

BECAME AN ACE ON 13 OCT 72

The MIG crashed. Because the aggressive attack and hot pursuit caused the MIG to execute and prolong a maneuver from which he could not recover, Captains Madden and Pettit submitted a claim for the MIG's destruction.

Aircraft 2, crewed by Capt. George Norwood and 1st Lt. David F. Bland, served as Madden's wingman during these maneuvers, but this aircrew apparently did not submit a claim for a portion of the MIG-21's destruction. The Enemy Aircraft Claims Evaluation Board at Seventh Air Force considered this claim on 16 November but deferred it pending further information. On the 20th the board confirmed the MIG-21's destruction and gave credit for the aerial victory to Madden and Pettit.

USAF's Third Ace

The third and final USAF ace of the war in Southeast Asia obtained his fifth aerial victory on 13 October. More significantly, Capt. Jeffrey S. Feinstein was the second navigator ace. Flying a back-seater for his squadron commander, Lt. Col. Curtis D. Westphal, during a MIGCAP near Kep airfield, Feinstein later recalls, "We received a call that bandits were in the area and heading our way. There were two of them and I got a visual on them when they were about 2 miles off." Colonel Westphal describes the engagement:

At 1321 hours we received initial word that two bandits were airborne from the vicinity of Hanoi, heading north. At 1324 hours our flight, under Red Crown control, turned to engage the MIG's. Shortly thereafter Captain Feinstein obtained radar contact at 17 nautical miles. Red Crown confirmed the contact as being the bandits, and our flight closed on a front quarter attack.

Due to the presence of friendlies in the area, we decided not to fire at that point. After closing to 1 mile, Captain Feinstein obtained a visual contact on one of the two MIG-21's. We turned left to engage. At 1328 we fired three AIM-7 missiles. All eight members of the flight observed the second AIM-7 hit the MIG-21 in the aft section, at which time it burst into flames.

We saw the MIG pilot eject at approximately 5



U.S. Air Force Ace Capt. Feinstein poses on top of his F-4D aircraft. RESCUE AUG 25, 1972

seconds after missile impact. The entire flight then observed the MIG-21 going down in flames until it disappeared through the undercast.

Air combat on 15 October led to the destruction of three additional MIG-21's by Air Force fighter crews, one from the 388th TFW and the other two from the 432d TRW. The first kill was credited to Maj. Robert L. Holtz and his WSO, 1st Lt. William C. Diehl. The flight had been dispatched by the 388th Wing to escort three flights of F-4 strike aircraft to the vicinity of Viet Tri. Numerous MIG's were engaged by this flight before Holtz finally downed one of them. His claim statement provides a record of their activities:

I and my GIB engaged a number of MIG-21's in the vicinity of Viet Tri and succeeded in destroying one MIG-21.

While escorting a strike package of three flights of F-4's from Udon we were vectored by Red Crown to two MIG's in my 12 o'clock position. These bandits were picked up visually at about 2 miles and a hard left turn was made to engage as they passed overhead and away at a rapid rate. Seeing that these two were no longer a threat, we started to return to escort duties when my wingman saw and engaged another MIG-21 with

MIG-Killers Down—but Not Out

DA NANG, Vietnam (UPI)—An Air Force pilot and his radarman drank champagne at their base here Friday night, a celebration they had not expected a few hours earlier when their F4 Phantom was shot down over North Vietnam.

"I thought we'd be spending the

night at the Hanoi Hilton hotel," said the pilot, Lt. Col. Carl G. Baily, 41, of Denver, Colo.

Baily and his radar operator, Capt. Jeffrey S. Feinstein, 27, of East Troy, Wis., were on a mission over the North Friday when their plane was hit by antiaircraft fire.

Feinstein has been credited with

four MIG kills, one short of becoming the Air Force's first Vietnam ace. Baily has been credited with downing two MIGs. The pilots fly protective escort missions for the fighter bombers attacking targets on the ground.

Feinstein said one antiaircraft round flashed by his canopy and

then another struck the fuel cell just behind his cockpit "with a loud thunk."

"All of a sudden the fuel quantity gauges went to zero and I figured we'd lose both engines immediately, but they just kept running and I went to full power,"

(Continued on Back Page, Col. 2)

Champagne Finale to Rescue

(Continued from Page 1)

said Baily. "It was hard to hold the plane together, but gradually I turned southeast and edged toward the coast. Finally, we saw the water (of the Gulf of Tonkin) and I was never so glad to see anything in my life."

Accompanied by other F4s staying close to provide protection, Baily kept his plane in the air for 25 minutes after being hit 35 miles northeast of Hanoi.

The dead Phantom glided from 20,000 feet to 8,000, where Feinstein bailed out.

"I waited till Jeff got clear," Baily said, "then reached for

my own ejection ring. But the plane was flying like it was balanced on the head of a pin and just nosed over when I let go of the controls."

Baily yanked the nose of the plane up, got his hands on the ejection ring and an instant later blasted into mid-air as the Phantom plunged into the sea.

"The Tonkin Gulf was really warm, I was surprised to find out," Baily said. "It was the first time I'd been swimming since June when my wife joined me in Thailand."

Baily and Feinstein landed safely half a mile apart, 50 miles off the North Vietnamese coast.

"I heard one of the pilots flying overhead say the Jolly Green Giants (rescue helicopters) were on the way. 'We'll have you drinking at the bar tonight,' he told us," Baily said.

Two HH3 helicopters plucked the men from the water 45 minutes later and brought them back to Da Nang.

A boisterous welcoming committee soaked them with firehoses, then broke out bottles of champagne.

"It's just like being thrown from a horse," Baily said of his experience. "You've got to get right back up and ride again. We'll be flying again in two days."



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Litya Litvak, a

control.
Members of the same wing
were engaged in an attack on a
railroad bridge near Yen Bai
when a flight of Migs attacked.
Capt. Michael J. Mahaffey was
the pilot and 1st Lt. George I.
Shields-the backseater.
"It went right across in front
of us," Mahaffey said later, with
some wonderment.
"It looked a lot bigger than I
thought a Mig was supposed to
look." Despite his awe, the flyer
fired a missile that went right
up the tail pipe of the Mig and
exploded, sending the plane into
a flat spin into the ground.
Those three Mig kills brought
the total score on Migs to 167 for
the war. Of those, 115 have been
shot down by Air Force crews.
This year, there have been 56
Migs downed, 34 by the Air
Force.

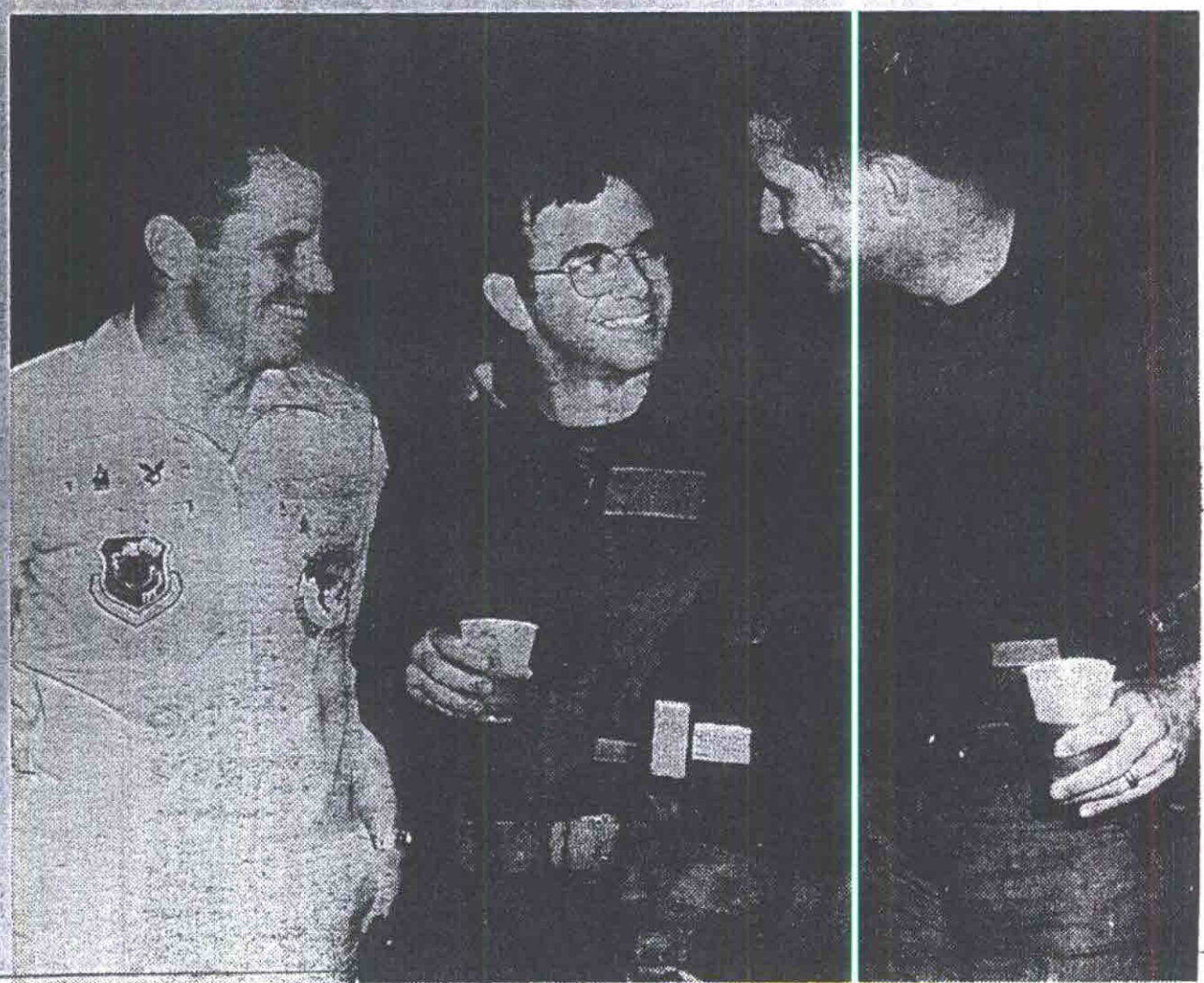
another round which stitched
the Mig down the back side. We
rolled off him at about 200 feet
from the ground when we saw
the pilot eject from the aircraft."
As both left the area, two Mig-
19s moved in to attack. Madden
and DeBellevue engaged them
with the second Phantom flying
cover. "I broke hard down into
the Migs," said Madden. "Just as
they punched off the wing tanks,
they started around into us. I
fired two missiles at the trailing
Mig but they missed. I turned,
cutting the guy off at the pass
and fired another missile which
impacted in the tail section of
the Mig, knocking him out of the
sky. We couldn't get the other
Mig so we disengaged and
egressed out of the area."
DeBellevue said of his ace
status, "I feel pretty good about

busiest days of the air war.
After getting his fifth, he
joined Ritchie in Honolulu and
there also was awarded the Air
Force Cross. Both were en route
to San Antonio, Tex., for the
American Flying Aces Associa-
tion Convention held Sept. 15-16.

Academy Chaplain On Cardinal Council

AF ACADEMY, Colo. — The
Academy's Command Chaplain,
Col. John F. Denehy, has been
elected as an advisor to Terence
Cardinal Cooke, Military Vicar
for catholic personnel in the
U.S. Armed Forces.
Monsignor Denehy is one of
three AF Catholic chaplains
elected by his fellow chaplains
to the Cardinal's Advisory Coun-
cil of the Military Ordinariate.

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After Rescue

Damp but home, Capt. Jeff S. Feinstein, center and Lt. Col. Carl G. Bailey, right, sip coffee after a 20-minute "swim" in the Gulf of Tonkin. Their F-4 was shot down by ground fire on a combat patrol Aug. 25, but they got to the sea and were rescued. Feinstein has shot down four Migs, two with Bailey flying in the front seat. They are talking with Col. Scott Smith, 432 TFRW commander, who was flying on the same mission.



The crew of a Jolly Green Giant got hoisted down after returning from another successful rescue. (U.S. Air Force Photo by Sgt. Paul R. Kennedy)

An F-4 fighter bomber was damaged by anti aircraft artillery over the city of Kep in North Vietnam Friday August 25. The plane managed to get to the sea where the crew bailed out and were rescued by helicopters from the 37th ARRS at Da Nang. (AAA) over 25.

Describing the incident Lt. Col. Carl G Bailey aircraft commander said, "We were on a bombing mission over Kep when AAA slammed into our fuel cell and for a second the fuel gauges read zero. I didn't think the plane would hold together long enough to give us time to get over the water so I headed north for the mountains so ground troops would have a hard time finding us.

The plane was holding together alright though so we headed south for the sea and punched out over the water." With the colonel was his weapons controller Capt. Jeff S. Feinstein.

Capt Gerald Tonn, aircraft commander in one of the two rescue helicopters that made the rescue said, "We were pretty far from the point where they went down, but when we got the call we made a bee line for the area saw them and picked them up. They were in the water for 20 minutes and both men are in excellent condition.

The crews of the two rescue helicopters were: Capt. David Mullenix, aircraft commander, Capt. Todd Hohlberger, copilot, Sgt. Charles Rouheir, flight engineer, Sgt Curtis Towne and Sgt. Ronald Buchanan pararescuemen and SSgt. David Tesdal, photographer. On the other helicopter were: Capt. Genald Tonn, aircraft commander, 1st Lt. Olin Land, copilot, SSgt. Cayetano Pina, flight engineer and the-



Capt. Jeff Feinstein, left, and Lt. Col. Carl Bailey celebrate their rescue by the Jolly Green Giants. The men were shot down over North Vietnam and ditched their plane into the sea. (U.S. Air Force Photo by Sgt. Paul R. Kennedy)

25 AUG 72

FEINSTEIN SPG

B52s Blast NVA Arms Stockpiles

Compiled from AP and UPI
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Capt. Jeff S. Feinstein, 27, of East Troy, Wis., was credited with his fifth MIG kill, qualifying him as the third Air Force ace, spokesmen said. The two other aces are Navy pilots.

The U.S. Command said the MIG shot down by Feinstein was 48 miles west of Hanoi, was the 174th downed by American jets since June 17, 1965, and the 59th since the resumption of (Continued on Back Page, Col. 2)

HQ, 7th AF, TAN SON NHUT AB, Vietnam — Capt. Jeff Feinstein, the navigator who finds Migs for all manner of pilots, became the third AF fighter ace of the Vietnam war and the second "backseater" when he and his squadron commander shot down a Mig-21 40 miles north of Hanoi Oct. 13.

The 27-year-old Chicago native has flown in the back seat with four men in the course of becoming an ace.

He also has been shot down himself, once, and rescued after swimming for 20 minutes in the Gulf of Tonkin.

The fifth Mig kill, with Lt. Col. Curt Westphal in the front seat, came on a rainy day more than two months after Feinstein had gotten his fourth Mig.

Escorting strike aircraft, "We received a call that bandits were in the area and heading our way," Feinstein recalled. "There were two of them and I got a visual on them when they were about two miles off."

The F-4s and the "Blue Ban-



Capt. Jeff Feinstein

dits" met head on and Westphal tried to get around for a shot.

"As he came back around," the colonel said, "we had done a hard turn. Jeff locked onto him and said, 'Whenever you're ready, fire.'"

Westphal fired two missiles that "went squiggling on out and it looked like a race to see which one was going to get there first. They impacted near his tail section."

"The Mig started trailing fuel like a light contrail and went into a long roll. A few seconds later the plane exploded and part of the right wing came off. He went into an almost vertical dive down through the clouds below us and we saw the seat come flying out as the pilot ejected."

Feinstein also is the third ace from the 432d Tactical Fighter Reconnaissance Wing. The first two aces, Capt. Steve Ritchie and Capt. Charles DeBellevue, flew with the 555th Tactical Fighter Squadron. Feinstein is with the 13th Tactical Fighter Squadron.

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Then, for Feinstein, a drought set in — but times still were exciting. On Aug. 25, antiaircraft fire severely damaged the team's F-4 and Feinstein and Baily had to eject into the Gulf of Tonkin. Helicopters rescued them.

Westphal replaced Baily as squadron commander and immediately started flying with the Mig-finding navigator.

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Making ace status had developed into a race between Feinstein and Ritchie — with Ritchie winning out, but ironically, with both men chasing the same Mig that was the fifth Ritchie shot down.

A few days later, Ritchie's backseater, DeBellevue, got his fifth and sixth Migs to become the war's top ace. It was unofficially reported that Feinstein was involved in an unconfirmed kill.

There now have been 174 enemy Migs shot down in the war, 63 of them this year. The Air Force has claimed 122 of them, 41 this year (although, a footnote should point out that two of the Migs were destroyed by AF planes with Navy pilots flying them, under a joint service exchange program).

Feinstein has spent most of his Air Force career in the Far East. Born in 1945 in Chicago, he considers East Troy, Wis., his hometown.

He graduated from the Air Force Academy in 1968, then took navigator training at Mather AFB, Calif., and Weapons Systems Operator Crew training at George AFB, Calif. He went to Misawa AB, Japan.

GREENS PICKED UP AUG 72 WHEN SHOT DOWN OVER NORTH
4TH MIG KILLED AT THAT TIME



Second Navigator

Feinstein's Fifth Mig Gives AF Three Aces

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			SURVIVOR NAME, RANK SSAN & SQ			
DATE	CREW	JG	SAVE		LOCATION	TYPE SAVE
15 AUG	TONN	66	861	CPT FEINSTEIN	1905N 10620E	1 COMBAT
	LAND			JEFFERY S.		
	PINA			XXXXXXXXXX		
	LA POINTE			13 TFS		
	CHARLESWORTH					
SEPTEMBER 1972						
7 SEP	LONG	65	862		YD 400 407	2 COMBAT
	STOUT		#			
	VICTOR		863			
	KIMBALL			23 TASS		
	CALDWELL					
				23 TASS		
22 SEP	TONN	65	864	CPT WATT,	316/19/69	1 COMBAT
	STOUT			JAMES		
	PINA			XXXXXXXXXX		
	CHARLESWORTH			14 TRS		
	BEAUGHAIN?					
	SUMMERFIELD					

				SURVIVOR NAME, RANK SSAN & SQD		
DATE	CREW	AGE	SAVE #		LOCATION	TYPE SAVE
9 AUG	BOROCZK	72	857	ZIMME, BENNY		COMBAT (2)
	STICE		858	HASKELL, WILLIAM		
	CHEER			A-1C 1LT		
	WILSON					
	TOWNE			7 TFS		
	WAGNER			DEANER'S, JAMES		
	LA POINTE			L. III CPT		
	BEAUCHAMP					
				7 TFS		
25 AUG	MULLENIX	72	859	BUONARATI,	USS TURNER	1 NON COMBAT
	STICE			STEVEN J.		
	ROUCHER			P-3		
	TOWNE			XXXXXXXXXX		
	BUCHANAN					
25 AUG	STICE					1 COMBAT
	MULLENIX	72	860	LTC BRILLY,	1905 V 10620 E	
	HOBBS			C.G. 13 TFS		
	ROUCHER			XXXXXXXXXX		
	TOWNE					
	BUCHANAN					
	TESDAL					