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



REPLY TO
ATTN OF: 400 [Major Lehman/2687]

18 August 1969

SUBJECT: Mission Narrative Report #2-3-048-15 Aug 69 [U]

TO: 3ARRGP [JSARC]
APO96307

1. [U] This report is submitted in accordance with ARRSM 55-2/
3ARRGPSUP 1, dated 11 July 1968.
2. [C] Jolly Green 72 and 70 were on 15 minute alert at Nakhon
Phanom RTAFB And were ordered to scramble by "JACK" at 0655Z.
Both HH-53s departed at 0705Z and on climb out I was informed that
XWPDC was down on the 030 radial, 32nm off Ch 72. JG 72 navigated to
the site at 10000 ft using TACAN and avoiding route structures.
Weather at launch was good and weather in route was broken clouds with
scattered thundershowers which were circumnavigated. Weather in the
target area was 12000 ft over cast with rain showers and some stratus
on the sides of the hills. KING 6 coordinated all activities with
Sandy 1 and 2 proceeding to the scene and Sandy 3 and 4 escorting
JG 72 and 70. Radio discipline was acceptable. JG 72 and 70 arrived
on the scene at 0836Z and Sandy lead was on scene commander. JG 72
was cleared in for a close look at 0838Z and JG 70 held at altitude
in a known safe area. There had been no beeper or voice since
immediately after the crash. Location of site was as given and was in
a small valley surrounded on three sides by jungle hills. Tree heights
were about 100 feet to 125 feet. Elevation of site was 4000 feet. Fuel
was dumped to allow hovering out of ground effect during the approach.
At 0844Z, JG 72 hovered over the downed aircraft and deployed
pararescue specialist [PJ] Sgt Gerwert to check for survivors. Hover
was maintained for 9 minutes while the ground area was searched. The
aircraft was still burning and the cockpit area was completely burned.
The PJ reported he could see the remains of one body. Communications
with the PJ was maintained on UHF guard. The PJ was recovered at
0859Z and then redeployed at 0903Z over the parachute about 100 yards
away from the crash. The PJ was recovered at 0907Z after confirming
that the parachute was a cargo type and had a bundle of rice on the
ground below it. At 0909Z "JOKER" terminated the SAR efforts and all
forces were returned to base.

Classified by 40 ARRSQ
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
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GROUP
Downgraded at 3 year
interval, declassified
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JG 72 required air refueling on the return leg and the mission terminated at 1025Z with the landing of JG 72 and 70 at Nakhon Phanom RTAFB. No enemy action was encountered on any portion of the mission.

3. [C] There were no survivors.
4. [U] The rescue crews were:

JOLLY GREEN 72 [LOW]

AC: Lehman, William B., Major,

CP: Beamer, Roger G., Major,

FE: Blakeney, Thomas D., SSgt,

RS: Gerwert, James B., Sgt, 1

RS: McDonald, Gregory J., A1C,

AP: Gimbert, Ronald G., Sgt,

JOLLY GREEN 70 [HIGH]

AC: Crupper, Jerry A., Major,

CP: Moore, Jimmy D., Major, 1

FE: Lebeau, Stephen L., SSgt,

RS: Nash, James E., A1C,

RS: Werber, William A. Jr., A1C,

William B. Lehman

WILLIAM B. LEHMAN, Major, USAF
Aircraft Commander

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29th-ARRSq History, Jul - Sep 69

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Date: 15 August 1969 S.D. 11 19 August 1969

Mission Number: 3-048, 15 Aug 69

Flight Designation: KING 6

Distressed Aircraft: PAPA DELTA CHARLIE (Porter)

Location: 030/32/72 - XC 685780

Saves: None

1. (C) At 0637Z, a MAYDAY call was received from NAIL 20 who observed PDC (Porter) crash into a mountainside. PDC, with one American and two Thais aboard, were showing an unidentified parachute to NAIL 20 when it stalled out and crashed. KING 6, on HOTEL orbit at this time, was diverted by GULF to proceed to the objective area. At this point, no SAR forces had been launched based on NAIL 20's report of PDC's severe impact and immediate burning and also on the pending arrival of two civilian-operated helicopters, H54 and 96.

2. (C) At 0701Z, a weak beeper and MAYDAY call was heard by SPUR 05 and 06 who were on the scene with NAIL 20. KING 6 requested the launch of H54's and SANDY from Ch-29 because of high terrain involved. JASARC concurred and assigned the mission to JACK for AGC coverage.

3. (C) SANDY 1 and 2 arrived at 0805Z and SANDY 1 was appointed On-Scene-Commander. SANDY 3-4 escorted JC 72-70 into the area at 0820Z and JC 72 put a PJ down at 0834. The PJ could find no signs of life at the wreckage and nothing significant near the unidentified parachute except a poncho filled with rice. JOWER RTB'd the forces at 0908Z. KING 6 refueled JC 72 enroute to Ch 29 and then returned to GULF orbit.

4. (C) The 0701Z beeper and MAYDAY were possibly associated with a PHABLE FIRE operation since NAIL 36 was diverted at about 0701Z on a PHABLE FIRE requirement. STATE HOUSE 1 (unknown c/s but associated with PDC, H54 and 96) advised PDC's survival radio frequency was 119.1 Mhz. He also reported a small friendly ground party was several kilometers away and that they would be proceeding to the area as fast as the rough terrain would permit.

5. (U) Resources: SANDY 1 - 4, SPUR 05 & 06, JOEY CASEY 70 & 72, HOTEL 54, 96 (HUSKEY), NAIL 20 & 36 and JC-70 (photo rescue). Available in the area but not used: one WOOD flight, one FORNO flight, COVEY 286 and two COBRAS.

6. (U) SANDY 1 did an excellent job of coordinating in an area constricted by terrain and rain showers.

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