

FROM: Det 9, 38ARRSq

17 November 1970

SUBJECT: Mission Narrative 9-38-005, 15 November 1970

TO: 3ARRGP (JRCC)

1. This report is submitted in accordance with ARRSM 55-2, 3ARRGP Sup 1.
2. Det 9 alert crew was notified by the base primary crash net at 0731Z. An inflight emergency had been declared by a USAF F-105. The aircraft was three minutes out with engine vibration. PEDRO 46 was completing the taxiing and before takeoff checklist when the F-105 crashed at the Northwest base perimeter. The tower advised that two chutes were visible about one mile from the crash site. PEDRO 46 launched at 0735Z and flew to the area, about one mile north of the approach end of runway 15. Immediate radio contact was made with the survivors, and they relayed that they were presently in a densely wooded area but would walk to an open area. They transmitted a short count and PEDRO 46 homed in on their position. At 0740Z a chute was sighted, and shortly thereafter the two survivors were spotted in a small clearing. The area was evaluated for a landing site and was considered to be suitable for the HH-43. An approach and landing was accomplished, and the survivors boarded the helicopter at 0745Z. One pilot had minor scratches and bruises. PEDRO 46 returned to the helo pad and mission was terminated at 0755Z. The weather for the mission was clear, light winds prevailing. One sortie was flown, with 0.3 hours logged. No difficulties were encountered during the mission.

3. Crew:

1. Bobby S. Lay, Major - AC
2. Robert P. Starnes, Capt - CP
3. Charles E. Vickers, SSgt - MT
4. Earl L. Miller, SSgt - FF
5. Edward L. Brickner, SSgt - FF

Bobby S. Lay
BOBBY S. LAY, Maj., USAF
Aircraft Commander

The hoist was found to be stuck in the up position. The electrical connection to the lock was disconnected and a screw driver was used to break the hoist loose so that it could be used manually. The survivors were brought aboard the aircraft at 1130L and J.G. 73 proceeded to the MEDEVAC hospital at Cam Ranh Bay. Two non-combat saves were credited to Capt. A. Stacy, A.C. of Jolly Green 73.

15 Nov: At 0505 local time Jolly Green 65 and 70 were launched for the MEDEVAC of a seaman aboard a Rumanian freighter. Air refueling was accomplished enroute by King 27. King 27 also dropped smoke flares for J.G. 65 while he was hovering above the ship. At 0720L the survivor was brought aboard the aircraft and they departed for Cam Ranh Bay. One non-combat save was recorded by Capt. K. Bakke, A.C. of Jolly Green 65.

17 Nov: At 1256 local time Jolly Green 64 and 77 were launched from Bien Hoa, AB, for the MEDEVAC of a seaman aboard a German ship. One and one half hours later Jolly Green 64 established his hover over the ship. A P.J. was sent down the forest penetrator to prepare the survivor to be brought aboard the aircraft. They departed the area with the injured man at 1445L for Cam Ranh Bay hospital. One non-combat save was recorded by Maj. W. Osley, A.C. of Jolly Green 64.

3 Dec: At 1035 local time Jolly Green 71 was launched from Bien Hoa and told to proceed to Con Son Island. The island was located 135 miles to the southeast of Saigon. Weather enroute was very low ceilings down to 100' with numerous rain showers.