SSgt	James E. Smith
RS	TSgt	William C. Sutton



RONALD L. HAGLUND, Maj, USAF,
Aircraft Commander

S.D. 2

Date: 6 Jul 1969

7 Jul 1969

Mission Number: 1-3-66-6 Jul 69

Flight Designation: King 6

Distressed Aircraft: Old Nick 103 (F-8, Navy)

Location: 053/38/109

Saves: 1, combat

1. At 0800Z, King 6 was advised by Queen that an aircraft was down 45 miles NNE Channel 109. At this time, King 6 proceeded to this area while contacting Waterboy on 269.6 requesting further information. JG 28, who was proceeding to Channel 77 at this time, was directed by King 6 to proceed to the distress area.
2. At 0815Z, King 6 was on scene orbiting overhead the downed pilot and in radio contact with his wingman. It was determined that the downed pilot was in good condition in his raft without radio contact. The wingman, who had 30 minutes of play time, was occupied in diverting a number of sampans away from the downed pilot. He was advised that JG 28 was on the way and would effect a pickup in 10 minutes.
3. Primary frequencies used were 238.1 UHF for contact with Vice Squad, the wingman, and JG 28. VHF frequency 142.7 was utilized as a backup and for directing JG 33/03 to the scene from Channel 103. There was no need for further support from other SAR resources.
4. King 6 gradually descended to 2,000 feet to provide JG 28 with HF steers to the downed pilot. King 6 had visual contact with the survivor since first arrival at the scene and was circling to maintain visual contact while the wingman kept the sampans away. At 0830Z, JG 28 sighted the smoke flare ignited by the survivor. JG 28 proceeded to the scene and lowered a PJ. At 0835Z, JG 28 reported that the downed pilot was recovered and at 0840Z that the PJ was back on board. JG 28 was then refueled and escorted toward Channel 77 by King 6. It was determined that the survivor was in excellent condition and similar to the one at 0840Z.
5. Problem areas:
 - a. Due to distance from land area and navigation radio sites, JG 28 was unable to navigate to the scene without HF assistance.
 - b. Due to lack of familiarity with the King call sign, the wingman was at first reluctant to discuss the situation with King 6. Upon being advised that King 6 was a rescue aircraft formerly called Crown 6, he readily communicated with King 6 providing all the information necessary to effect a rescue.

UNCLASSIFIED

On 10 July 1969, HH-43B #60-278 crashed when the pilot thought he had experienced engine failure while on a training flight. The crew received only minor injuries but the aircraft was damaged beyond economical repair.

On 19 July 1969, HH-43B #59-1562 was destroyed when it was struck by blast and flying debris when a crashed and burning B-52 blew up. Two of the Pedro crewmembers were killed in the crash² and one was severely injured.³

On 7 August 1969, HH-43B #60-282 was lost at sea after experiencing complete engine failure while being flown from Tuy Hoa to Cam Ranh Bay. The crew escaped the sinking aircraft with minor injuries, and were rescued by an Army helicopter.

On 13 August 1969, HH-43F #62-4508 was extensively damaged when it rolled on its side after snagging a runway barrier cable during landing roll after a practice autorotation. The crew escaped with only minor injuries. This aircraft will hopefully be returned to operation after extensive repairs.

2. Major Davis, Warren K.

TSgt Cohen, Harry H.,

3. SSgt Miles, Tommy T.,

107

FROM: Aircraft Commander

10 July 1969

SUBJECT: Mission Narrative Report (10-38-043-10Jul69)

TO: 10-38C

38C

3ARRGp (JSARC)

IN TURN

1. This report is submitted IAW AFRSH 55-2, 3ARRGp Sup 1, 11 July 1968.
2. At 1152L, Paddy Control notified Pedro Operations of F-100 bail out 20 miles north of Binh Thuy (WS82440). Pedro 39 scrambled and launched at 1155L for rescue site. While enroute, Pedro 39's UHF Transmitter became inoperative making communication with downed pilot and orbiting cover ship impossible. Pedro 39 made visual contact with orbiting F-100 providing cover at 1200L. Pedro 39 then made visual contact with the downed pilot at 1205L. Pedro 39 made immediate approach and landing picking up downed airman. The pilot was uninjured and in good shape. Pedro 39 terminated at Binh Thuy at 1220L offloading the survivor. Negative ground fire observed. One combat save credited. One sortie with 0.4 flying time.

3. The name of the survivor was:

Robert B. Hargett, 1st Lt, 531 TFS

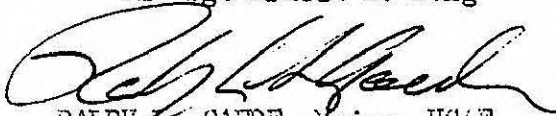
4. Crewmembers of Pedro 39:

AC Major Ralph L. Gaede

CF Capt Jack D. Cusano

PJ SSgt Michael F. Dean

FE Sgt Ernest L. Long



RALPH L. GAEDE, Major, USAF
Aircraft Commander

108
RUC
RUC
2

FROM: Det 6, 38ARRS

12 July 1969

SUBJECT: Mission Narrative Report (Mission 6-38-007- 11 Jul 69)

TO: Det 6, 38ARRS (C)
38ARRS (C)
3ARRGP (3JSARC)

1. This report is submitted in accordance with ARRSM 55-2/3ARRGP Sup 1, 11 Jul 68.
2. At 1310Z (2110L) Det 6 was notified by Bien Hoa Tower of a helicopter down near Long Thanh North. The initial report included the information that another helicopter was near the scene and could make the pickup. Within five minutes the request for a helicopter with hoist was received and Pedro 95 was airborne at 1320Z. Pedro 95 arrived at the scene, 1052 N 10655 E at 1330Z and with several US Army helicopters orbited while a UH-1 light ship found the aircraft. Greyhound 6 assumed command and control and directed the mission in an excellent manner. The light ships reported five personnel, evidently uninjured and no ground fire. Dustoff 16 was instructed to hover over the crash and recover as many as possible. Pedro 95 was instructed to hold in a clear area. OV-10 aircraft provided flares for visibility during the hoisting operations. When four persons had been recovered by Dustoff 16 Pedro 95 was asked to recover the last survivor. The approach was made over the survivor, located in 100 foot jungle. He did not secure himself to the forest penetrator with the strap until reminded to do so, using the loud hailer. Once he was on board the helicopter he reported no more survivors and Pedro 95 departed for the 93rd Field Hospital where he was turned over to medical personnel at 1355Z. Pedro 95 returned to Bien Hoa AB RVN and terminated the mission at 1405Z (2205L). Det 6, 38ARRS was credited with one aircrew, combat save.
3. Det 6, 38ARRS personnel participating in the mission were:
AC - Capt Walter D. Murphy; CP - Capt Paul L. Lantz; FE - SSgt Gary D. McGrew; RS - SSgt Joseph M. Duffy.
4. Person saved was WO 2 Leonard T. Seville, organization unknown.

Walter D. Murphy
WALTER D. MURPHY, Captain, USAF
Aircraft Commander

July 11, 1969

At 1310Z (0211L) Det 6 was notified by Bien Hoa Tower of a helicopter down near Long Thanh North. The initial report included the information that another helicopter was near the scene and could make the pickup. Within 5 minutes the request for a helicopter with a hoist was received and Pedro 95 was airborne at 1320Z. Pedro 95 arrived at the scene 1052 N 10655 E at 1330Z and with several U.S. Army helicopters orbited while a UH-1 light ship found the aircraft. Greyhound 6 assumed command and control and directed the mission in an excellent manner. The light ships reported 5 personnel, evidently uninjured and no ground fire. Dustoff 16 was instructed to hover over the crash and recover as many as possible. Pedro 95 was instructed to hold in a clear area. OV-10 aircraft provided flares for visibility during the hoisting operations. When 4 persons had been recovered by Dustoff 16, Pedro 95 was asked to recover the last survivor. The approach was made over the survivor, located in 100 ft. jungle. He did not secure himself to the forest penetrator with the strap until reminded to do so, using the loud hailer. Once he was on board the helicopter, he reported no more survivors and Pedro 95 departed for the 93rd Field Hospital where he was turned over to medical personnel at 1355Z. Pedro 95 returned to Bien Hoa AB, RVN and terminated the mission at 1405Z (2205L)

SD 16

452

101

RICKITY

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TTUZYUW RUSQSNV0363 1931126-0000--RUMLOHA.

NR 00000

UMPSAA -T- CTF 7

CTF 77.0

ALL TF 77 CVA TG CTRS

120900Z JUL 69

M SARRGP TAN SON NHUT AB RVN

Q AIG 522

AIG 600

AIG 8272

AIG 8276

AIG 787

AIG 7935

RUMLOHA/504TASG BIEN HOA AB VIETNAM

SEN/DET 14 38ARRSO TAN SON NHUT AB RVN

AIG 593

BT

UNCLAS 3(0)

SUBJ: VOICE CALL SIGNS.

THIS MSG IN TWO PARTS. PART I. INFORMATION RECEIVED BY HQS SARRGP CLEARLY INDICATES THAT AN INDETERMINATE NUMBER OF AIRCREWS ENGAGED IN COMBAT AND TACTICAL OPERATIONS IN SOUTHEAST ASIA HAVE NOT BEEN FULLY APPRISED OF VITAL RESCUE FORCES CALL SIGN CHANGES. IMPERATIVE THAT ALL SUCH FORCES BE KNOWLEDGEABLE OF SOUTHEAST ASIA SEARCH AND RESCUE CALL SIGN CHANGES PLACED

PAGE 2 RUSQSNV0363 UNCLAS

INTO EFFECT 1 JUNE 1969. PART II. ACCORDINGLY, THE FOLLOWING TAP/DEOR MSG 150200Z MAY 69 IS RETRANSMITTED FOR YOUR INFO AND ACTION. QUOTE. *THE FOLLOWING AKAI-1 CALL SIGNS ARE ASSIGNED AND WILL BE UTILIZED AS LISTED COMMENCING 010001Z HOURS JUNE 69. *JOKER* FOR JSARC, HQ 3ARRGP, TAN SON NHUT. *QUEEN* FOR RCC, OL-1 3ARRGP, MYM RVN. *JACK* FOR RCC, OL-2 3ARRGP, UDORN RTAFB. *KING* FOR HC-130 ACFT 38ARRS, TUY HOA AB, RVN. *JOLLY GREEN* FOR HH-3 AND HH-53 SAR HELOS ATTACHED TO 37ARRS, DA NANG AB, RVN. 40ARRS, UDORN RTAFB AND DET 1 40ARRS, NAKHON PHANOM AIRPORT THAILAND. CALL SIGNS CROWN AND COMPRESS WILL NO LONGER BE USED. DISSEMINATE AS REQUIRED. UNQUOTE. CALL SIGN *PEDRO* FOR HH-43B/F SAR HELOS, 38ARRS DETACHMENTS REMAINS UNCHANGED.

BT

40353

NNNN



SUPPORTING DOCUMENT #2

Det 10, 3CARRSq History, Jul - Sep 69

10-8

MISSION NARRATIVE: Mission 10-38-045-16Jul69, 1 sortie, 0.9 hours

At 1213L Binh Thuy Tower called and notified Pedro Operations of a downed UH-1D 50 NM North of Binh Thuy. Pedro 91 scrambled and was airborne at 1215. Enroute, radio contact was made with a C-47 orbiting the downed aircraft and two gunships were on the way. An Air America Helicopter got to the scene before the Pedro crew and rescued five of the nine survivors. Upon arriving at the site, an immediate approach and landing was made and the four other survivors were taken aboard with their gear. The survivors were taken to Vinh Long and left there. Pedro 91 arrived back at Binh Thuy at 1355L. As the helicopter was making the approach for landing, the standby crew in Pedro received a call from Navy Operations to medevac two wounded by mortar 25 NM East of Binh Thuy. The fuel truck was called immediately. Pedro 91 and the fuel truck arrived at nearly the same time and in five minutes, the crew was airborne again. The crew arrived at the location and made visual contact with the ground personnel. They landed, loaded the two critically wounded men and were off again for the 29th Army Field Hospital. Arrival at the 29th Evac was at 1445L, with termination ten minutes later. In two and one half hours, the crew had been on two missions making six combat saves. This upped the total combat saves for 1969 to 75, going over the total of 69 for all of 1968.

The names of the survivors were:

1stLt Michael C. Heavey, 114th AVN Co
W-1 Robert L. Johnson, 114th AVN Co
Sp4 Casimira Z. Saczyaski, 114th AVN Co
PFC Michael A. Plante, 114th AVN Co
SSgt Robert Quarm, USA, ADV Team 68
GM E-5 Robert Eston, USN, 535 River Division

Crewmembers of Pedro 91, an HH-43F Helicopter, Serial Number 62-4560, all personnel assigned to Det 10, 3CARRS.

AC Major Ralph L. Gaede
CP Captain Jack D. Cusano
PJ TSgt Jackie L. Porter
FE Sgt Ernest L. Long

110

FROM: Aircraft Commander

17 July 1969

SUBJECT: Mission Narrative Report (10-38-045-16Jul69)

TO: 10-38C

38C

3ARRGp (JSARC)

IN TURN

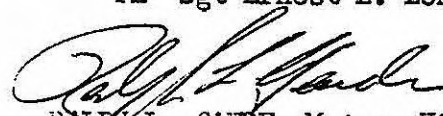
1. This report is submitted IAW ARRSM 55-2, 3ARRGp Sup 1, 11 July 1968.
2. Upon landing from an Aircrew recovery mission, Pedro 91 was notified of an emergency medevac of two US Navy wounded at XS220247. Pedro 91 refueled and launched at 1400L for rescue site. Pedro 91 arrived at site at 1415L making visual contact with ground personnel. Pedro 91 landed and unloaded two very critical wounded. Pedro 91 departed the area at 1420L for the 29th Army Field Hospital while enroute, the PJ, with the help from the FE, administered life saving medical aid. Both survivors had multiple shrapnel wounds. Pedro 91 arrived at the 29th at 1445L offloading the personnel. Pedro 91 then terminated at Binh Thuy at 1455L. Negative ground fire observed. Two combat saves credited. One sortie with 0.9 flying hours.

3. The names of the survivors were:

Quarm, Robert, SSgt, USA, ADV Team 68
Eston, Robert, GM 3-5, USN 535 Riv Div

4. Cremembers of Pedro 91:

AC Major Ralph L. Gaede
CP Capt Jack D. Cusano
PJ TSgt Jackie L. Porter
FE Sgt Ernest L. Long



RALPH L. GAEDE, Major, USAF
Aircraft Commander

CHAPTER III

OPERATIONSMISSIONS/SAVES

Detachment 8, 38th Aerospace Rescue and Recovery Squadron flew 465 sorties during the past quarter. The flying summary is as follows:

<u>TYPE</u>	<u>SORTIES</u>
Rescue/Recovery.....	4
Intercepts.....	271
Support.....	36
Training.....	118
Maintenance.....	31
False.....	5 ¹

Detachment 8 was credited with 1 combat save, and 1 noncombat save.

Rescue missions flown were:

Mission 8-38-11-16 Jul 69: 2 Sorties - .7 hour, HH-43B, Det 8, 38ARRS. At 1710L, 16 July 1969, the 12th USAF Hospital at Cam Ranh Bay AB, called Det 8 to request helicopter transportation for a patient from their hospital to the 8th Army Field Hospital at Nha Trang AB. The patient, Mr. Kang Ho, a Korean civilian, was in critical condition with a fractured skull and numerous broken bones, as the result of a motorcycle accident, and required the attention of a neurosurgeon. Pedro 17 took off at 1715L, picked up the patient at the 12th USAF Hospital at 1720L, and flew to Nha Trang AB and off-loaded Mr. Ho approximately 20 minutes later. The patient was still

Det 8, 38ARBSq Hist, Jul - Sep 1969

8-11

alive upon arrival. Pedro 17 returned to Cam Rahn Bay AB. The Pedro crew was Major Calvin W. Capper, AC, Captain James L. McAfee, CP, Technical Sergeant James L. Johnson, FE, Technical Sergeant Thomas M. White, PJ, and Staff Sergeant Donald Occhialini, PF. This mission resulted in one noncombat save.²

Mission 8-38-12-15 Sep 69: 2 Sorties - .7 hour, HH-43B, Det 8, 38ARBS. At 1225L, 15 September 1969, Cam Rahn Bay Joint Defense Operations Council personnel called Det 8 to request helicopter evacuation of a ROK soldier from 11NM SW of Cam Rahn Bay, to the 12th USAF Hospital. The patient, Sergeant Tho, had been seriously wounded after being trampled and gored by a water buffalo. Pedro 17 took off at 1230L, picked up the patient at coordinates 11°51'N, 109°06'E at 1250L and flew to the 12th USAF Hospital at Cam Rahn Bay. Sgt Tho was still alive upon arrival at 1305L. Pedro 17 returned to the Detachment. The Pedro crew was Captain John F. Patterson, AC, Captain James L. McAfee, CP, Staff Sergeant Thomas W. Seibert, FE, and Technical Sergeant Thomas M. White, PJ. This mission constitutes one combat save.³

2. Mission report in Detachment 8 files

3. IBID

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FROM: Aircraft Commander

17 July 1969

SUBJECT: Mission Narrative Report (10-38-044-16Jul69)

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

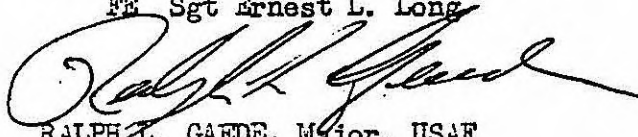
1. This report is submitted IAW ARRSN 55-2, 3ARRGp Sup 1, 11 July 1968.
2. At 1213L, Binh Thuy Tower called and notified Pedro Cps of a downed UH-1D at WS510980. Pedro 91 scrambled and launched at 1215L for rescue location. Radio contact was made with Steel 92, a C-47 orbiting the downed aircraft. Pedro 91 was 10 minutes from rescue location when they found out an Air America Helicopter had picked up five passengers from the downed aircraft. Pedro 91 arrived at the site at 1250L and made an immediate approach to the area. Pedro 91 landed and picked up the four crewmembers while two gunships provided for cover. Pedro 91 departed the area at 1255L. Once on board, the crew asked to be taken to Vinh Long. The crewmembers were uninjured and in good condition. Pedro 91 arrived at Vinh Long at 1330L offloading the crew. Pedro 91 then departed and terminated at Binh Thuy at 1355L. No ground fire was observed. Four combat saves credited. Three sorties with 1.7 flying time.

3. The names of the survivors were:

Saczyaski, Casimia Z, SP/4.	114th AVN CO
Plante, Michael A, PFC,	114th AVN CO
Heavey, Michael C, 1stLt,	114th AVN CO
Johnson, Robert L, W-1, (Pilot)	114th AVN CO

4. Crewmembers of Pedro 91:

AC Major Ralph L. Gaede
CP Capt Jack D. Cusano
PJ TSgt Jackie L. Porter
FE Sgt Ernest L. Long


RALPH L. GAEDE, Major, USAF
Aircraft Commander

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3AAROp Hist., Jul-Sep 1969

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low approach at low airspeed in a downwind condition, failed to recognize and provide for normal engine acceleration lag time, and thereby allowed the helicopter to settle into a tree. A contributing cause of this accident was miscellaneous unsafe conditions (inadequate crew rest) in that the pilot was fatigued as a result of high noise levels in the alert facility in which he spent the night preceding the flight and by working more than 65 hours in the facility during the previous week.

b. On 19 July 1969, an HH-43B, SN 59-1562, assigned to Det 12, 38AARSc, U-Tapao RTAFB, Thailand was involved in a major aircraft accident when ordnance on a B-52 that had aborted on takeoff exploded. There were two fatalities and one critically injured survivor. The accident board determined that the primary cause of this accident was due to miscellaneous unsafe conditions, in that the complete destruction of the helicopter rotor system by shrapnel and debris from the explosion of bombs and fuel aboard the B-52 rendered the helicopter totally uncontrollable and made the resulting crash and destruction inevitable.

c. On 7 August 1969, an HH-43B, SN 60-0282, assigned to Det 11, 38AARSc, Tuy Hoa AB, RVN was involved in a major aircraft accident. There were no fatalities or injuries. The

On 10 July 1969, HH-43B #60-278 crashed when the pilot thought he had experienced engine failure while on a training flight. The crew received only minor injuries but the aircraft was damaged beyond economical repair.

On 19 July 1969, HH-43B #59-1562 was destroyed when it was struck by blast and flying debris when a crashed and burning B-52 blew up. Two of the Pedro crewmembers were killed in the crash² and one was severely injured.³

On 7 August 1969, HH-43B #60-282 was lost at sea after experiencing complete engine failure while being flown from Tuy Hoa to Cam Ranh Bay. The crew escaped the sinking aircraft with minor injuries, and were rescued by an Army helicopter.

On 13 August 1969, HH-43F #62-4508 was extensively damaged when it rolled on its side after snagging a runway barrier cable during landing roll after a practice autorotation. The crew escaped with only minor injuries. This aircraft will hopefully be returned to operation after extensive repairs.

-
2. Major Davis, Warren K.
TSgt Cohen, Harry H.,
 3. SSgt Miles, Tommy T.,



Miles43.jpg

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS

TO

TOMMY MILES JR.

Staff Sergeant Tommy Miles Jr., distinguished himself by heroism while participating in aerial flight as a Pararescueman at U-Tapao Airfield, Thailand, on 19 July 1969. On that date, Sergeant Miles was on a crew of a HH-43 helicopter participating in a rescue of crewmembers of a burning B-52 which was fully loaded with bombs. The helicopter, because of reduced visibility from the driving rain, hovered directly over the burning B-52, insuring that all the crewmembers had been evacuated. Following successful evacuation of the aircrew the bomb load of the burning aircraft exploded and, because of the heroic efforts of the helicopter aircrew in moving their aircraft closely into the crash scene to affect the rescue, the helicopter was fatally struck by debris. The outstanding heroism and selfless devotion to duty displayed by Sergeant Miles reflect great credit upon himself and the United States Air Force.

Pararescueman Tom Miles was . . . too tough to die

DET 12 38ARRS

Heavy, hot torrents of rain were streaking down upon the alert shelter at U-Tapao, Thailand, as pararescueman Tom Miles, then a staff sergeant, sat with his alert partner thinking the myriad of thoughts that only a man stationed in Southeast Asia can think. Home, wife, kids, mission, life, death . . . all may have been speeding through his brain.

Little did Tom know, that on that July 19th in 1969 at approximately 2 p.m., a drama would begin that would affect his life 24 hours a day for more than three years . . . It was Tom's turn to wrestle with fate.

"My alert teammate and I were just sitting, and waiting that day. That's all you can do on alert . . . wait," Miles reflects. Suddenly, the horn went off and the scramble began.

As Tom and his partner made their way to the chopper on the pad, they were told that a B-52 had crashed and was burning. Their job was to scramble along with the HH-43B's pilot on a fire suppression mission. They were airborne within 10 minutes, on what seemed to be a routine mission, so routine in fact, that the chopper's co-pilot did not have to accompany them. They soon found out, however, that it would be far from routine.

A few minutes after take-off, they spotted the giant bomber with the entire nose section engulfed in flames. The crew, with the exception of the tailgunner, was assembled outside of the burning bird. The pilot made a pass at the aircraft from 12 o'clock to the 6 o'clock position, searching for the gunner. Suddenly, the pilot said, "I see his escape rope." He pulled the Huskie into a turn over the aircraft. There was a great rumble as the B-52 exploded, blowing the helicopter out of the sky, killing the pilot and Miles' partner.

"The last thing I remember was a flash," says

Tom. "The next thing I knew, I mean really knew, was that I was in a hospital bed." At that time though, Tom did not know that six weeks had elapsed and he was not in Thailand, but in Wilford Hall Hospital where he was destined to spend an entire year undergoing extensive medical care.

Extensive injuries

As that B-52 exploded, Miles had been knocked out of the rear end of the chopper, and had fallen some 200 feet to the jungle floor. An ambulance from the base made it to the scene and picked up the unconscious airman. In the accident, he had sustained multiple injuries. Both of his legs and his arm were broken, his jawbone was fractured in two places, he had a punctured stomach, a hole in his hard palate and extensive head, facial and internal injuries. His only chance for survival was to air-evacuate him to the U. S.

Doctors attended his immediate wounds, and arranged to fly him out on an evacuation flight, a flight that would return him to his homeland, but not before he had "died" twice. Two times as he lay suspended in limbo, Tom's breathing and heart stopped. It was only some inner "strength" and quick action by medical personnel he never saw, that saved his life.

Upon arrival at Wilford Hall, he was admitted into the intensive care unit, where he lay unconscious to the world around him and the efforts that were being made to save his life. "They took great care of me there," praises Tom.

After being transferred from intensive care, Tom underwent lengthy orthopedic treatment. His broken bones were mended, and he then began the seemingly endless cycle of casts and cast changes that patients with severe bone injuries must undergo. With treatment complete, he started on the long road up through physical therapy.

"I guess I was one of their worst patients," chuckles the PJ. "I wanted to do everything for myself, and if I couldn't, I would get mad. I never wanted anyone to help me. I gave them a pretty good ration of grief to boot."

pararescuemen. "They really did a great job. They motivate you and if it wouldn't have been for the other PJ's coming down to see me, I probably would have never made it."

"I had an attitude like, 'You're hurt boy, you may not make it'. Then they challenged me with bits like, 'Hey boy, what's wrong with you, you can't walk like me.' That makes you think, and give your all to get straightened out."

After his discharge from Wilford Hall, Miles was assigned to Eglin, where he worked with the Aerospace Rescue and Recovery Training Center as a Field Committee instructor for one year. But he wasn't satisfied. "I was a pararescueman, but not a flying or jumping PJ," he relates. He worked hard at his job of providing students with field, survival and ground navigation training, but something important was lacking from his life . . . he wasn't "operational".

To Tom, a master parachutist with 67 jumps before his injury, being operational is the most important part of his job. When you look at Tom Miles, his whole being radiates action and determination. It was this determination that led him to the conclusion that he had to get back in the air. There was one problem . . . he couldn't pass the physical.

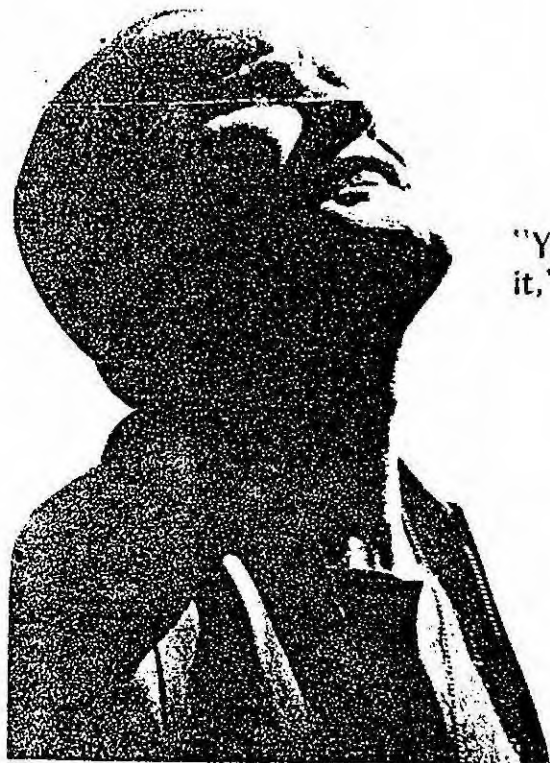
He began an intense physical and mental campaign to put himself in top condition to pass that flight physical, bearing in mind his own philosophy that, "If you have the right mental attitude, you can do just about anything." After more hard months of strain and frustration, Tom finally passed the physical that would open the door to flight and jump status once again.

Once again, Tom gives a majority of the credit for this accomplishment to his fellow airmen in his present unit, the 55th ARRSq. "People like my commander, Lt. Col. Coy Farrar and fellow PJ's like CMSgt. Joe Vigare really challenged me. They gave me a goal to meet. They made me mad, and I wanted to show them what I could do."

Jumping again

TSgt. Tom Miles did show them what he could do recently, when he made his first jump in over three years on a training mission.





therapy.

"I guess I was one of their worst patients," chuckles the PJ. "I wanted to do everything for myself, and if I couldn't, I would get mad. I never wanted anyone to help me. I gave them a pretty good ration of grief in P. T., but they finally brought me through."

"You've made it, you've really made it," reflects Miles after his jump.

They brought him through alright, but only after many months of determined effort by both the therapists and Tom himself. The anger and frustration that comes from a disability, either permanent or temporary, is something that only a disabled person can comprehend.

Lots of help

Pararescueman Tom Miles met this frustration and beat his disabilities, but not alone. He gives a lot of credit to the therapists and other

could do.

Jumping again

TSgt. Tom Miles did show them what he could do recently, when he made his first jump in over three years on a training mission. "When I got up in the door of the aircraft, I was a little apprehensive," reveals Tom. "I was set to make a perfect jump", and he did.

"Yes I was apprehensive before the jump... but when I went out of the aircraft, it was beautiful" he describes. "I looked up and saw the chute and the sky, and I said to myself, 'You have really made it, you've really made it!'"

A ten year Air Force veteran, Sergeant Miles was trained as a PJ at Eglin in 1966 after serving his first four years in the military as a physiological training specialist. He is currently serving in Keflavik, Iceland, and holds the Silver Star Medal, Distinguished Flying Cross for heroism, Air Medal, Purple Heart, Vietnamese Cross of Gallantry with Palm and the Air Force Commendation Medal.

by SSgt. Ken Peterson

"Yes, I was apprehensive before the jump..."

FIRST JUMP -- Apprehension reflects in his face as TSgt. Tom Miles readies to make his first parachute jump in over three years. Sergeant Miles, severely injured in Southeast Asia, made the jump in full pararescue gear over the Gulf of Mexico near Eglin.



Name: Technical Sergeant Harry Cohen

PJ

Date of Birth: February 8, 1933

Home of Record: Chicago, Illinois

Date of Casualty: July 19, 1969

Age at Loss: 35 years old

Vietnam Veteran's Memorial
Wall Panel 2E - Row 20

Detachment #12, 38th Air Rescue and Recovery Squadron
Utapao Air Base, Thailand

Aircraft Model: HH-43B

Aircraft Tail Number: 59-1562

Callsign: Pedro 70

INCIDENT SUMMARY

Technical Sergeant Cohen and his crew scramble in response to a B-52 which has aborted its take-off. The B-52's nose gear collapses, the aircraft crashes and begins to burn. There is a question of whether the tail-gunner has evacuated the burning aircraft. Major Davis flies his helicopter by the burning aircraft while his crew attempts to locate the tail-gunner. The ordinance on the B-52 begins to explode. Major Davis' helicopter is struck by shrapnel and debris and his helicopter crashes. Major Davis and one of his crew members is killed. A third crew member is very seriously injured but survives the crash.

A/C MAJOR WARREN A. DAVIS KIA

2 CREW KILLED COHEN WAS #2

39th ARRSq History, Jul - Sep 69

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22 Jul 69

S.D. 3

Date: 19 Jul 1969

Mission Number: 1-3-067-19 July 1969

Flight Designation: King 4

Distressed Aircraft: Alligator 390, U.S. Army Slick, and Red 12, U.S. Army Loach

Location: BR 5267/Tacan Position 272/39/87, 16NM North An Khe

Saves: 9, combat

KIA: 2, causes unknown

1. At 0258Z while monitoring guard, received word of two downed helicopters in the An Khe area. At 0302Z White 06, Army helicopters, reported two helicopters downed by ground fire, King 4 proceeded down the coast requesting further information and if any assistance was required. White 06 indicated that no assistance was required at that time. Further monitoring revealed that no available Dustoffs with McGuire rigs were in the area, the terrain was 2500 feet MSL, grass was 10 feet high, and there were unfriendly troops in the area (500 meters right of the L.Z.). White 06 reported that a total of 11 personnel were on board the two helicopters; four were wounded and could not be moved. There was voice contact between White 06 and the survivors.

2. At 0319Z White 06 reported that he could not locate any Dustoff aircraft and only had Gunships in the area. King 4 asked again if he could be of any assistance; explaining that he was the Air Force SAR command aircraft and had SAR forces available including JCs. After the explanation White 06 requested assistance. King 4 requested Queen to scramble JC 28 and 42 with Spads from channel 77.

3. At 0324Z Queen advised negative on the JCs. "the DASC says they do not need them." In the meantime, Black had made one pickup of one individual and during the process received damage to the aircraft. Again King 4 requested either Pedro from channel 107 or Spads. It was apparent the aircraft in the area were having difficulty in the recovery operation.

4. At 0337Z Queen advised that two Pedros were being launched from channel 87. At 0345Z Pedro 22 and 99 with 2 JCs on board were launched with an ETA of 0415Z for the SAR objective. Also two Spads were launched from channel 107 33 minutes later on scene.

5. At 0406Z Pedros 22 and 99 arrived on scene. There were four Cobras and several other helicopters suppressing the ground fire at this time. At 0407Z

King 4 was released from the mission; briefing King 6, and returned to fraged orbit. (See King 6 final report)

6. Problem areas:

a. Lack of familiarity with the King call sign, led White 06 to become confused and reluctant to discuss the situation readily. Recommendation: A statement be implemented to clarify our position: example: "This is CROWN my call sign is King 4".

b. Joker was reluctant to assist in the Army's SAR effort after being advised that there was a problem and assistance was being solicited by the Army.

7. King 4 crew members:

- a. AC Major Smith, C.J.
- b. CP Major Abbott
- c. IN Captain Burgess
- d. NW Major Begley
- e. BO MSgt Launer
- f. FE MSgt Berger
- g. FE MSgt Sims
- i. LM TSgt Hillman

Charles J. Smith Jr.
CHARLES J. SMITH JR., MAJOR, USAF
AC, King 4

CHAPTER III

OPERATIONS AND TRAINING

Mission/Saves

1. General Comments: Base support activities have dwindled even more than last quarter as the 3rd ARRGp has applied further restrictions on the use of the HH-43 for these activities. Our participation in major search and rescue/aircrew recovery was non-existent, however our usual high level of activity in LBR scrambles and medical evacuations account for approximately 67% of the allocated flying time. During this quarter we had the pleasure of providing transportation for many distinguished visitors to DaNang Air Base, including General Nazarro, CINCPACAF.
2. Mission # 7-38-035, 19 July 1969. Pedro 69 was scrambled at 1625L on an A-1E (Spad 12) with low oil pressure. Spad 12 had just departed DaNang a few minutes earlier and had a full fuel and ordnance load. There was not sufficient time to take the FSK (which is prepositioned remote from alert pad) so Pedro 69 responded without it and intercepted the A-1E on a short final to 35L. Spad 12 was cleared to land behind a civilian airliner (707) which was just touching down. Spad 12 was "high and hot" but landed at mid field and began to overrun the 707 - he lost his braking and directional control and left the runway at the runway at the 2000 feet remaining point. After leaving the runway he mistakenly raised the gear handle and collapsed the gear.

The left external fuel tank immediately caught fire. Pedro 69 moved into position to blow the fire away from the cockpit and let the pilot egress by himself. The pilot indicated that he was having trouble so the two firefighters and pararescueman were off-loaded and the helicopter reassumed a protective position. One firefighter ran to an approaching fire truck to pull a hand-line while the other jumped upon the right wing and began helping the pilot get unstrapped. At this point the fuselage fuel tank exploded and blew Sgt James off the wing and he lost his boots as he tumbled end over end. Sgt Hawkins, who was pulling the hand-line from the truck, received shrapnel wounds in the right elbow and left upper thigh. After the explosion the fire truck used its turrets to throw foam all over the aircraft - - mostly on the non-burning side. The pilot managed to free himself and slide down the wing facedown into a large puddle of foam where he was in danger of suffocating. Sgt Bullock, the pararescueman, then ran forward and with the help of two base firemen dragged the pilot to safety just as CBU's began exploding. The pilot was taken to Naval Support Activity Hospital for treatment of 1st and 2nd degree burns and shrapnel wounds. After the pilot was delivered Pedro 69 returned to DaNang and picked up Sgt Hawkins at the Hospital Helipad and he was also taken to NSA hospital and the mission was terminated.

One non-combat save was claimed. The crew of Pedro 69 was as follows:

Major	Tom W. Brumfield Jr.	AC
Capt	John E. Murray Jr.	CP
SSgt	Bernard F. Drummond	FE
SSgt	Cecil H. James	FF
SSgt	William R. Hawkins	FF
Sgt	John H. Bullock Jr.	PJ

3. Significant Statistics - 3rd Quarter 1969

a. Total LBR & ACR Missions	311
b. Total Non-Combat Saves	1
c. Total Combat Saves	0
d. Total Missions	432
e. Total Sorties	523
f. Total Accident Free Hours	184

4. All facts and statistics in this section are taken from official Air Force documents maintained by Detachment 7 in accordance with ARRSM 55-1 and ARRSM 55-2.

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FROM: Aircraft Commander

22 July 1969

SUBJECT: Mission Narrative Report (10-38-046-19Jul69)

TO: 10-38C
38C
3ARRCp (JSARC)
IN TURN

1. This report is submitted IAW ARRSM 55-2, 3ARRCp Sup 1, 11 July 1968.
2. At 0625L, Pedro Operations was called by the Army Special Forces TOC at Can Tho. Request was made for Medevac of one wounded from VS999470. JSARC was called for permission to launch, permission was received at 0635L. Due to telephone difficulties with Can Tho, our acceptance of the mission could not be relayed and the call sign and frequency of the outpost could not be received. Pedro 91 took off at 0655L and by contacting the Special Forces Camp at That Son, obtained the needed call sign and frequency. While enroute to the pickup point, a second soldier was wounded by walking into a booby trap. With smoke to confirm the exact location on the mountain, the approach and subsequent pickup of the two wounded was made. Pedro 91 departed the site at 0755L, delivering the wounded to the 29th Army Field Hospital at Binh Thuy. The patients were off loaded at 0830L and Pedro 91 terminated at 0835L. Negative ground fire was observed although hostile forces were in control of the southern slope of the mountain. Two combat non-aircrew saves credited. Two sorties and 1.6 hours flying time recorded.
3. The name of one survivor is unknown, other is:

Truong Thi Kuan - Vietnamese
4. Crewmembers of Pedro 91:

AC Capt John L. Debevec
CP Capt David L. Bachman
FE Sgt Ernest L. Long
PJ ALC Paul E. Fatka, Det 11, 38ARRS


JOHN L. DEBEVEC, Capt, USAF
Aircraft Commander

UNCLASSIFIED

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4/0

22 July 1969

Mission Narrative Report #2-3-045-21 Jul 1969 (U)

3rd ARRCp (JSARC)
APO 96307

1. (U) This report is submitted in accordance with ARRSN 55-2/
3ARRGPSUP 1, dated 11 July 1968.

2. (S) On 21 July 1969 Jolly Green 70 (L) and Jolly Green 68 (H) were on ground alert at Nakhon Phanom (NKP) RTAFB, Thailand. At 2330 the crews were notified that two Navy A-4s had collided approximately 110 miles from NKP. Call signs of the aircraft involved were Jury 413 and 404. No word had been heard from Jury 404; however, voice contact with Jury 413 had been established. He was in good condition and was advised to stay under cover until contacted by rescue aircraft at first light. At 0245 A.M., the mission briefing was conducted. In attendance were four Jolly Green crews, four Sandy pilots, and four Sawdust pilots. Sawdust was the code word for CEU 19 and the same word was used as the call sign for aircraft carrying CEU 19. The survivor's location was 16 01N, 106 44E, which is 028/28 from Channel 72. He was believed to be on a karst approximately four miles east of the route structure. Weather was briefed to be 3000 to 6000 broken to overcast, 8000 overcast, and ground fog. The primary point for crossing the route structure was given as 070/22/Ch 72 with a possible alternate crossing point just west of the survivor. Jolly Green 70 and 68 launched at 0400 and Sandys 1, 2, 3 and 4 at 0415. Weather enroute to the area was 4000 broken to overcast. The Jolly Greens arrived at the 360/28/ from Channel 72 at 0515L. At this time they were joined by the Sandys. Sandys 3 & 4 escorted the Jolly Greens across the route structure using the alternate crossing point and the four aircraft established an orbit south of the survivor's estimated position. At 0530L Sandys 1 and 2 dropped down to just above clouds and tried to get Jury 413 to come up on radio. At approximately 0540L, Jolly Green 70 heard Jury 413 calling Sandy 1. Neither Sandy 1 or 2 could read Jury 413 so Jolly Green 70 established radio contact. Jury 413 advised that he could hear aircraft flying over him. Jolly Green 70 asked Jury 413 to give them a beeper tone and determined that they were directly over him. Cloud conditions were 4000 overcast. Sandy 1 was advised while Jolly Green 70 maintained contact with Jury 413.

400-0095

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

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Jury 413 advised that he was laying down in some tall brush near his chute. Sandy 1 descended through a broken cloud condition five miles north of Jury 413 and Jolly Green 70 advised Jury 413 to call when he had the Sandy in sight. When Jury 413 advised that he could see the Sandy, Sandy 1 stated that he had the chute in sight and also radio contact. At this time Sandy 1 advised that he had spotted a second chute, which he assumed to be Jury 404, and was receiving a flare from this position. The chutes were not in the karsted area but on the side of the foot hills facing the main highway two to three miles away. At 0550L, Sandy 1 directed the remaining Sandys and the Jolly Greens to penetrate the cloud deck five miles north of the survivor and to proceed in for the pickup. Jolly Green 70 stated that without radio contact, there was no way of insuring that unfriendlies had not captured Jury 404 and were using his flares. Sandy 1 made a pass over the second chute and stated that he could see someone waving about 20 yards uphill from the chute. No ground fire was detected from this position or Jury 413's position. Sandy 1 briefed that Jury 413 would be picked up first and that the Sandys would orbit JG 70 while he was in the hover and continue to sanitize the area with suppressive fire. Pressure altitude for the pickups was 3000 ft and OAT was 20°C. Sandy 1 joined the other SAR forces five miles north of the survivors and they descended through the broken cloud deck and turned south toward the survivors. The Jolly Greens flew parallel to the karst ridge just below the clouds until the chutes were sighted. A smoke flare was seen coming from the first chute. Jolly Green 68 remained high while Jolly Green 70 descended for the pickups. Jolly Green 70 passed directly over the second chute while proceeding to Jury 413's position. Jury 404 was not spotted; nor was there any indication of unfriendly activity noted. As the pickup sites were in a hostile area near several known 37MM and ZPU positions, Jolly Green 70 had elected to retain all his fuel in case the first pickup attempt was unsuccessful. Approximately 1200 pounds of fuel remained in each drop tank and the mains were full. To expedite the pickup, it had been decided to jettison the drop tanks just short of the first pickup point. Approximately $\frac{1}{2}$ mile from the survivor, Jolly Green 70 started to reduce airspeed. As the airspeed dropped below 100 knots the aux tank jettison switches were activated. The right tank dropped free; however, the left tank remained secure. Jolly Green 70 made a slow pass over the survivor, noted the pressure altitude to be 2300 rather than 3000, and decided that the pickup could be made with the additional weight. Jury 413 was giving directions to Jolly Green 70 and a 360° turn was made back to him.

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A 40 foot hover was established and Jury 413 was picked up at 0605L. Power required was 76% and 81% was available. Several buildings were noted near Jury 413 however no personnel were seen. Jury 404 was only about 1/2 mile away and a hover was established over this position at 0607. Jury 404 was on board at 0609L and all forces egressed the area. Both pilots were in good condition. Jury 404 had lost his radios during ejection and did not know that Jury 413 was down also. Jury 413 had no knowledge of Jury 404's location. The same point was used to cross the route structure and the SAR forces returned to NKP. Jolly Green 70 and 68 landed at 0715L.

3. (U) The survivors were: Lt Kenneth T. Sanger, USN and Lt(JG) William F. Franson, USN, Carrier Oriskany.

4. (U) The rescue crews were:

Jolly Green 70 (L)

AO Major Gerald A. Jones,
CP Capt Gerald E. McGullough,
FE SSgt Donald Labarre,
RS ALC James E. Nash,
RS ALC Ronald F. Sopata,
AP ALC Timothy J. Monk,

Jolly Green 68 (H)

AC Capt Donald L. Carty,
CP Capt Joseph R. Brown,
FE SSgt Maxie L. Hilligoss,
RS TSgt William E. Lester,
RS ALC Steven D. Brooks,

Gerald A. Jones
GERALD A. JONES, Major, USAF
Aircraft Commander

400-0095

3

~~SECRET~~

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40TH ARRSQ HIST, JUL-SEP 1969

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Rescue crew and survivor from mission on 22 July 1969. From left A1C James E. Nash, RS; A1C Ronald F. Sopata, RS; SSgt Donald LaBarre, FE; two Navy survivors; Captain Gerald E. McCullough, CP; Major Gerald Jones, AC.

FILE

22 JUL 69



FILE 22JUL 69

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17

(C) It was requested that permission be granted to jettison ordnance armed over STEEL TIGER Delta Point Number 59, 30 miles
18
away.

(S) The 56th Special Operations Wing imposed operational restriction on A-1 and A-26 aircraft during the latter part of this quarter. The restrictions were as follows:

(a) Minimum altitudes for strike aircraft: DAY: 3,000 feet AGL of target; NIGHT: 3,000 feet above the highest terrain within 3NM of the target.

(b) Number of passes not to exceed six, exclusive of flares or marking devices.

(c) Discontinue the attack when ground fire is reported or observed until the situation is reassessed.

(d) AAA defenses will not be engaged with 20mm or .50 calibre ordnance.

(e) Exceptions to (a) through (d) are Search and Rescue, helicopter escort, and support of troops in direct contact, defined
19
as within range of opposing small arms fire.

SAR EFFORTS:

(S) Three successful SAR efforts were conducted by wing units during this reporting period.

(S) On 22 July, a successful rescue was conducted for Jury 413A/B. The aircraft, two A-4s, went down at 2300 local on 21
20
July at 121 degrees/146/89.

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18

(S) The aircraft were reportedly involved in a mid-air collision in the target area during a night strike. Word was received by Sandy 1 for a 0245²¹ briefing for a first light effort. At this briefing, intelligence reported that contact had been established with Jury 413A.

(S) Sandys 1 through 4 were airborne at 0420 local. Sandys 1 and 2 went straight to the scene while Sandys 3 and 4 rendezvoused²² with Jolly Greens 70 and 68.

(S) The terrain consisted of a river valley flanked by a high ridge line of karst running north/south. The karst ridge rose rapidly from 2,000 feet elevation to above 4,500 feet. The survivor's location was at the base of this ridge line about 3 kilometers east of a river and road network. There was no ground fire observed²³ during the SAR.

(S) As Sandy 1 passed over the survivor's location, a personnel locator flare was observed 500 meters east of the base of the karst. A second chute was observed close to this flare, and the survivor radioed that he had not fired the flare. This was the first indication²⁴ that there were two survivors on the ground.

(S) Sandy 1 then led the Jolly Greens in and the pickup was²⁵ made.

(S) Another successful rescue was conducted on 10 August for Tiger 02A and B. The aircraft, an F-4, went down at 1746L²⁶ 9 August at 1839N 10236E.

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UNCLASSIFIED

56 Special Operations Wing

29 July 1969

SAR Report (Jury 413, 404)

3 AARG (3C)

1. (S) A successful rescue was conducted on 22 Jul 69 for Jury 413A/B (The exact call signs of the aircraft were not confirmed during the SAR. Subsequently it was learned that the aircraft were Jury or Jary 413 and 404. They are referred to here as Jury 413 Alpha and Bravo, which was the terminology used during the pickup.). The aircraft, 2 A-4's, went down at 2300 local on 21 Jul at 121°/146/89. This report covers those activities of the Sandys during the rescue effort.
2. (C) The aircraft were reportedly involved in a mid-air collision in the target area during a night strike. Word was received by Sandy 1 for a 0245 briefing for a first light effort. At this briefing, intelligence reported that contact had been established with Jury 413A.
3. (S) Sandys 1, 2, 3, and 4 were airborne at 0420 local. Sandy 1/2 went straight to the scene and arrived at 0520 local. Sandy 3/4 rendezvoused with Jolly Green 70 and 68, and arrived on scene at 0530. Covey 262 was on scene at 0505 and Stormy (Unknown call sign) made several passes through the area before Sandy 1/2 arrived. Sawdust 10/11 and 12/13 were airborne after the Sandys arrived in a holding orbit at 0530.
4. (S) The terrain consisted of a river valley flanked by a high ridge line of karst running north/south. The karst ridge rose rapidly from 2000' elevation to above 4500'. The weather was 3500' MSL overcast and the top of the ridge line was obscured by clouds. The survivor's location was at the base of this ridge line, elevation 2500', about 3 km east of a river and road network. There was no ground fire observed during the SAR.
5. (C) During the night various aircraft had talked with the survivor. In the 20 minutes before Sandy 1/2 arrived, Stormy talked with the survivor and made a few passes in the general area, although it was still dark and clouds were obscuring the ground, Covey 262 arrived and began talking with the survivor in an attempt to fix the location by radial/DME from channel 72. Visual contact with the ground was not possible, and it was still dark.

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

~~SECRET~~

UNCLASSIFIED

6. (S) Sandy 1/2 arrived at first light and took over on scene command from Covey 262. Search for the survivor was conducted by having Sandy 2 orbit the area above the clouds using UHF/DF to stay close to the survivor, while Sandy 1 let down through a small hole to the north and conducted visual search under the clouds. Sandy 1 located the parachute with the aide of a voice vector from the survivor. As Sandy 1 passed over the survivor's location, a personnel locator flare was observed 500 meters east at the base of the karst. A second parachute was observed close to this flare, and the survivor on the radio replied that he had not fired the flare. This was the first indication that there were two survivors on the ground. Sandy 1 confirmed the location of the survivor with the radio by a low pass overhead, and then noticed a second flare coming from the second survivors location. A low pass over the position revealed ground marker panels and the survivor could be seen waving at Sandy 1. During this entire operation, Sandy 1 was flying not higher than 500' above the ground, and Jury 413A reported that he had not heard any movement or ground fire. Sandy 1 instructed Sandy 2 to bring 3, and 4, along with Jolly Green 70, and 68, through the break in the overcast to the north. This was done and the Jollys were established in a holding pattern north of the survivors.

7. (S) Sandy 1 led Jolly Green 70 and the other Sandys south to the survivors' location. Jury 413A aided in his rescue by giving voice vectors to the Jolly Green. After some delay caused by a fuel tank that would not jettison Jolly 70 made the pickup on 413A, then moved uphill to the east and picked up 413B. Jury 413B aided in his rescue by firing a smoke flare as the Jolly Green approached. The Sandys formed a daisy chain around the helicopter and expended ordnance as a precautionary measure, then covered the Jolly as he egressed to the north.

8. (S) Two main problems were encountered on this SAR effort. One was the low ceiling, which made the search and rescue more difficult, and the other problem was 413B's lack of a radio and 413A's weak radio. If Jury 413A had not had a second radio, or spare battery it might have been impossible to locate him, since he had used the first radio during the night to such an extent that the battery was very weak. Also, 413B owes his rescue to the simple fact that he landed very close to 413A, and he had several smoke flares.

9. (S) I recommend that in the event of a night bailout, contact with the survivor be established and if no ground activity is observed by the survivor, then after locating his position by radial/DME the airborne station instruct the survivor to go off the radio until he hears Sandy's engine at first light. The effort by the Stormy FAC and the Covey FAC

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UNCLASSIFIED ~~SECRET~~

before daylight serve to reassure the survivor but the process runs down his battery. It is also recommended that aircrews carry at least two radios and a spare battery, and four smoke flares.

10. (U) The entire SAR team worked smoothly on this mission.

11. (S) The procedure that was introduced locally whereby CBU-19 aircraft were given the current CBU-19 coded call sign (In this case, "Sawdust") served well in separating the primary SAR aircraft from other A-1's. It is proposed to continue the practice.

12. (C) Sandy Forces participating in this effort were:

Sandy 1	Captain J. L. Hudson, 602nd SpOpSq
Sandy 2	Major J. Monk, 602nd SpOpSq
Sandy 3	Major H. Bay, 22nd SpOpSq
Sandy 4	Captain C. Holder, 22nd SpOpSq

DARYLE E. TRIPP, Lt Colonel, USAF
Asst Deputy Commander for Operations
Sandy Coordinator

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

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39th ARRSq History, Jul - Sep 69

80

S.D. 4

27 Jul 69

Date: 21 Jul 1969

Mission Number: 2-3-045-22 July 1969

Flight Designation: King 2

Distressed Aircraft: Jury 413, Jury 404 (USN A-4)

Location: (S) 028/28/72

Saves: 2, combat

1. (S) At approximately 1510Z 21 July 1969 while we were depositioning from King 2 into Tuy Hoa we received a Mayday from Jury 401 who said Jury 404 was hit and going down. He could not receive us so we relayed through Panama and Vice Squad that we were on the way and we headed back toward Channel 72.

2. (S) After we made contact with Jury 401 he told us that it had been a midair collision between Jury 404 and Jury 413, and that Jurys 412 and 416 were there also. They only had 20 minutes bingo time so I appointed Blind Bat 03, who had come on scene, the On-Scene Commander. Blind Bat 03 had voice contact with one survivor Jury 404. I advised Jury 404 to shut down his radio for 10 minutes. I asked Moonbeam Senior Controller if any helicopters were in the area and he advised me Bluechip had directed a first light effort. Blind Bat 03 saw flares approximately one click west of where he thought the survivor was and we relayed through Queen that this could be Jury 413 without a radio. After Jury 404 came back on the air we advised him to hide until first light and shut down his radio till then to conserve his battery. Moonbeam Senior Controller advised he would keep one airplane over the area until first light.

3. (U) We RTB at approximately 1600Z.

4. (U) King 2 crew members:

a. AC Captain Woods

b. CP EC/Col Tyner

c. NN Captain Mitchell

d. RO ALC Toomer

e. FE TSgt Mix

f. FE TSgt Rader

ROBERT V. WOODS, Captain, USAF
AC, King 2

GROUP-4
Downer at 3 year intervals.
Declassified after 12 years.

114

FROM: 37(0)

25 July 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-068-23 July 69)

TO: 37C

3RD ARRGp (JSARC)

IN TURN

1. This report is submitted in accordance with ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 68.

2. While on ground alert at Quang Tri, we were first notified by HF radio that "Trail 39" was down at 270/14/69 and that Queen should scramble the Jolly Greens. The land line was used to confirm the scramble at 0622Z. Both Jolly Green 33 and 27 were airborne at 0625Z. After airborne we talked directly with "Spud 06" (an OV1 aircraft) who was the On Scene Commander; the details of the mission are as follows: "Trail 39" (a O2A aircraft out of Phu Bai) crashed at 270/14/69. Spud 06 had established radio contact with the survivor was orbiting the area at 3500' and requested assistance. The survivor had suffered an apparently broken right ankle and head injuries. At this time there was a CH-47 (call sign Playtex 508) enroute to the area. "Spud 06" reported that he could detect no gun fire from his position and that the survivor & Platex 508 had not noted any enemy activity either. Because the crash site was located in a high threat area however, he requested some Huey Cobra's for gun support during the pick up. Jolly Green 33 and 27 reached the area at 0640Z and spotted "Spud 06" circling the scene. The CH-47 was spotted through a hole in the cloud deck, hovering over the survivor. Jolly Green 33 made a spiralling descent through the hole in the clouds and set up a orbit between the CH-47's 5 and 3 o'clock positions. After approximately 5 minutes Playtex 508 reported that he was unable to reel in his cable and would have to pull off, leaving the survivor on the ground. Jolly Green 33 established a hover above and approximately 100 yards behind 508 and moved over the survivor as 508 climbed away trailing about 80 feet of cable plus a clump of underbrush. The conditions were as follows: Skies were overcast with a broken deck at 2000 ft. which did not affect the rescue after initial descent was made. Temp and pressure alt were approximately 24C and 600' respectively. Survivor was situated 100 yards south of the burning wreckage on a jungle covered 45 slope, the top of which was approximately 800 feet high. Even though the survivor's location was virtually pinpointed, he was initially difficult to see. He was shortly observed by the Flight Engineer to be leaning against a tree directly underneath the helicopter. Sgt Chalmers was lowered down next to the survivor where he very quickly and efficiently assisted him onto the penetrator and at 0650Z both men were hoisted aboard JG 33. Sgt Cavano's hover directions to the pilot were calm and accurate throughout the pickup and contributed directly to a smooth recovery. During the five minutes that JG 33 was in a hover JG 27 reported flashes at our 1 o'clock position approximately 300 yards away. Shortly thereafter a LOH (call sign unknown) marked the area and two Huey Cobra gun ships expended willy peat on the suspected activity. Spad 11 and 12 reported on the scene as JG 33 made a 150 turn to exit the area away from the air strikes. The Spads then escorted both Jolly Greens to

the hospital ship Repose. At 0708Z the survivor was transferred to the hospital ship. In route he was treated for lacerations on his face, back of head, and right leg. His right ankle appeared to be broken. JG 33 departed the Repose at 0710Z and landed back at Channel 103 at 0725Z to resume ground alert. Special recognition should be given Capt Kelley for a superior job of radio coordination with all units involved while simultaneously navigating and monitoring acft. fuel state and performance. He was on top of the situation from start to finish, which allowed the AC to concentrate solely on the flying task at hand. High praise for a truly outstanding job as On Scene Commander is due Spud 06, 131st Aviation Co., APO 96308. His calm clear directions to all aircraft and the survivor coupled with his timely coordination of gun ship deployment and artillery suppression were instrumental to the smoothness of the recovery effort. Recognition to the following units and aircraft for their participation are as follows: Spud 05-131st Aviation Company APO 96308. 1 LOH and 2 Huey Cobras 101st Airborne 160th Aviation Group Hawks 16 "D" company 101st Aviation battalion.

3. Survivors Name: Haman, Kenneth W., 1 Lt,
Phu Bai.

02A "Trail 39"

4. Jolly Green Crew Members:

JOLLY GREEN 33

AC	Maj	Duane W. Fisher
CP	Capt	Kenneth T. Kelley
FE	SSgt	Wilson E. Cavano
RS	Sgt	Harry C. Chalmers

Duane W. Fisher

DUANE W. FISHER, Maj, USAF
Aircraft Commander

JOLLY GREEN 27

AC	Maj	John F. Deghnee
CP	Maj	John H. Winter
FE	Sgt	Reginald E. Bickham
RS	Sgt	Edward K. Rendle

24 July 1969

STD. 5

Date: 23 July 1969

Mission Number: 1-3-068-23 July 1969

Flight Designation: King 6

Distressed Aircraft: Trail 39, (O-2A)

Location: 270/14/69

Saves: 1, combat

1. At 0625Z Spud 6 received a distress call from Trail 39 at position 270/14/69. Trail 39 lost control of aircraft during a turn, entered a spin, and had crashed. Spud 6 assumed on-scene command and advised that voice contact was established with Trail 39. The survivor was calm but reported that he had a broken ankle. Jolly Greens 33 and 27 were launched from channel 103 with ETA on-scene at 0645Z.
2. At 0635Z Spud 6 advised that the area appeared safe, however, helicopter Gunships were requested from channel 69.
3. At 0640Z Playtex 508, a CH-47, reported over the scene and offered to attempt a pick-up. Jolly Greens 33 and 27 arrived on scene at 0645Z. Playtex 508 advised that he had hoist difficulties and would not be able to recover the survivor. Jolly Green 33 deployed a Pararescue specialist and the survivor was recovered at 0655Z. All SAR Forces were released.
4. The survivor was taken to the hospital ship Repose. ATA 0710Z.
5. The pilot of Spud 6 did an outstanding job as on-scene commander. No problems were encountered.
6. King 6 crew members:
 - a. MC Major Kortman
 - b. AL Major Abbott
 - c. P-1/Lt Urbach
 - d. MN Captain Mitchell
 - e. RO TSgt Russell
 - f. FE MSgt Moore
 - g. FE TSgt Raper

39th ARRSq History, Jul - Sep 69

85

S.D. 7

31 July 1969

Date: 29 July 1969

Mission Number: None Assigned

Flight Designation: King 6

Objective: North Vietnamese Fishing Boat

Location: 001/41/109

Saves: 5, Noncombat

1. (C) Jolly Green 03 had been on Echo orbit for 12 minutes when he reported at 0712Z that he was hovering over a sinking North Vietnamese fishing boat. The five occupants of the boat were waving their arms as well as a white flag. The boat was continuing to take on water and JG 03 wanted to pick-up the occupants one at a time, search them, tie them up, and take them to safety. Queen relayed that JASARC had determined the Navy should pick the survivors up but that they would launch JG 27-28 and Spad 11-12 anyway. These forces joined JG 03 and King 6 in the area at 0815Z.

2. (U) Also at 0815Z Harbormaster advised via HF that a smallboy surface vessel was enroute with an ETA of 0945Z.

3. (C) Between 0815Z and the surface rescue at 0957Z, the following took place: JG 03 was refueled from 0830-0840 during which time JG 27 remained on scene and reported the boat had sunk and the survivors were clinging to floating debris. At 0840Z, JASARC approved stripping a Jolly Green raft of survival equipment and deploying it to the swimmers. Thirty five knot winds in the area blew the raft away from the survivors and a second raft was successfully deployed. At 0912Z a Navy STP (Sea Base 012) showed up and on-scene command was transferred to him since he had the survivors and the approaching USS Ramshaw in sight. JAG forces, with the exception of King 6, were RTB'd at the direction of JASARC at 0925Z. At 0957Z the Ramshaw (C/S Sadecar) reported five happy fishermen on board. Final scores: Navy 5-ARRS 0.

A. King 6 crew members:

a. FAC Major Clements

b. CP Lt/Col Tyner

c. NN Lt/Col Reeco

CONFIDENTIAL

Do not use at 1000 hour intervals.
Excluded from automatic downgrading and declassification.



SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol. II No. 9

SEPTEMBER 1969

PACAF RP 64-1

THE NAME IS "KING"

If you need help from the Aerospace Rescue and Recovery Service's HC-130 Hercules worldwide force, the word to remember is "KING."

That's the new call sign given the rescue-modified turbo-prop aircraft by Air Force.

Previously, rescue HC-130s have

been assigned various and changing call signs throughout the world. The HC-130s in Southeast Asia, members of the 39th Aerospace Rescue and Recovery Squadron, previously have used the call sign "CROWN."

The new designation does not affect call signs for ARRS helicopters.

NORTH VIETNAMESE RESCUED BY USAF HH-3 CREWS

By Capt. Paul L. Lyter

SAIGON - Perhaps by definition, most of the events of war are ugly, especially to the half million American servicemen in Vietnam who live with war every day. But little things happen, beautiful things, sometimes, that will never be forgotten by some of the men here.

One such event occurred this week on rough seas 45 miles off the coast of the Gulf of Tonkin when five North Vietnamese were wrestled from almost certain death by U. S. Air Force rescue men and a U. S. Navy destroyer crew in a two-and-a-half hour rescue operation.

Air Force Major John G. Kakacek, 39, Tucson, Ariz., was flying his HH-3 "Jolly Green" rescue helicopter over international waters north of the demilitarized zone Tuesday afternoon (July 29) when he and his crews spotted trouble below.

"We saw the boat and when we went in closer, all five people on board were

waving black flags," recalled the major.

"I did a 180 (degree turn), and as we descended and got in closer we saw them waving something white," he added.

"When we came in the second time, all but the man waving the flag were bailing water," Sergeant Dennis P. Duffy, 24, Spokane, Wash., one of the pararescue-men, said. "The sampan was full of fish, and water - and was breaking up."

The Jolly Green crew then flew upwind of the fishermen and "kicked out" a 12-man life raft for the North Vietnamese, but to no avail.

"The wind was so strong it blew the raft, end over end, right over the top of them," the major said.

Shortly after the sampan was initially spotted, two more Jolly Green helicopters of the 37th Aerospace Rescue and Recovery Squadron at Da Nang AB and an HC-130 "King" flying rescue command post from Tuy Hoa Air Base were dispatched to the area. A pair of

A-1 Skyraider fighter-bombers were also sent to the scene to provide firepower in the event of hostilities.

When these aircraft arrived, one of the Jolly Greens dropped another raft to the men in the sea, but the high winds blew the raft out of reach.

Major Kakacek's crew dropped a heavy jungle penetrator, attached to a cable, on the raft and pulled the raft close enough for the Vietnamese to board it.

While the aerial attempts were underway, the USS Renshaw moved into the area. The destroyer dispatched a small boat to the Vietnamese on the raft and took them to the ship where they received food and dry clothing.

The following day, the fishermen were taken to Da Nang for medical observation and eventual return to their homes.

Other members of Major Kakacek's crew were SSgt. John J. Eldridge, 24, Fayetteville, S. C. and Sergeant E. W. Hopper, 23, Houston.

29 JUL 69 SAR

ELDRIDGE INTERVIEW

17 AUG 69

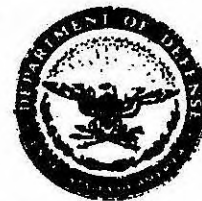
6 MAN RAFT

RAFT RAMP

ALMOST BLEW UP INTO TAIL ROTOR

115

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



REPLY TO

ATTN OF: 38-11-D

31 July 1969

S
SUBJECT: Mission Narrative Report (11-38-034) 30 July 1969

TO: 3ARRGP (JSARG)
THRU: 38ARRS(C)

1. This report is submitted in accordance with ARRSM 55-2, 3rd ARRGp SUP 1, 15 April 1968.

2. This Unit was called at 0500Z, 30 July 1969 by Dustoff 11, a US Army UH-1, requesting assistance in extracting two wounded Korean soldiers at 109 degrees 17' East, 12 degrees 48' North. Pedro 24 was launched at 0510Z and Pedro 05 at 0520Z, 30 July 1969. Pedro 24 flew directly to the scene at which time two UH-1 gunships, Devil 24 and 44 were orbiting. Dustoff 11 guided Pedro 24 into the exact position and a hover was established. The terrain was heavily jungled with trees approximately 150 feet tall and was mountainous. The pararescuer was lowered on the forest penetrator. He took one semi-rigid litter with him which was used for the more severely wounded man. The patient was hoisted aboard and the hoist was lowered to the ground with the forest penetrator. The pararescuer and one wounded POW were then hoisted aboard together. The final pickup was completed at 0605Z. The two people were taken to the 9th Korean Hospital at Phu Hiep AAF. The mission was terminated at 0635Z.

3. Communications throughout the mission were excellent. Dustoff 11 had radio contact with the Korean soldiers on the ground. Smoke of a designated color was requested on two occasions and received almost immediately. The gunship cover was also excellent and coordination between all aircraft in the area was very good. Weather was a factor only because of the high, gusty winds. They were variable at 25 - 35 knots. Pedro 05 remained in a high orbit and assisted in the coordination. One combat save, ROK, non-aircrewmember. One POW.

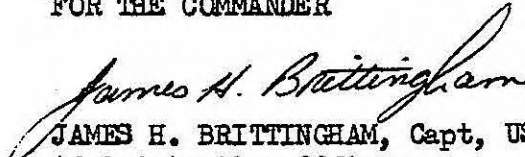
Crewmembers Were

Pedro 24 AC Capt William F. Austin
CP Capt James H. Brittingham
FE SSgt Robert J. Christian
PJ TSgt Richard N. Stone

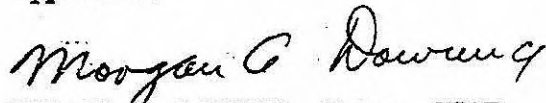
Rocky

Pedro 05 AC Major Morgan A. Downing
CP Capt John H. Williams
FE TSgt Thomas B. Margagliano
RS Wayne F. Daubner

FOR THE COMMANDER


JAMES H. BRITTINGHAM, Capt, USAF
Administrative Officer

Approved.


MORGAN A. DOWNING, Major, USAF
Commander