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DA : 17 Feb 72

DECLASSIFIED

21 FEB 1972

MISSION NUMBER: 03-002

FLIGHT DESIGNATION: JOLLY GREEN 57

OBJECTIVE: RESCUE AND RECOVERY OF DOWNED AMERICAN AIRCREW MEMBER WITH THE CALL SIGN OF SUNDOG 12 KILO.

NARRATIVE SUMMARY: At 0615Z the crews of Jolly Green 57 and Jolly Green 63 were notified to launch from Channel 93. Aircraft were airborne at 0625Z and contacted King 21 for SAR briefing. King 21 directed JG 57/63 to proceed to the 270/37/85, that an O-2, Sundog 12, was down and voice contact had been established with one of the survivors. JG 57 gave a bingo time of 0930Z with an ETA of 0830Z. Sandys 5 and 6 launched from Channel 93 and queried JG 57 if they were needed for escort. JG 57 gave a negative reply and Sandys 5/6 proceeded directly to the survivor. During the flight to the holding point we could hear rustic 16/03 talk to the survivor and attempt to pin point his position. King 21 continued to relay pertinent information to JG 57 on the condition of the survivor, survivor's location, distance remaining from JG 57 to survivor, weather in the area, and PA and temp. King 21's coordination of the SAR forces was excellent. At 0755Z, JG 57/63 arrived on scene and entered a safe holding pattern at 280/30/85. Sandys 5/6 had pin pointed the survivor's location and were trolling for ground fire. Sundog 12 Kilo reported no ground fire and had not seen nor heard any movement. Sandy 5 briefed the survivor and JG 57 for the run-in and recovery. JG 57 departed the holding point and descended to tree top level for the run-in. Sandy 5 vectored JG 57 to the survivor and had the survivor pop his side. JG 57 came into a hover over the survivor at 50 feet. As the hoist started down it malfunctioned and the hoist operator had to use the emergency over ride to lower the penetrator. As the survivor was getting on the penetrator, ground fire was received from 7 through 10 o'clock at 60 meters. Mini guns #1 and #3 returned the ground fire. The copilot notified the Sandys and they immediately suppressed it with anti personnel ordnance. After the survivor was clear of trees, JG 57 started to slowly move forward to a clear area. At 0833Z, the hoist operator notified the pilot that the survivor was on board and JG 57 departed the area and climbed to a safe altitude. The survivor was in good condition with no apparent injuries and this was relayed to King 21. A refueling was completed on the 340/24/85 at 8500 feet with an on load of 4000 lbs. King 21 notified JG 57/63 to take the survivor to Channel 102. The flight was terminated at Channel 102, at 1030Z on 17 Feb 72. The survivor was met by an ambulance.

Frederick C. Hartstein

FREDERICK C. HARTSTEIN, Major, USAF
Aircraft Commander JG 57

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from CONFIDENTIAL
automatically declassified

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MISSION NARRATIVE (RCS:ARS V-6)

DATE: 17 Feb 72

MISSION NUMBER: 03-002

FLIGHT DESIGNATION: King 21

MISSION OBJECTIVE: Coordinate all SAR forces to effect recovery of Sun Dog 12 Alpha and Bravo personnel.

LOCATION: 1124N 10427E

SAVES: 1 by Jolly Green 57.

SUMMARY:

1. A. 0612Z 17 Feb 72
0612Z 17 Feb 72
None
B. None
C. Unlimited ceiling, visibility unrestricted at FL 24.5. Ground visibility 3 to 4 miles haze-smoke.
D. Excellent
E. Excellent
F. 0715Z 17 Feb 72-1124N 10427E DF from survivors radio. Initially, heading enroute was to a TACAN bearing. Terrain was generally flat with a few rolling hills in the area. Hills were covered with small trees and brush.
G. None until JG 57 was in hover. He observed ground fire from about 70 meters away. Sandy 5 and 6 expended CBU. It was effective. Two HH-53 and two A1H.
H. Fairly calm during the location phase. Very excited during the phase when he was positively located and rescued. He effected and helped his recovery. No known injuries.
I. JG 57, hoist with jungle penetrator. Other than the ground fire I am not aware of any difficulties.
J. Time necessary to go from orbit to survivor for King 21. Same for Sandys and Jollys to reach location from CH 93.
K. None
L. King 23 refueled JG 57 and JG 63.
M. King 21 departed area at 0840Z 17 Feb 72.
N. Landed CH 70 at 0955Z 17 Feb 72.
O. None
2. King 21 39ARRS 1 sortie 3.7 hrs.
King 23 39ARRS 1 sortie 4.5 hrs.
3. Unknown

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GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

40th ARSg History, 1 January - 31 March 1972

Saves

Combat Saves

<u>NUMBER</u>	<u>SURVIVOR</u>	<u>DATE</u>	<u>MISSION</u>
136	Capt John S. Murphy	11 Feb 72	Sea Fox
137	1Lt Thomas W. Dobson	11 Feb 72	Sea Fox
138	SSgt William E. Silva	17 Feb 72	Sun Dog 12
139	Capt Malon H. Long, III	02 Mar 72	Covey 219
140	1Lt David G. Breakman	19 Mar 72	Nail 31
141	Capt Stephen Bortlesky	19 Mar 72	Nail 31
142	Lt Col O. F. Lentz	31 Mar 72	Spectre 22
143	Capt R. Cardosi	31 Mar 72	Spectre 22
144	Maj D. C. Dixon	31 Mar 72	Spectre 22
145	Sgt C. Davis	31 Mar 72	Spectre 22
146	MSgt M. D. Frost	31 Mar 72	Spectre 22
147	MSgt J. R. Thrasher	31 Mar 72	Spectre 22
148	Sgt D. Tiaron	31 Mar 72	Spectre 22
149	Sgt M. Tesch	31 Mar 72	Spectre 22
150	Capt C. C. Johnson, Jr.	31 Mar 72	Spectre 22
151	SSgt A. Denoi	31 Mar 72	Spectre 22
152	Capt R. Rayburn	31 Mar 72	Spectre 22
153	Sgt S. R. Reeves	31 Mar 72	Spectre 22
154	Capt W. D. Fulk	31 Mar 72	Spectre 22

ear Azores

ts save men stranded on Polar Ice Cap

The men had set down when their fuel supply ran low.

Surrounded sergeant saved by 40th ARRSq

Other crewmembers of the Super Jolly Green Giant making the rescue were Maj. Fred Hartstein, aircraft commander; Capt. David Pannabecker, copilot; and Staff Sergeants Gary P. Bryant and Gary Osborne, pararescuemen.

17 FEB 72

1010 TN CALLED BO THIS TIME FOR JG56 FCF FLIGHT
 1225 TN JG56 ↑ CH 89 1 HR FCF / JACK / TP
 1235 AFP JG56 ↓ CH 84 - JACK / TP - Pin slipped
 OUT OF #2 ENG fuel valve.
 1315 AFP JACK ADVISED JG 57 + 63 were scrambled
 FROM UBON AT 1314 LOCAL
 1325 AFP JG 57 + 63 ↑ 93 -
 1340 AFP JG 56 ↑ 89 FCF - TP - JACK - ~~SUNDOG 12~~
~~IS DOWN~~ -
 1350 AFP SUND06 12 IS CAR objective - JG 57 + 63
 EST THE AREA AT 0825 WITH BINGO OF
 0925 TO Benhua.
 1508 TN JG56 ↓ CH 89 05/TP/TUOC
 1900 PR SGT M'NFAU OFF DIR, SGT BUSIL 20N POTI.
 1935LE PR JG-57 CH 102 AT 1730 // REI ASHAK 11 TB
 1936LE PR JG-63 LEH 102 AT 1735 // REI BY TALK TP
 1950 PR ~~RE~~ PASSED DATA TO SOKER VIA JACK II
 2130 PR PASSED SHR POSTURE + MAINT TO JACK
 2135 PR ADVISED SHK JG-60 + 61 PULL SOUTH ALERT
 AT NKP
 2335 PR TOOK FIRST AT REG + TRIS TO connect 1 DRUG TUL SCHEDULE
 2350 PR REC. 1 CONFIDENTIAL MSS DTG 17/1345 Z, PUT
 IN COMM. READ FILE
 2400 PR LOG CLOSED
 18 FEB
 0001 PR LOG OPENED
 0550 PR REC W + NOTAMS
 0600 PR REC. CONFIDENTIAL MSS DTG. 17/1600 Z, COMM. READ
 0601 PR CALLED ~~0550~~ CSU FOR GROUND FOR ALERT ALERT.
 0640 PR PASSED DIR TO SOKER.
 1025 HY JG-57 + 63 ↑ CH 102 // TP REVD FR JACK
 ETA ^{JG-57} CH 89 1405

SILVA 5-17C 0-3
17 FEB 72

VUL 32 # 33

To The Rescue

Copters Save Five in SEA

TAN SON NHUT AB, Vietnam — A sergeant has been plucked from the midst of hostile forces in Cambodia, and F-4 crews have been rescued in Thailand and Laos by members of the 3d Aerospace Rescue and Recovery Group.

Men of the 40th ARRS made two of the pickups.

SSgt. William E. Silva, of the 21st Tactical Air Support Squadron, bailed out near Phnom Penh when enemy ground fire disabled his O-2 and killed the pilot.

He found himself surrounded by enemy troops. He contacted a forward air control plane, and a force of helicopters, A-1s and an HC-130 flew to the rescue.

The A-1s moved in on the enemy gunners while an HH-53 successfully picked up Silva. Maj. Fred Hartstein piloted the rescue craft.

Capt. John S. Murphy and 1st Lt. Thomas W. Dodson were rescued in the lower panhandle of Laos after a 12-hour effort. One helicopter operating in the dark couldn't get them aboard after their F-4 crashed. In the morning, however, a second copter flown by Capt. James W. McIntyre made the rescue.

Two other F-4 crewmen parachuted to safety near Ubon Rata, Thailand, and were picked up in short order by an HH-43 from Detachment 3 of the 3d ARRG. Capt. Charles T. Jernigan was commander of the rescue craft.

BERGSTROM AFB, Tex. — Two Bergstrom airmen have saved the lives of two children who were trapped in a burning automobile after an accident that killed their parents.

MSGT. Thomas C. Cowlishaw and Ann Keith D. Krajewski have been awarded certificates of appreciation from the Austin Police Department for their actions.

Cowlishaw was driving home when the accident occurred on the highway near him. One of the cars involved was engulfed in flames.

Krajewski, who lives nearby, heard an explosion and ran to the scene.

The sergeant had leaped from his car and with a policeman and a civilian began trying to get into the burning vehicle. Krajewski sized up the scene and dashed back to his home and grabbed a bulk trailer hitch with which the four broke the window of the auto.

technician, and SSgt. Harry Spivey, mechanic, took an HH-3E to the village.

Dr. Signorino immediately took the child to a small hospital in the village and closed the wounds and made plastic surgical repairs on her face. The major has extensive plastic surgery experience. He credited the fact that he was able to save the girl to the quick response by the helicopter crew.

SAWYER AFB, Mich. — The crew of a KC-135 from the 410th Bomb Wing directed rescuers to the scene of a bizarre and nearly fatal mishap in Lake Superior.

Four persons had set up a fishing shack on ice in the lake. A crack developed and set them adrift in the lake. The tanker, commanded by Capt. Carl Gambie, was diverted from a training flight to the area.

After 40 minutes of searching, the drifting floe was spotted and a ship from the Copper Harbor Area Conservation Service was dispatched to the area.

BEALE AFB, Calif. — A crew member on an American tuna boat that was fishing off the coast of Ecuador recovered from a serious illness with some "long distance" medicine prescribed from here.

The crewman was suffering

pain from an infection. The boat, the Ocean Queen, attempted to reach a radio contact in Florida. Chuck Hall, a civilian with the 9th Avionics Maintenance Squadron here, overheard the call on his amateur radio receiver. He broke in and offered help. Capt. (Dr.) Thomas C. MacCaugherty was summoned to hear the sailor's complaints. From symptoms described, the doctor figured the man had a urinary tract infection and prescribed antibiotics that the boat had on hand. It worked. The sailor was, at last word, well on the road to recovery.

SEYMOUR JOHNSON AFB, N.C. — An HH-43 from Detachment 7, 44th Aerospace Rescue and Recovery Squadron here, assisted in the rescue of an 8-year-old boy who had been lost in the woods for three days.

Jeff Jenkins and Don Cooke Jr. disappeared from the Kennedy Home for Children in Kinston, N.C. Three days later, Don walked out of the woods and said Jeff was in the woods unable to walk.

Ground searchers found the child and directed a helicopter piloted by Maj. Richard H. Heitz to the scene. Jeff was hoisted into the copter and flown to a hospital suffering from frostbite, scratches and hunger.

SEMBACH AB, Germany — SSgt. Joel Hardee saw a hand sticking out of a grate in a coal chute and his quick action saved the life of a German workman.

The man had been buried when he fell into the chute while it was being filled at Kelley Barracks, Stuttgart. That was when Hardee came by. He yelled for help and with several soldiers nearby dug the man out. The German suffered only a broken arm and bruises.

Corpsmen Come To Randolph

RANDOLPH AFB, Tex. — Forty job corpsmen arrived here recently to gain work experience for their chosen job fields. This is the first time Randolph has received corpsmen.

Upon their arrival, base commander Col. Robert E. Whiting welcomed them and said he hopes they would gain better work habits during their stay.

The corpsmen will be at Randolph for three months after which they will return to the local communities and be placed in their job specialties.

Don't let money problems affect your performance.

You have important work to do. And you'll do your best if you don't have other things on your mind. Like a stack of unpaid bills.

We consolidate bills. Pay them off. Cut monthly payments. And still give people extra cash. To handle an emergency. For a trip home. Color TV. Whatever.

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132

JUNIOR 02

(C) On 17 February, a SAR was declared for Junior 02 and Sandys 07/08 launched from DaNang at 1355L. The Sandy flight flew to the last known position of Junior 02, 338/32/103, feet wet just North of the DMZ. The Jolly Greens orbited in the India Orbit area while the Sandys performed their visual/communications search along the North Vietnamese coast as far North as Dong Hoi.¹⁴²

(C) The Sandys observed several SAM firings while they were searching that day. Each time they worked to within three or four miles of the coast a SAM radar would come up. No SAMs were fired directly at the Sandys. While searching, the Sandys did observe a direct hit on an F-4 by a SAM. The aircraft disintegrated and no parachutes were seen nor was radio contact ever established with the crew.¹⁴³

(C) The Sandys searched for more than three hours for Junior 02, but no visual or radio contact was ever established. King recalled the Jolly Greens at 1700L and the Sandys at 1740L. The SAR was terminated for lack of an objective.¹⁴⁴

142. SARCO Report for Junior 02, 16 Feb 72, (Doc 64).

143. Ibid.

144. Ibid.

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JUNIOR 02

16 Feb 72

Sandy 7 and 8 were launched at 1355L (NKP time), 17 Feb 72, off Ch 77. We were directed by Queen to the India orbit area, feet-wet from Ch 103. As we reached the area we were told that Junior 02's last known position was feet-wet east of Bat Dake. We were asked to search the area around 338/32/103, Sandy 7 and 8 proceeded to the area while the Jollys remained at the India orbit.

Sandy 7 and 88 conducted a com/visual search for survivors until 1700L. We searched the area from Ch 103 up the coast as far as Dong Hoi, as close to the coast as we dared go. Our search pattern included the area from Ch 103 to Dong Hoi, eastward to the 360/50/103, and then back to Ch 103. We sighted nothing and heard nothing from the survivors, if there were any.

While we were searching for Junior 02, Falcon 74 took a direct hit from a SAM just north of the DMZ. The F-4 exploded and disintegrated in the air, no chutes were observed by other members of the flight. No radio contact was ever established with Falcon 74.

No fire was observed by either 7 or 8. Each time we would work our way within 3-4 miles of the coast, the SAM sites would come up. No firing observed in our direction.

These guys apparently have a good back-log of SAM's and don't much care what they shoot at nor what our reaction will be to them.

Sandy 7 and 8 and the Jollys were RTB'd by King 22 at 1700L. Seven and eight recovered at Ch 77 at 1740L.

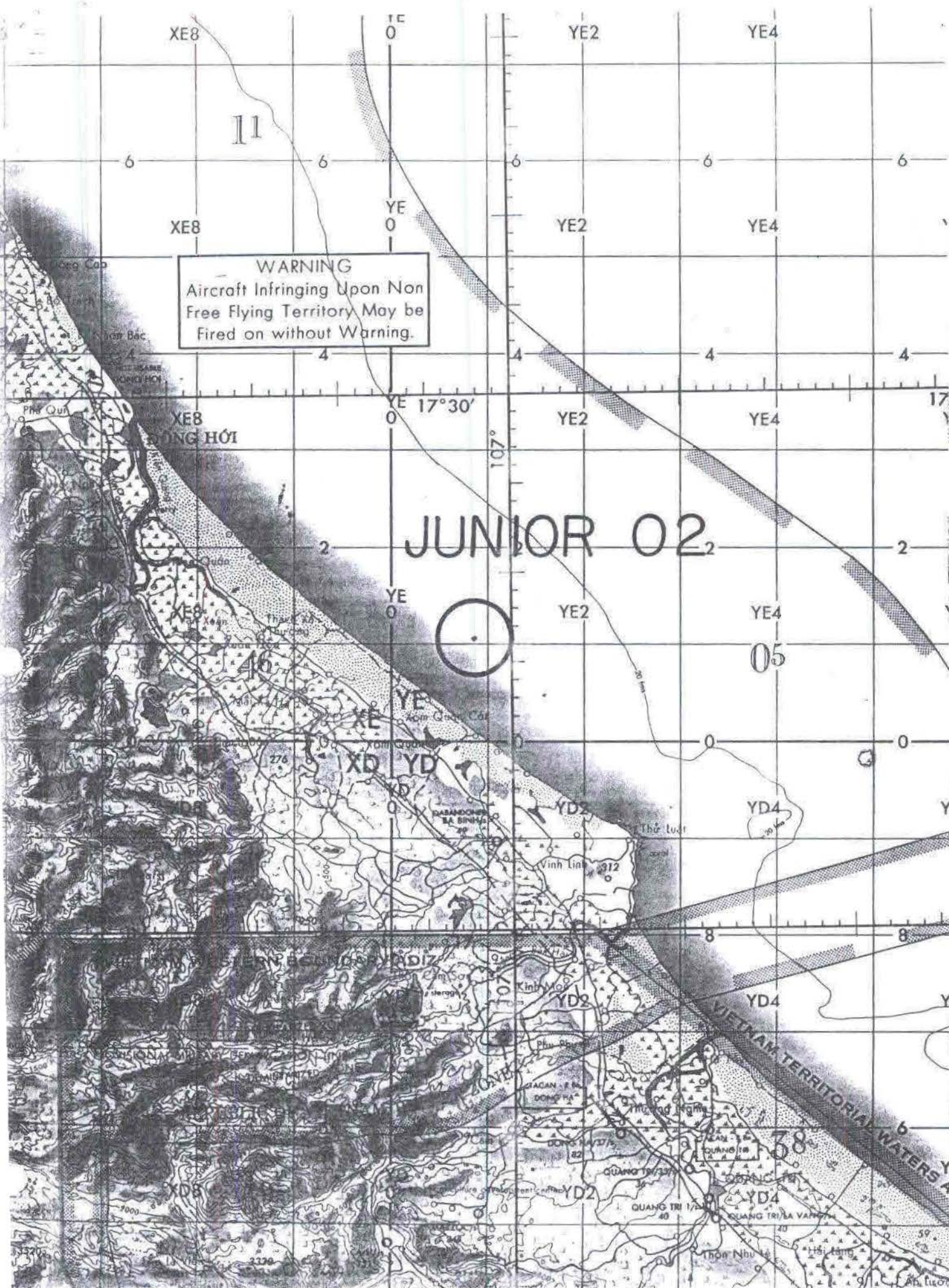
Om Whaylen
Capt, WHAYLEN 7
Lt, SCOTT 8

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GROUP 4
Downgraded at 3 year interval
Declassified after 12 years



Vietnam War Aircraft Losses

1429	26 Dec 1971	F-4D	NVN	Stolz L. G.	Capt	KIA		Koons D F.	1Lt	KIA
1430	26 Dec 1971	OV-10A	LAOS	Guenther L. E.	Capt	POW (returned)				
1431	31 Dec 1971	F-4D	LAOS	Duggan W. Y.	Maj	KIA		Sutter F. J.	Capt	MIA
1432	20 Jan 1972	RF-4C	LAOS	u	u	Rescued	AA Helo	u	u	Rescued
1433	20 Jan 1972	F-4E	LAOS	Davis O. J. Jr	Capt	Rescued	Army Helo	Venables R. K.	Capt	Rescued
1434	10 Feb 1972	F-4E	LAOS	Murphy J. S.	Capt	Rescued		Dobson T. W.	1Lt	Rescued
1435	16 Feb 1972	F-4D	Sea	Schwertfeger W. R.	Capt	POW (returned)		Galati R. W.	1Lt	POW (retur
1436	17 Feb 1972	O-2	u	Christy R. W.	1Lt	KIA		Silva W. E.	SSgt	Rescued
1437	17 Feb 1972	F-105G	Sea	Cutter J. D.	Capt	POW (returned)		Fraser K. J.	Capt	POW (retur
1438	17 Feb 1972	F-4	NVN	Irwin R. H.	Maj	MIA		Hawley E. A.	Capt	POW (retur
1439	2 Mar 1972	OV-10A	LAOS	Long M. H.	Capt	Rescued				
1440	6 Mar 1972	F-4E	LAOS	Howell C. A.	1Lt	KIA		Rusch S. A.	1Lt	MIA
1441	14 Mar 1972	OV-10A	LAOS	Hardy A. H.	1Lt	MIA				
1442	18 Mar 1972	OV-10A	LAOS	Breskman D. G.	1Lt	Rescued	USAF Helo	Boretsky S. L.	Capt	Rescued
1443	18 Mar 1972	A-1J	LAOS	Faas M. J.	Capt	Rescued	AA Helo			
1444	23 Mar 1972	F-4D	LAOS	Whitt J. E.	Maj	KIA		Jackson J. T.	Capt	KIA
1445	28 Mar 1972	AC-130A	LAOS	Ramsower I. B.	Maj	MIA		Wanzel C. J.	1Lt	MIA
1446	30 Mar 1972	C-130E	LAOS	Fulk W. O.	Capt	Rescued		Bolling E. N.	Capt	Rescued
1447	2 Apr 1972	O-2A	Sea	Abbot R. L.	1Lt	Rescued	USN			
1448	2 Apr 1972	EB-66C	SVN	Bolte W. L.	Maj	MIA		Hambleton I. E.	LtCol	Rescued
1449	3 Apr 1972	OV-10A	SVN	Henderson W. J.	1Lt	POW (returned)		Clark M. N.	1Lt	Rescued
1450	7 Apr 1972	OV-10A	SVN	Walker B. C.	1Lt	MIA		Potts L. F.	1Lt2	MIA
1451	9 Apr 1972	F-4D	LAOS	Banks W. M. Jr	Capt	Rescued		Jacobs M. J.	Capt	Rescued
1452	15 Apr 1972	F-4E	NVN	Trimble L. A.	1Lt	KIA		Despiegler G. A.	Maj	POW (retur

CUTTER, JAMES DICKINSON

Name: James Dickinson Cutter
Rank/Branch: United States Air Force/O3
Unit: 308 TFW
Date of Birth: 23 November 1940
Home City of Record: Stillwater OK
Date of Loss: 17 Febraury 1972
Country of Loss: North Vietnam
Loss Coordinates: 1065300 North 1065000 East Quang Binh (really DMZ)
Status (in 1973): Returnee
Category:
Aircraft/Vehicle/Ground: F105G
Missions:
Other Personnel in Incident: Kenneth Fraser, Returnee
Refno: 1797

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

REMARKS: 730328 RELEASED BY DRV

SOURCE: WE CAME HOME copyright 1977
Captain and Mrs. Frederic A Wyatt (USNR Ret), Barbara Powers Wyatt, Editor
P.O.W. Publications, 10250 Moorpark St., Toluca Lake, CA 91602
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JAMES D. CUTTER
Captain - United States Air Force
Shot down: February 17, 1972
Released: March 28, 1973

What a tremendous feeling of elation on March 28, 1973! That was the day that I was released with 39 other American POW's by North Vietnam. It was a joyous day but was just the beginning of a tremendous welcome home by Americans near and far. We were told that the welcome home would continue to get bigger and better as we returned to the United States, but I never could have dreamed of the overwhelming reception awaiting us. Thanks to the good Lord and the courage and perseverance of President Nixon, we are home today.

My life began on 23 November 1940, when I was born at Ft. Knox, Kentucky. My dad was in the Army but has since retired in Stillwater, Oklahoma. He is coaching swimming and Mother is teaching English at Oklahoma State University. My two brothers and sister, all younger, attended Oklahoma State University too. I have a wonderful wife, Jinny, and two fine boys-Jimmy, 10 and Keith, 8.

I attended North Carolina State College, receiving a BS degree in Industrial Management and a commission in AFROTC in 1962. In October 1963, I received my pilot's wings at Moody AFB, Georgia. I spent the next six years flying a KC-135 at Ellsworth AFB, South Dakota and Seymour Johnson AFB, North Carolina. The fall of 1969, I headed for McConnell AFB, Kansas to fly the F-105, affectionately known as the "Thud." This was the beginning of a long sought after dream. After the completion of F-105 training, our class was held at McConnell AFB because the single seat Thuds were coming home. The summer of 1971, I received my assignment to Southeast Asia in the F-105 Wild Weasel. I was finally going to see it from the other end after having supported the

Thuds and other fighters for fifteen months while in the KC-135 tanker.

I was at Korat AB, Thailand from July 1971 until I was shot down by a SAM (surface-to-air-missile) over North Vietnam on 17 February 1972. I spent the first month in solitary at the Hanoi Hilton before being moved to the Zoo with my backseater. The remainder of my 13 * months as a POW were spent at the Zoo except for a month at Christmas during the bombing that ended the war.

It was a tough decision for our President to make, but one that I feel was right. The North Vietnamese have once again shown their true colors and intentions by breaking the Peace and Agreements. There's no conceivable reason why we can't have our MIA's and KIA's back except that they probably don't want us to see their preparations for continued fighting. Why all the construction and building of roads, warehouses, barracks, AAA and SAM sites, and large numbers of North Vietnamese troops in Northern South Vietnam? There's a lot more, but that's just one of their violations. It seems that the signing of the Agreements by the North Vietnamese is only a continued attempt to still conquer South Vietnam after the defeat they suffered at Christmas of 1972. Their memory is certainly shortlived.

November 1996

James Cutter retired from the United States Air Force as a Major. His wife's name is Jinny.

If you know of the where-a-bouts of this former Prisoner of War, please contact the P.O.W. NETWORK at 660-928-3304 or email info@pownetwork.org

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Subject: Refno: 1797 CUTTER, JAMES DICKINSON
Date: Mon, 5 Feb 2001 13:14:20 -0800
From: "DeLuca, Brian L" <ketone64@home.com>

I have no knowledge of Jim's whereabouts these days - but this might be an otherwise interesting tidbit.

I met Jim at Travis AFB, while boarding a Seaboard World Airlines contract flight "meatwagon", carrying troops to SEA in early Summer '71. Jim and I shared adjacent seats in the front - he was headed to his F105 tour and I to my RF-4C tour at Udorn RTAFB, as a Recce AC. We were well cared for on that flight. By wonderful coincidence, four of the flight attendants were my neighbors in my apartment house in Fairfield CA, when I was there as a C-141 copilot Feb 69-Feb 70. After that flight - we said our goodbyes and went to our respective tours.

The next time I had contact with Jim was on the mission on which he was shot down. He was Ironhand support on station for a particularly dicey Recce mission, for which I got one of my two DFCs. I didn't know it was Jim until I got back to Udorn and checked the Intel info. I was happy to see his return - but never made contact.

It would be nice if that could happen - just to trade hellos and stories.

Ciao!

Brian L. DeLuca

FRASER, KENNETH JAMES

Name: Kenneth James Fraser
Rank/Branch: United States Air Force/O3
Unit:
Date of Birth: 1 September 1941 Brooklyn NY
Home City of Record: New York NY
Date of Loss: 17 February 1972
Country of Loss: North Vietnam
Loss Coordinates: 165300 North 1065000 East (Quang Binh (really DMZ))
Status (in 1973):
Category:
Aircraft/Vehicle/Ground: F105G #8333
Missions:
Other Personnel in Incident: James Cutter, returnee
Refno: 1797

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

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KENNETH JAMES FRASER
Captain - United States Air Force
Shot Down: February 17, 1972
Released: March 28, 1973

I was born 1 September 1941 in Brooklyn, New York. I was graduated from Brooklyn Technical High School in 1959. I attended Hunter College for two years, then transferred to the City College of New York. I majored in electrical engineering, and was graduated in 1964. After graduation I entered the Air Force and was commissioned in December, 1964. I have been stationed in Alabama, Mississippi, Maryland, California, New Hampshire and Louisiana. In 1971, I was assigned to Southeast Asia as an F-105 navigator. I was shot down on my 90th mission on 17 February, 1972 over Quan Bihn Province, North Vietnam by a SAM. At this point I suffered amnesia which lasted for a period of four to seven days. My arm was broken. I was released on 28 March, 1973.

I have three children; my sons are 11 and 2; my daughter is six. My mother still resides in New York. My plans for the future are to remain in the Air Force and enjoy life with my family.

Looking back on my captivity (which was short, only thirteen months), I would say that the thing that sustained me was knowing that I was not alone. When I first regained consciousness in Hanoi, I was in a cell by myself, but I was not alone. On the wall above the door, someone had scratched a cross. God was with me. The one who left the cross was with me. Before I was shot down I was not a deeply religious person, but during my captivity, I became closer to God. Since my return I have found and brought JESUS CHRIST into my life and have come to the realization that I am alive today because of HIS love. His Spirit lives today in each of us who let Him!

My wife and children also kept me from being alone. They were in my thoughts constantly. My thoughts of them and our plans for the future helped me pass many an hour.

During my captivity, I developed a greater appreciation for this wonderful country of ours. I realized how much more the freedoms we enjoy in America mean to me-especially now, after being deprived of them.

May God bless all those countless Americans who ensured that POW/MIA's were not forgotten men. May we all continue to strive for a complete accounting of our MIA's.

December 1996

Kenneth and his wife Anne reside in Florida.

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129

MUSKET Ø1

(C) Sandys Ø7/Ø8 and Jolly Greens 72/65 were launched out of DaNang at 1455L, on 16 February, to search for survivors of Musket Ø1. Musket Ø1 was reported down North of the DMZ, 310/35/103. While the Sandys went into the objective area the Jolly Greens held feet wet East of Quang Tri.¹³⁸

(C) Trail 15, an O2 FAC working in the area, warned the Sandys of at least one "nine level" 23mm gunner in the area. Events later were to prove that the 23mm guns were the least of the Sandys worries. The weather in the area was not good; 1,500 broken and tops of 3,000 feet. The Sandys wanted to perform a medium altitude search, but each time they attempted to climb above treetop level the SAM sites would come up and force them back down to lower altitudes. Though there were Iron Hand (F-105), Elan (EB-66), and Mig Cap (F-4) aircraft in the area the SAM threat remained at an extremely high level throughout the time of the search.¹³⁹

(C) After about an hour of fruitless searching King recalled all slow movers out of the DMZ because of the SAM threat. As the Sandys were exiting, a low flying SAM detonated at their altitude. Initially it appeared as though it was tracking in on Sandy Ø7, but it missed by 500 meters. After the Sandys had

138. SARCO Report for Musket Ø1, 16 Feb 72, (Doc 63).

139. Ibid.

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DOC 63'

16 FEB SAR

MUSKET 01

16 Feb 72

Sandy 7 and 8 were launched out of channel 77 with Jolly Green 72 and 65 at 1445L NKP time. All times are NKP local time. Takeoff time for 7 and 8 was 1455L. The Jollys proceeded to a holding point east/feet-west of Ch 103. Our initial objective was reported to be Musket 01B at 310/35/103. Sandy 7 and 8 proceeded to this area via the best crossing point for the DMZ. Trail 15, an O-2 FAC, had been in the area and reported at least one nine-level 23 MM gunner in the area. Trail 15 withdrew to check for battle damage, none, and then returned to the area.

Sandy 7 and 8 arrived on scene at approximately 1540L. Weather in the area was 1500 feet broken, tops at 3000 feet. We tried a medium altitude comms search but every time we got off the trees, SAM sites would come up and force us back down. There were so many SAM warnings and SAM launch calls that we lost track of the number. Due to the low altitude we were working, rough terrain, severe evasive maneuvers and marginal weather, Sandy 7 and 8 were separated. Sandy 8 stayed in the general area while 7 drove around on the trees looking and calling for Musket 01.

Trail 15 RTB'd for fuel and was replaced by Covey 202, an OV 10 FAC.

After approximately one hour in the area, the SAM threat was getting ridiculous and King 22 relayed that all slow-movers were ordered south of the DMZ. We never did establish contact with Musket 01. On our low-altitude exit of the area, a SAM was fired at us. It apparently was a low angle/altitude shot. It came over the top of Sandy 8 to detonate in his 112 o'clock position, 1000 meters and Sandy 7's 6 o'clock at 500 meters. The SAM contrail looked as if was tracking 7 but ceased tracking prior to detonation. Possible "it" lost us in the ground clutter. The detonation was at our altitude.

Sandy 7 and 8 exited the area and joined up with JG 71 and 65 and Sandy 5 and 6 at Ch 103.

King 22 did an outstanding job of relay/coordination. Sandy 7 ordered and received all ordnance he requested. Elan (E666) were on scene as well as Mig Cap and Ironhand. It is not known how many missiles, if any, were launched by the Ironhands. However, the SAM threat didn't seem to be reduced any. Sandy 7 saw three SAM detonations.

After we had exited the area, Musket 02 reported to King that he had seen what he thought was someone on the ground waving an orange parachute panel. He requested permission for a high speed pass to recheck it. The request was denied by Blue Chip, they didn't give a reason.

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

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

PROJECT CORONA HARVEST

DO NOT DESTROY

1 0581029

SCHWERTFEGER, WILLIAM R.

Name: William R. Schwertfeger
Rank/Branch: O3/United States Air Force, pilot
Unit: 433rd TFS
Date of Birth: 22 September 1945
Home City of Record: Enid OK
Date of Loss: 16 February 1972
Country of Loss: North Vietnam
Loss Coordinates: 170900 North 1064600 East
Status (in 1973): Returnee
Category:
Aircraft/Vehicle/Ground: F4D
Missions: 350
Other Personnel in Incident: Ralph Galati, returnee

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

REMARKS: 730328 RELEASED BY DRV

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UPDATE - 09/95 by the P.O.W. NETWORK, Skidmore, MO

WILLIAM R. SCHWERTFEGER
Captain - United States Air Force
Shot Down: February 16, 1972
Released: March 28, 1973

I was born in Enid, Oklahoma on 22 September 1945 to Dean and Jean Schwertfeger. I lived on a farm in Northern Oklahoma until I was thirteen. We then moved to Medford, Oklahoma. I went to Medford High School and graduated in 1963. I then went to College at Oklahoma State University and graduated in 1967 with a BS in Physical Science. I was commissioned through ROTC and attended Pilot Training at Vance AFB, Oklahoma. After receiving my Wings, I went to the F-4 at George AFB, California. I was then assigned to the 8th TFW, 433rd TFS, Ubon, Thailand. My first Southeast Asia tour was as a GIB from August 1969 to June 1970. I then returned to George AFB to upgrade and returned to the 433rd TFS in April 1971.

I was married to Vonya on 22 March 1969. She stayed in Caldwell, Kansas during both my Southeast Asia tours. We have no children.

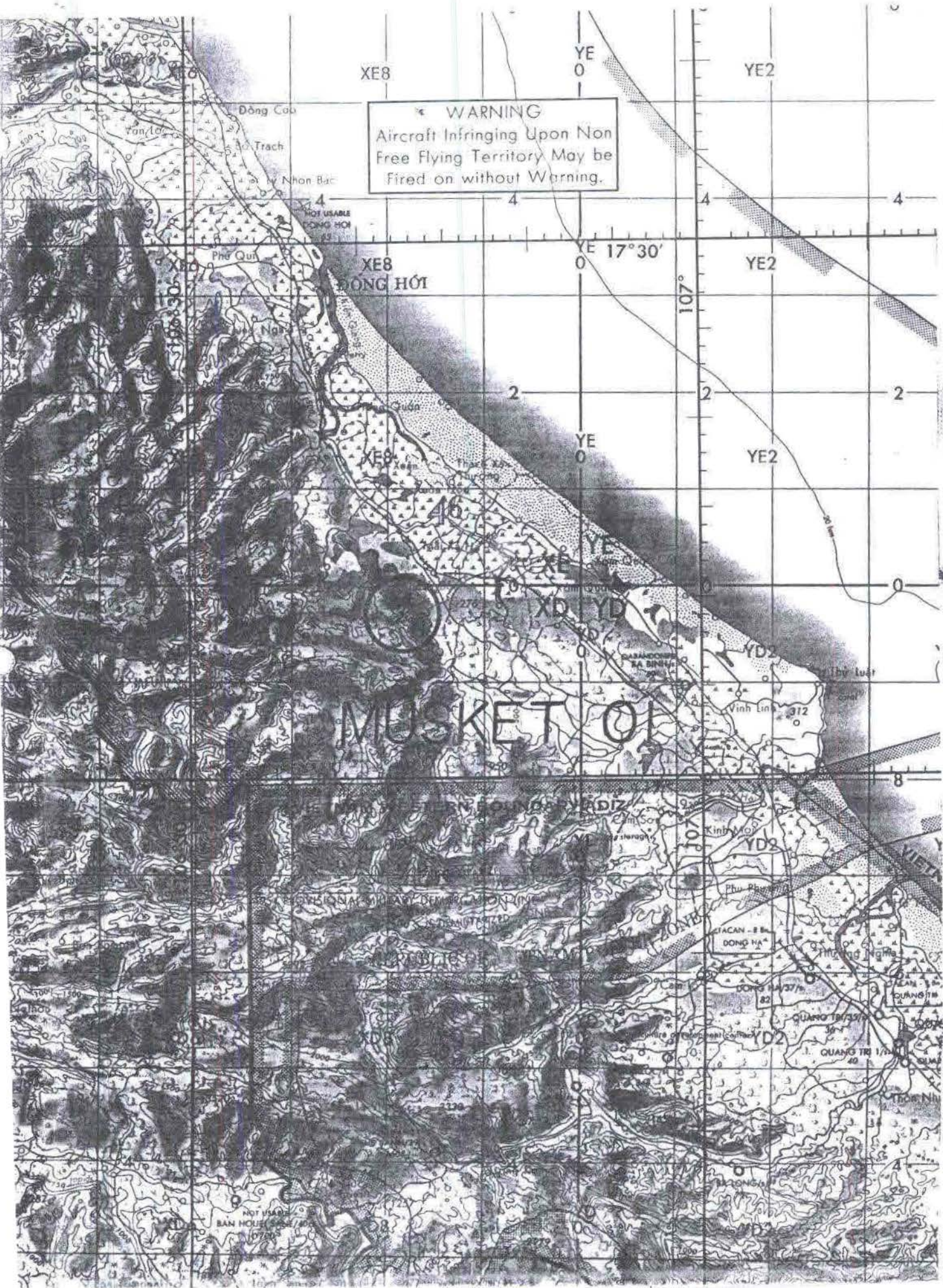
I was shot down on the 16th of February 1972 just north of the DMZ by two SAMs. My GIB (Lt. Ralph Galati) and I ejected safely. We arrived at the "Hanoi Hilton" on 17 February 1972. We had been captured by the local militia. I was imprisoned for thirteen and a half months.

During my time in Hanoi, my love, and knowledge of God increased greatly. During my stay, God was there at my side to hold my hand and lead the way so we all could "Return with Honor!"

I am planning a trip to the Bahamas for some rest and sun. I then plan on being assigned to Nellis AFB, Nevada. Since I've returned home I am doing all I can to help with the MIA situation. Each time I speak anywhere I plead

Vietnam War Aircraft Losses

1429	26 Dec 1971	F-4D	NVN	Stolz L. G.	Capt	KIA		Koons D F.	1Lt	KIA
1430	26 Dec 1971	OV-10A	LAOS	Guenther L. E.	Capt	POW (returned)				
1431	31 Dec 1971	F-4D	LAOS	Duggan W. Y.	Maj	KIA		Sutter F. J.	Capt	MIA
1432	20 Jan 1972	RF-4C	LAOS	u	u	Rescued	AA Helo	u	u	Rescued
1433	20 Jan 1972	F-4E	LAOS	Davis O. J. Jr	Capt	Rescued	Army Helo	Venables R. K.	Capt	Rescued
1434	10 Feb 1972	F-4E	LAOS	Murphy J. S.	Capt	Rescued		Dobson T. W.	1Lt	Rescued
1435	16 Feb 1972	F-4D	Sea	Schwertfeger W. R.	Capt	POW (returned)		Galati R. W.	1Lt	POW (retur
1436	17 Feb 1972	O-2	u	Christy R. W.	1Lt	KIA		Silva W. E.	SSgt	Rescued
1437	17 Feb 1972	F-105G	Sea	Cutter J. D.	Capt	POW (returned)		Fraser K. J.	Capt	POW (retur
1438	17 Feb 1972	F-4	NVN	Irwin R. H.	Maj	MIA		Hawley E. A.	Capt	POW (retur
1439	2 Mar 1972	OV-10A	LAOS	Long M. H.	Capt	Rescued				
1440	6 Mar 1972	F-4E	LAOS	Howell C. A.	1Lt	KIA		Rusch S. A.	1Lt	MIA
1441	14 Mar 1972	OV-10A	LAOS	Hardy A. H.	1Lt	MIA				
1442	18 Mar 1972	OV-10A	LAOS	Breskman D. G.	1Lt	Rescued	USAF Helo	Boretsky S. L.	Capt	Rescued
1443	18 Mar 1972	A-1J	LAOS	Faas M. J.	Capt	Rescued	AA Helo			
1444	23 Mar 1972	F-4D	LAOS	Whitt J. E.	Maj	KIA		Jackson J. T.	Capt	KIA
1445	28 Mar 1972	AC-130A	LAOS	Ramsower I. B.	Maj	MIA		Wanzel C. J.	1Lt	MIA
1446	30 Mar 1972	C-130E	LAOS	Fulk W. O.	Capt	Rescued		Bolling E. N.	Capt	Rescued
1447	2 Apr 1972	O-2A	Sea	Abbot R. L.	1Lt	Rescued	USN			
1448	2 Apr 1972	EB-66C	SVN	Bolte W. L.	Maj	MIA		Hambleton I. E.	LtCol	Rescued
1449	3 Apr 1972	OV-10A	SVN	Henderson W. J.	1Lt	POW (returned)		Clark M. N.	1Lt	Rescued
1450	7 Apr 1972	OV-10A	SVN	Walker B. C.	1Lt	MIA		Potts L. F.	1Lt2	MIA
1451	9 Apr 1972	F-4D	LAOS	Banks W. M. Jr	Capt	Rescued		Jacobs M. J.	Capt	Rescued
1452	15 Apr 1972	F-4E	NVN	Trimble L. A.	1Lt	KIA		Despiegler G. A.	Maj	POW (retur



WARNING
Aircraft Infringing Upon Non
Free Flying Territory May be
Fired on without Warning.

MUSKET OF

PROVISIONAL MILITARY DEMARCATION LINE

PROVISIONAL MILITARY DEMARCATION LINE

PROVISIONAL MILITARY DEMARCATION LINE

PROVISIONAL MILITARY DEMARCATION LINE

PROVISIONAL MILITARY DEMARCATION LINE

GALATI, RALPH W.

Name: Ralph W. Galati
Rank/Branch: O2/United States Air Force
Unit: 433rd TFS
Date of Birth: 22 March 1948
Home City of Record: Chester PA
Date of Loss: 16 February 1972
Country of Loss: North Vietnam
Loss Coordinates: 170900 North 1064600 East
Status (in 1973): Returnee
Category:
Aircraft/Vehicle/Ground: F4D
Missions: 69
Other Personnel in Incident: William Schwertfeger, returnee, pilot

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

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UPDATE - 09/95 by the P.O.W. NETWORK, Skidmore, MO

RALPH W. GALATI
1st Lieutenant- United States Air Force
Shot Down: February 16, 1972
Released: March 28, 1973

Date of Birth: 22 March 1948.

Place: Darby, Pennsylvania.

Schools: St. James High School, Chester, Pennsylvania. Graduated 1966. St. Joseph's College, Philadelphia, Pennsylvania. Graduated 1970 with a B.S. degree in English.

Military Service: Navigator Training, Mather AFB from May 1970 to March 1971. F-4 R.T.U. George AFB from March 1971 to September 1971. Southeast Asia Tour, Ubon RTAFB, 25th T.F.S., 69 combat missions, member Wolf FACfast FAC Program. Shot down 16 February 1972 flying F-4D. Released 28 March 1973.

Family: Married former Rosemary Hatten on 26 December 1970. One child: daughter, Christine Marie born on 10 February 1972.

My period of captivity served as an awakening for me. I grew to understand myself better - especially during my 75 days in solitary confinement. I now appreciate things more fully - my family, my work, and life in general. Looking into myself, I saw my faults and my weaknesses and tried to overcome them. But I could not do it completely on my own. Prayer, and a renewed, strengthened faith in God were my foundations. Living and loving life to the fullest, and helping my family to do this with me, is my main ambition. I consider myself quite fortunate, since I was lucky enough to come home. Many of our family and friends did not. I have an opportunity available to me

that very few human beings are permitted-the chance to begin life anew, "A second chance." Believe me, nothing is more precious than our American way of life. We are fortunate to live in the land of freedom, an intangible too often taken for granted. For me it is now a time for thanksgiving and a time to share with you all the freedom, happiness, and peace in our American way of life.

December 1996

Ralph and Rosemary reside in Pennsylvania.