

GAZETTE

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JUL 72 5072

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"The blast shattered the canopy and blew out one of my engines and my instruments. I didn't know how much fuel I had but I hit the after burner and hoped she'd take me and my back seater, Maj. Earl Johnson, out to sea before she quit. We were doing over 800 knots when we left there."

As the F-4 was streaking southeast, two crews from the 37th Aerospace Rescue and Recovery Squadron were escorting a Sandy A-1 with mechanical problems back to Da Nang.

"When we received the call for help," said Capt. David E. Mullenix, aircraft commander on one of the HH-53 Super Jolly Green Giant rescue helicopters, "we were pretty near the area where the bird was expected to come down. We kept a watch for any sign of the survivors when about a mile in front of us the F-4 plummeted into the sea. We started flying in wide circles because we knew the guys were on their way down in their parachutes and we wanted to keep our rotors a safe distance away from them. They hit the water and we went in and picked one up and the other Jolly picked up the other survivor. We were northeast of Hue and about 40 miles off the coast so ground fire was no problem."

Air War Continues

Two Migs Downed

HQ 7th AF, TAN SON NHUT AB, Vietnam — Two North Vietnamese Mig-21s were shot down by U.S. F-4s in separate actions four days apart north of Hanoi.

Capt. Fred W. Sheffler and Capt. Mark A. Massen of the 8th Tactical Fighter Wing shot down one of the Migs while flying cover on a bombing mission against a railroad and the Viet Tri thermal power plant on August 15.

There was a revenge motive for the two officers, whose F-4 was severely damaged three weeks before by a missile fired from a Mig-21.

"I figure we are even now," Massen said.

"The Mig engaged us but overflew our formation and ended up at 12 o'clock in front of us," Sheffler said. "We maneuvered into position — fired — and the missile smoked in on target. Impact was one and one-half miles away and I saw it all.

"We hit him on the left side just in front of the tail section; he entered a 45-degree dive trailing smoke but I didn't see the ground impact. When he was in the dive he was burning because we saw a large fireball."

A second Mig was shot down August 19 by a crew from the 366th Tactical Fighter Wing.

Capt. Jimmy White and Capt. Frank J. Bettine were escorting missions northeast of Hanoi when a Mig call came.

"My wingman called a Mig at 6

o'clock," White said. "and we began evasive action. The Mig zoomed past, and began a barrel roll as the enemy pilot realized he was out of position to attack any of us.

"We maneuvered into position and fired a missile which guided into the Mig and exploded. The Mig traveled about 3,000 feet before the pilot ejected and we observed a good chute."

There have been 50 Migs reported downed this year in the air war over North Vietnam, 28 by Air Force crews.

F-4 Crew Rescued From Tonkin Gulf

By TSGT. STEWART DIAMOND

HQ 7th AF, TAN SON NHUT AB, Vietnam — It was just another day in the office for Capt. Mike Van Wagenen and Maj. Earl Johnson. Then a surface-to-air missile exploded nearby and caused an abrupt change in the office routine.

The "office" was an F-4 and the two men were carrying out an air strike against a strategic target in North Vietnam.

Capt. Van Wagenen, aircraft commander, said they had already avoided at least two SAMs when one exploded within 500 feet. "We heard the shrapnel hitting the canopy," the captain recounted.

"The front canopy was shattered and our right external fuel

tank was ruptured."

Major Johnston, weapon systems operator, said all engine instruments went dead, "... plus two of the three hydraulic systems. This meant we would not be able to refuel."

The captain then turned the F-4 out to sea and headed for Da Nang AB, Vietnam.

Then there was a flameout of both engines and both men ejected into the Gulf of Tonkin.

The rest was right out of the textbook. Jolly Green Giant helicopters who had responded to the emergency pulled the two crewmen from the water within 15 minutes after ejection.

At Da Nang, the two men were treated and returned to home base, to fly and fight again.

Safety

resumption of the bombing this year. The Tahi Nguyen Railroad marshalling yard is an example. We went in under tremendous ground fire — heavy 85mm and numerous SAMS (surface-to-air missiles) — and wiped the place out. It's great to be part of a professional outfit." Jeff Thompson enthused.

5 JUL 72

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The crew on Captain Mullenix's Jolly were: co-pilot Capt. Frederick W. Harrington, flight engineer SSgt. Albert D. Cochran, and SSgt. Douglas E. Wilson and Sgt. Charles B. McQuoid, pararescuemen.

The second Jolly was crewed by Capt. Gerald W. Tonn, pilot; Lt. Jerry D. Stout, co-pilot; Sgt. Gayetano Pina, flight engineer; and SMSgt. Charles R. Chapman and Sgt. John W. Stephens, pararescuemen.

5 JUL 72 SAR

				SURVIVOR NAME, RANK ORGAN SSAN	JULY 72	
DATE	CREW	JG	SAVE #		LOCATION	TYPE SAVE
5 JUL	MULLEN HARRINGTON COCHRAN WILSON MCQUINN	71	849	MICHAEL D. VAN WAGENEN VAN WAGENEN CAPTAIN XXXXXXXXXX 8 TFSg	355/64/69	COMBAT SAVE
	TOWN STOUT PINA CHAPMAN STEPHENS		850	MAJ. EARL K. JOHNSON XXXXXXXXXX 5 TFSg	355/64/69	1 COMBAT SAVE
17 JUL	BORCHERS STOUT PINA WILSON WAGNER	71	851	LT ANDERSON, DAVID K.	069/28/77	COMBAT SAVE
			852	CAPT VONKE, WILLIAM D.	200/07/69	COMBAT SAVE
18 JUL	HARRINGTON HOLLIDAY ROUHIER KIMBALL STEVENS	71	853	CPT TUSHEK, GORDON M. XXXXXXXXXX	YD 376 093	COMBAT SAVE

3 JUL 72 (CONT'D)

1116Z	JB	FROM LAREDO 14 - 1 BEEPER & NO VOICE
1124Z	JB	KING 26 - POSITION ON LAREDO 17 - 1866N 10545E
1125Z	JB	KING-26 - 1 VOICE CONTACT
1130Z	JB	KING-26 - LAREDO 17 ↓ POSITION 055/77/089
1140Z	JB	DAAR & FORSTAT TO JOKER

4 JUL

2230Z	gH	SSgt Haller to duty
2320Z	gH	Item Report & SAR Posture to JOKER
2325Z	gH	SAR Posture to JACK
0255Z	JB	XG 66 ↑ LCL
0545Z	gH	XG 66 ↓
1130Z	JB	FORSTAT & DAAR to JOKER

5 July

2230Z	gH	SSgt Haller to duty
2325Z	gH	Item Report & SAR Posture to JOKER thru JACK
0355Z	JB	BASS OZA ↓ BULLSEYE AREA - JACK
0400Z	JB	GASLITE 01 - BATTLE DAMAGE 340/125/77 A-40-021
0403Z	JB	GASLITE PUNCHED OUT 340/90/77 (SOME CONFUSION AS TO CALL SIGN - MOTEL SAYS IT'S CASPER - JACK SAYS IT'S GASLITE)
0415Z	JB	XG-71 ON WAY TO PICKUP A-MAN
0420Z	JB	PHASE "B"
0421Z	JB	PJ IN THE WATER FOR FIRST SURVIVOR
0424Z	JB	FIRST MAN ABOARD

5 JUL 72 (CONT'D)

0426Z	Jb	JG 66 MAKING PICKUP ON SECOND MAN
0430Z	Jb	JG 71- POSSIBLE BROKEN JAW ON FIRST MAN
0433Z	Jb	JG 66 PICKED UP SECOND MAN - HOIST IN WATER (R PJ)
0440Z	Jb	BROKEN JAW CONFIRMED ON FIRST MAN
0442Z	Jb	JG-66 - SECOND MAN & PJ ON BOARD - GOOD SHAPE
0445Z	Jb	KING 26- SANDIES ETA 0515Z & JOLLIES ETA 0530Z
0530Z	Jb	JG 71 & 66 ↓ ORBIT & SAR-E
NOTE:	Jb	BASS 02A AT 210ZIN - 10617.6E - JACK BASS 04 LOST CONTACT - NOT REPORTED ANYWHERE - JACK-MOTEL
1125Z	Jb	DAAR & FORSTAT TO JOKER

06 July

2230Z	gal	SSgt Haller to duty
2250Z	gal	SAR POSTURE TO JACK
2255Z	gal	SAR POSTURE & ITEM REPORT TO JOKER
0220Z	Jb	JG 72 ↑ FCF
0855Z	Jb	JG 72 ↓ FCF
1130Z	om	FORSTAT & DAAR TO JOKER

07 July

2210Z	gal	SSgt Haller to duty
2215Z	gal	SAR POSTURE TO JACK
2250Z	gal	SAR POSTURE & ITEM Report to JOKER
0135Z	gal	JG 72 ↑ TNG
0445Z	Jb	JG 72 ↓ TNG
0545Z	Jb	ALPHA'S ↑ LCL
0800Z	Jb	ALPHA'S ↓ LCL