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UNCLASSIFIED
MISSION NARRATIVE (RCS: V-6)

DATE: 10 Dec 72

MISSION NUMBER:

FLIGHT DESIGNATION: Jolly Green 04

MISSION OBJECTIVE: Rescue & Recovery of Kansas 01 Bravo

At 0050Z, 10 Dec 72, Jolly Green 04 launched with Jolly Green 03 in support of Kansas 01B SAR. We proceeded to holding point Mike for aerial refueling and backup orbit. Refueling was initiated at 0200Z and at the termination of aerial refueling, Jolly Green 03 experienced a main transmission chip light. This aircraft then proceeded to channel 89 and Jolly Green 05 was launched to replace 03. At point Mike, Jolly Green 04 monitored the progress of Jolly Green 01 while making his run in; hover, and egress. While in a hover searching for the survivor, Jolly Green 01 received extensive battle damage and small arm wounds to two crewmembers. At that time Jolly Green 01 egressed the area and, escorted by Jolly 02, proceeded to channel 89. The egress of Jolly Green 01 started about 0330Z. Jolly Green 05 arrived at point Bravo at 0330Z and refueling was accomplished for Jolly Green 04 and 05 at 0345Z. As Jolly Green 04 was making a disconnect at the end of refueling, we received ground fire from a point five miles South of point Mike. This hostile fire, in the opinion of TSgt Young the #3 P.J. was two unguided rockets. They exploded at altitude behind us and had white smoke upon detonation. This fire was reported by TSgt Young. Breakaway from the tanker was expedited and evasive action was taken. Refueling continued with Jolly Green 05 as we returned to point Bravo. Around 0600Z, the decision was made to attempt another run-in for the survivor. Jolly Green 04 and 05 accomplished refueling at that time in preparation for another try for the survivor. Refueling terminated at 0630Z. For the next 14

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Guide for SEND-ABLE TO GO-
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31 DEC 78

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door to provide protection for Sgt Smith while he was operating the hoist. After about one minute and 15 seconds in the hover, we took a small arm round that penetrated the fuel filter on #2 engine and created a fire on that engine. We stayed in a hover for approximately 10 seconds longer trying to afford the survivor as much of an opportunity as possible to get on the penetrator. After Sgt Smith had reported the fire twice, I instructed him to shear the hoist cable as the survivor was not on the penetrator. This was accomplished and departure from the area was initiated. By this time the Sandys reported the engine fire on Jolly Green 04. After attaining some forward speed, Capt Bouterse was instructed to shut down #2 engine. Shutdown was complicated by the fact that the #2 engine instruments were frozen indicating normal operation although the #2 engine caution lights were illuminated on the caution panel. Capt Bouterse moved #2 throttle to idle slowly and, ascertaining no additional power loss, completed engine shutdown. A single engine egress was initiated following the vectors of the Sandys and the egress route was approximately the same as the ingress route. About three minutes into the egress TSgt Looper received a superficial wound from a small arms round. The round broke the skin of his right side beneath his arm. TSgt Young rendered aid to TSgt Looper. The Sandy flight covering us on the egress did a fantastic job. They never lost sight of the helicopter and they were expending their ordinance in advance of us. The egress continued to point Lima where Jolly Green 04 and 05 rejoined. From Lima we proceeded to point Mike and Jolly Green 04 joined with King 23 for a single engine refueling. Refueling started at 1330Z and lasted five minutes. Jolly Green 04, 05, 06 and 07 returned to channel 89

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and landed at 1445Z. We terminated the mission with a single engine landing. Each member of the crew is to be commended for the fine job performed by each as mentioned. Perhaps more important was the part each played in making it such a co-ordinated effort. Each man realized his area of responsibility and responded to each task in the highest tradition of Rescue and the United States Air Force. Special commendation goes to Capt Bouterse who aided the pilot immeasurably by flying the aircraft when necessary during critical phases of the rescue attempt and by relaying vital communications to the pilot during ingress. Capt Bouterse did this with a minimum of confusion at critical times. Special commendation also goes to TSgt Looper and TSgt Young. In complete disregard for his own safety, TSgt Looper chose to discard his camera for an M-60 machine gun which he put to good use covering Sgt Smith who was operating the hoist during the rescue attempt. As a result of his gallant actions, TSgt Looper was wounded on the egress. TSgt Young, in addition to suppressing ground fire on the ingress, fired flares each time the Sandys lost sight of the helicopter. When his gun jammed in the hover, TSgt Young immediately started firing his CAR-15 rifle to afford all the protection he could. As soon as egress was initiated he used his knife to extract the bent round which had jammed his gun. This provided him with a functional gun once more. When TSgt Looper was wounded, TSgt Young immediately went to his aid and made him lie down. Upon determining the wound to be superficial, TSgt Young made TSgt Looper comfortable and went back to his mini-gun for ground fire suppression during the remainder of the egress. Sgt Smith is to be commended for exposing himself to the intense ground fire during hover while searching for the survivor's location from the personnel door. Sgt Smith and Sgt Gonzales displayed maturity well above their experience level. They both performed their jobs with coolness

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By Authority of 645
By 74 (Date) 5/4 28/75
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DATE: 10 Dec 72

MISSION NUMBER: 40-121

[REDACTED]

FLIGHT DESIGNATION: Jolly Green 01 (Low) and Jolly Green 02 (High)

MISSION OBJECTIVE: Rescue and recovery of downed F-4 Crewmembers call sign Kansas 01B.

ADDITIONAL SAR SORCES: King 21, King 22, and Sandy 01 thru 08.

SUMMARY OF SAR ACTIONS: (S) We were launched at 2345 (0645L), 10 Dec 72, to aid in the recovery of Kansas 01B, a backseater of a F-4 reconnaissance aircraft. Voice contact had been established and the SAR forces were directed to the area. We proceeded direct to point Bravo with Jolly 02 to rendezvous with King 22 for an aerial refueling. At the completion of the A/R we continued on to point Mike arriving at 0105Z (0805L). We held for a short period prior to moving on to point Lima, arriving there at 0120Z (0820L). We headed back to point Mike after it became obvious we would need to refuel prior to starting our run in. This was due to the fuel situation of the Sandy plus the fact that Jolly 03, our back-up bird had developed maintenance problems. After completing this A/R we returned to point Lima at 0235Z (0935L). We subsequently departed Lima arriving at point X-ray at 0300Z (1000L). Again we entered an orbit awaiting further instructions from Sandy and King. We were met by Sandy eight who advised he would lead us in with all the Sandys with the exception of Sandys four and five who were to remain with Jolly 02 at point X-ray. I was instructed to take up a heading of 160° and to remain at altitude until the undercast dissipated. At that time I was told to take it down on the deck, which I did. The Sandys initially set up an excellent

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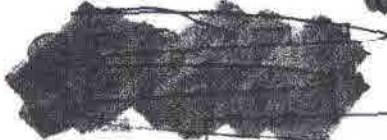
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to SEN OPS
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get a visual on the survivor. It was here we received first ground fire wounding the co-pilot. I immediately called out the ground fire and the number one gunner opened fire. The enemy appeared to be both below us and on the side of the bowl above us. The round that hit Capt Boyd, my co-pilot, was fired almost horizontal at us from the hill. He started bleeding profusely and was instructed by me to apply a tourniquet to the thigh. He was unable to reach his tourniquet on his survival vest due to his chest armor plating being in the way. I called for a PJ to assist Capt Boyd from his seat and administered first aid. By this time the cockpit was covered with blood. As Capt Boyd was climbing out of his seat, in fact almost as soon as he was hit I initiated a right turn away from the hill and started my egress from the area. The time was 0400Z (1100L) although I called ground fire on the UHF radio to the best of my knowledge I received no support from the Sandys. Again, this leads me to believe they were working in another area. After climbing over the north-south ridge I requested vectors to egress the area. I do not now remember the heading, but I believe it to be 270°. The Sandys immediately started laying down ordnance and marking my route with white phosphorous rockets, which worked extremely well for route identification. The only problem that I really had was that due to my low altitude (25-50ft) I was unable to detect villages or populated areas until I was directly over them and it was too late to take evasive action. Only once or twice was I directed to turn left or turn right to avoid personnel. On the run out I received extensive small arms fire, taking 29 rounds or fragments through the aircraft. It was also during the run out that one of my pararescuemen, Sgt Morgan, was wounded in the right upper arm. During the run out a 37MM round exploded near the left side of the ramp, peppering the aircraft with holes.

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failed also due to battle damage. We arrived at NKP at 0302 (1230L) after shut down we discovered that one of the main rotor blades had been damaged through the main spar. Both persons wounded were air evaced to Udorn AB, Thailand and are in satisfactory condition.

COMMENTS: I feel that the most significant contributing factor to the confusion that resulted in the unsuccessful attempt to recover the downed crewmember is the low visibility of a HH-53C helicopter. A method needs to be devised that will give better visibility. I propose a extremely brilliant strobe light located on top the horizontal stabilizer than can be controlled from the cockpit. The possibility of introducing oil into the engine to produce smoke should also be considered. But most important of all is the fact that something needs to be done now, not tomorrow. Contributing factors to the confusion was too much chatter on the SAR primary, That freq should be reserved for the survivor, Sandy 01, Jolly 01, and the Sandy leading the Jolly. All others should be on FM. Another factor was too many Sandys on the run in and out causing the pattern around the Jolly to be too big and unwieldy. I appreciate the cover and the desire of all to participate, but I believe the Sandys could have been better utilized in flights of four. This would keep the size of the pattern down and make the extra Sandys available for big gun suppression. Additional training and co-ordination is needed with the Sandys and the Jolly Greens.

Louis E. Campbell
LOUIS E. CAMPBELL, Capt, USAF
Aircraft Commander

Classification (cancelled), changed to UNCLASS
effective on 10 JUN 25, under the authority of
CSA/V0082, by M. J. J. J.

10/856 Apr 25

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Summary
17 Dec 74
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ZNY SSSSS

O 110930Z DEC 72

FM 4CARRSQ NAKHON PHANOM RTAFB THAILAND

TO RUHHABA/CINCPACAF JRCC HONOLULU HAWAII/DO

RUCIMAA/ARPS SCOTT AFB IL/DOCP

RUHHABA/41ARWIC HICKAM AFB HAWAII/SE

RHMXAAA/3ARROP TAN SON NHUT AB VIETNAM/DO

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SUBJ: ARRSN 55-1, MISHAP REPORT NO 55 (U)

A. JOLLY GREEN 04 RECEIVED BATTLE DAMAGE WHILE TRYING TO EFFECT THE RESCUE OF KANSAS 01B.

B. 10 DECEMBER 1972 APPROXIMATELY 0815Z.

C. 1316N 10528E

D. DETAILS:

(1) DURING THE HOVER PHASE OF THE RESCUE ATTEMPT, JOLLY GREEN 04 STARTED TAKING SMALL ARMS FIRE. ONE ROUND SEVERED AN ELECTRICAL WIRE BUNDLE WHICH GAVE INDICATION OF UTILITY HYDRAULIC FAILURE. ABOUT 10 SECONDS LATER ANOTHER ROUND DESTROYED A FUEL FILTER ON NR 2 ENGINE CAUSING A FIRE ON THAT ENGINE. DECISION WAS MADE AT THAT TIME TO ABORT. THE RESCUE HOIST CABLE WAS SHEARED. EGRESS PAGE 2 RUMOREA2324 SECRET WAS STARTED AND NR 2 ENGINE WAS SHUT DOWN. DURING EGRESS THE PHOTOGRAPHER WAS INJURED SLIGHTLY WHEN A ROUND SKIMMED HIS SIDE, BEARLY BREAKING THE SKIN.

(2) NONE

(3) GROUND FIRE FROM SMALL ARMS

(4) CREW OF JOLLY GREEN 04

(5) LOSS OF SAR CAPABILITY OF ONE AIRCRAFT

(6) N/A

(7) UNKNOWN - MAINTENANCE ANALYSIS IN PROGRESS

(8) N/A

(9) AIRCRAFT INVOLVED?

(A) ONE HH-53C HELICOPTER

(B) KANSAS 01B SAR

(C) 68-10358

(D) CAPT RISK, WYMAN M.

(E) 6

(F) 1 WOUNDED; 5 NO INJURIES

(G) VFR

(H) PHOTOGRAPHER SUSTAINED MINOR FLESH WOUND WHEN ONE ROUND GRATED HIS RIGHT SIDE BREAKING THE SKIN. AIRCRAFT

PAGE 3 RUMOREA2324 SECRET

TOOK AT LEAST 6 ROUNDS OF SMALL ARMS FIRE WHICH CAUSED FIRE

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By Authority of

By

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Individual

Controlled:

D.M.

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IMMEDIATE

AND SUBSEQUENT SHUTDOWN IN NR 2 ENGINE.
 (E) NO IE REQUIRED FOR PHOTOGRAPHER. NUM
 ENGINE IS SHUT DOWN TO CONTROL FIRE.
 (J) N/A

E. N/A
 F. AFM 27-4 REPORT WILL NOT FOLLOW.

ODS 31 DEC 1980

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PTTCZYUW RUMOREA2337 3461056-CCCC--RUCIMAA.

ZNY CCCCC

P 110841Z DEC 72

FM 40ARRSQ NKP RTAFB THAILAND

TO RHMXAAA/7AF TAN SON NHUT AB RVN/DOY

INFO/RUHHABA/41ARRWG HICKAM AFB HAWAII/DO

RHMXAAA/3ARRGP TAN SON NHUT RVN/DO

RUCINAA/ARBS SCOTT AFB IL/DO

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SUBJ: COMBAT DAMAGE REPORT.

1. 1972 DEC 10.
2. KANSAS 01B SAR MISSION #40/121.
3. HH-53C
4. 6905793 USAF
5. NKP 40 ARRSQ 41 ARRWG
6. HOVER SAR ORBIT POINT SMALL ARMS AND EGRESS AT 100K.
7. MAJOR-ENGINE CHANGE, SHEET METAL WORK, ROTOR BLADE CHANGE,
8. TANK CHANGE, WHEEL ASSEMBLY CHANGE AND ELECTRICAL WORK.
9. SMALL ARMS AND POSSIBLE 57MM.
10. HOVER SEARCH AND HIGH SPEED EGRESS FROM SAR AREA.

PAGE 2 RUMOREA2337 C O N F I D E N T I A L

11. 50 FT AGL
12. 1916N 10528E
13. 0300Z
14. 6
15. CREW MEMBER NO 1 NO INJURIES.
16. CREW MEMBER NO 2 BULLET WOUND UPPER LEFT LEG.
17. CREW MEMBER NO 3 NO INJURIES.
18. CREW MEMBER NO 4 NO INJURIES.
19. CREW MEMBER NO 5 BULLET WOUND RIGHT ARM UPPER.
20. CREW MEMBER NO 6 NO INJURIES.

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
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55-1 Report MSN 40-121

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Inventory
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11 DEC 1972

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OTTSZYUW RUMOREA2100 3450935-SSSS--PUCIMAA.

ZNY SSSSS

0 100850Z DEC 72

FM 40ARRS TIAKHON PHANOM RTAFB THAI
TO RUHHABA CINCPACAF/JOPCC/HONOLU HI/DO

RUCIMAA/AR 3/SCOTT AFB IL/DOCP
RUHHABA/41 RRWG HICKAM AFB HI/SE
RHMIAAA/3A RGP TSN AP RVN/DO

BT
SECRET/DO

SUBJ: ARRS 55-1, MISHAP REPORT NO. 54 (U)

A. JOLLY GREEN 01 INVOLVED IN SAR FOR KANSAS 01B RECEIVED BATTLE
DAMAGE WHILE IN HOVER NEAR SURVIVOR AND DURING EGRESS.

B. 10 DEC 72 APPROXIMATELY 0300Z

C. LOCATION: 1916N 10528E

D. DETAILS

(1) AFTER APPROXIMATELY TEN MINUTES OF HOVER SEARCHING FOR
THE SURVIVOR JOLLY GREEN 01 BEGAN TAKING EXTENSIVE SMALL ARMS
FIRE FROM A RIDGE LINE AND THE COPILOT WAS WOUNDED IN THE LEFT LEG.
THE AIRCRAFT IMMEDIATELY EGRESSED THE AREA AND DURING THE RUN OUT
A. J WAS WOUNDED.

(2) NONE

PAGE 2 RUMOREA2100 SECRET

(3) ENEMY SMALL ARMS FIRE.

(4) CREW OF JOLLY GREEN 01

(5) LOSS OF SAR CAPABILITY OF ONE AIRCRAFT AND 2 CREW MEMBERS
(1 PILOT, 1 PJ).

(6) N/A

(7) UNKNOWN-MAINTENANCE ANALYSIS IN PROGRESS.

(8) N/A

(9) AIRCRAFT INVOLVED

(A) HH-53C ONE HELICOPTER INVOLVED

(B) KANSAS 01B SAR

(C) 6905793

(D) CAPT CAMPBELL, LOUIS E.

(E) 6

(F) 2 WOUNDED; 4 NO INJURIES (CP, CAPT. BOYD* / PT, SGT. MORGAN)

(G) VFR

(H) COPILOT SUSTAINED BULLET WOUND OF LEFT THIGH-COMplete

PENETRATION NO FRACTURE. PJ SUSTAINED BULLET WOUND OF RIGHT

UPPER ARM COMPLETE PENETRATION NO FRACTURE.

(I) EMERGENCY AID RENDERED BY PARARESCUE SPECIALIST.

(J) N/A

PAGE 3 RUMOREA2100 SECRET

E. N/A

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Or Changed to

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(Date) 1/2/75

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MESSAGE NOTIFICATION

Individual

Contacted:

Local File

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RF-4C / 2POB

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7MY SSSSS
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FM 40ARRS/RCC/NKP RTAFB THAI
TO ATG 7940
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RT

Classification (cancelled) changed to UNCLAS
effective on 10 JAN 75, under the authority of
CSA/X0052, by NO. 10115
1157/01856 APR 75

S E C R E T / JOPREP JIFFY/40ARRS-RCC/RESCUE 300 / 101700Z DEC 72. (SECT 1

1. (U) RESCUE PROGRESS REPORT NUMBER ONE.
2. (U) MISSION NUMBER: 40-121 09 DEC 72.
3. (S) SITUATION: KANSAS 01 (RF-4C) DOWNED BY SAM IN ROUTE PACK TII, NORTH VIETNAM. VOICE CONTACT ESTABLISHED WITH BRAVO MAN AND LATER LOST.

C. PERSONNEL INFORMATION:

- (1) 2 PERSONS INVOLVED, 2 MISSING.
- (2) LOCATING AGENCY:

(Q) KANSAS 01 BRAVO LOCATED BY JOLLY GREEN 60
AT 100836Z COORDINATES APPROXIMATELY 1915N 10531E.

D. FLYING ACTIVITY THIS DATE:

- (1) 40ARRS 7 SORTIES FOR 37.3 HOURS.
- (2) 56ARRS 3 SORTIES FOR 27.0 HOURS.
- (3) 354 TFW 33 SORTIES FOR 207.9 HOURS.
- (4) 8TFW 16 SORTIES FOR 78.0 HOURS.
- (5) 432TRW 13 SORTIES FOR 69.8 HOURS.
- (6) 42TEWS 4 SORTIES FOR 20.2 HOURS.
- (7) 552AEWC 2 SORTIES FOR 7.4 HOURS.
- (8) 388TFW 17 SORTIES FOR 85.1 HOURS.

F. SAVES DATA THIS DATE: NO SAVES.

F. FUTURE PLANS:

(1) ATTEMPT TO REESTABLISH VOICE CONTACT WITH SURVIVOR BY FAST FAC SCHEDULED TO CHECK THE AREA AT 1900Z AND 2300Z. IF SURVIVORS ARE IDENTIFIED TOMORROW DENIAL ORDNANCE WILL BE USED TO ISOLATE THE AREA DURING THE DAY. A FORCE EQUIVALENT TO TODAY'S FORCE IS FRAGGED FOR QUICK REACTION AS REQUIRED. WHEN THE AREA IS ADEQUATELY SURPRESSED ANOTHER ATTEMPT WILL BE MADE BY JOLLY GREENS. DUE TO LARGE NUMBER OF SMALL ARMS IT MAY NOT BE POSSIBLE TO MAKE A PICKUP IN DAYLIGHT SO PLANS ARE BEING MADE FOR A NIGHT RECOVERY SYSTEM MISSION TOMORROW NIGHT. A PREREQUISITE OF NRS ATTEMPT WILL BE TO KILL RADAR CONTROLLED GUNS NEAR THE OBJECTIVE AREA.

(2) SAR FORCES AVAILABLE FOR 11 DEC 72.

(A) 4/WH-53 40ARRS.

PAGE 3 RUMOREA2031 S E C R E T

CLASSIFICATION CANCELLED
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(B) 2/HO-130P 56 APPS.

(C) 15/A-7 354TFW.

(D) NUMEROUS FAST MOVERS.

G. SUMMARY OF SAR ACTIONS:

(1) CONTACT WAS LOST WITH KANSAS 01 BRAVO AFTER 0930Z 09 DEC 72. A DETAILED PLAN USING NUMEROUS AIRCRAFT WAS PREPARED AND FRAGGED BY 7AF BASED UPON REESTABLISHING CONTACT WITH THE SURVIVORS. NO CONTACT WAS ESTABLISHED THROUGHOUT THE NIGHT, HOWEVER THE BRAVO MAN DID COME UP TO TALK WITH WOLF 03 AT 092259Z. POSITIVE IDENTIFICATION WAS ESTABLISHED BY USE OF ONE AUTHENTICATOR QUESTION WHICH WAS ANSWERED PROPERLY. THE INITIAL SAR FORCES BEGAN LAUNCHING AT 092234Z AND LAUNCHED IN INTERVALS TO PROVIDE A SMOOTH FLOW TO THE SAR AREA. SAR FORCES INCLUDED 4 HH-53 JOLLY GREENS, 23 A-7, AND OTHER SUPPORT AIRCRAFT THAT INCLUDED FAC, STRIKE, SMOKE, MIGCAP, IRONHAND, HUNTER KILLER, AEW (DISCO), ECM, AND TANKERSUPPORT. INITIALLY, UNTIL APPROXIMATELY 0200Z, THE FAC AND SANDY 1 (A-7) WERE ALONE IN THE AREA TO LOCATE AND PINPOINT THE SURVIVOR. AT 0212Z SANDY 1 HAD A GOOD LOCATION AND JOLLY GREEN 32/52 FLIGHT WAS MOVED PAGE 4 RUMOREA2031 S E C R E T TO INITIAL HOLDING POINT FOR RUN IN. ENEMY ACTIVITY INCREASED IMMEDIATELY AFTER AND SANDY 06 WAS APPOINTED ON SCENE COMMANDER TO QUIET THIS ACTIVITY WHILE JOLLY GREEN 32/52 AND SANDY 01 RETURNED TO TANKERS FOR FUEL. SANDY 06 DIRECTED IN AREA DENIAL ORDNANCE TO ATTEMPT TO QUIET COGS AND PEOPLE THE SURVIVOR REPORTED WITHIN 100 YARDS OF HIM. AT 0250Z THE AREA WAS QUIET AGAIN AS SANDY 01 AND JOLLY GREEN 32 RETURNED TO THE AREA FROM TANKERS. EXECUTE WAS STARTED AT 0313Z. SANDY 06 LED JOLLY GREEN 32 TO THE AREA WHILE OTHER SANDY AIRCRAFT AND A-7 AIRCRAFT WITH SMOKE LOADS WERE EXPENDED ALONG THE ROUTE OF FLIGHT AND THE SURVIVORS AREA. AT APPROXIMATELY 0333Z THE SURVIVOR WAS REQUESTED TO POP HIS SMOKE MARKER. FOR SOME UNKNOWN REASON THE SURVIVOR DID NOT ACCOMPLISH THIS AND JOLLY GREEN COULD NOT LOCATE HIM. JOLLY GREEN 32 SEARCHED THE AREA FOR 20 MINUTES IN AN EFFORT TO LOCATE THE SURVIVOR WITH NEGATIVE RESULTS. AFTER 20 MINUTES JOLLY GREEN 32 BEGAN TAKING HEAVY SMALL ARMS FIRE AND SOME 37MM FIRE. THE COPILOT WAS SHOT IN THE LEG AND ONE PJ WAS SHOT IN THE ARM. SANDY 01 LED JOLLY GREEN 32 FROM THE AREA. THE FORCES RECEIVED HEAVY PAGE 5 RUMOREA2031 S E C R E T GROUND FIRE DURING EGRESS. JOLLY GREEN 32 FLIGHT RETURNED TO NAKHON PHANOM LANDING AT 0545Z. THE INJURED PERSONNEL WERE TREATED AND LATER EVACUATED TO THE USAF HOSPITAL AT UDORN RTAFB. AFTER JOLLY GREEN 32 DEPARTED THE AREA, SANDY 02

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AND SANDY 03 INGRESSED BACK INTO THE AREA TO REESTABLISH CONTACT WITH THE SURVIVOR. AS CONTACT WAS SUCCESSFUL, ALL SAR FORCES REGROUPED WHILE THE DAMAGED JOLLY GREEN RETURNED.

JOLLY GREEN 60/73 REPLACED 32/52 AND MOVED TO INITIAL HOLDING POINT. EXPENDED AIRCRAFT WERE REPLACED WITH LOADED AIRCRAFT. VOICE CONTACT WITH KANSAS 01 BRAVO WAS VERIFIED BY ANOTHER AUTHENTICATOR QUESTION AT 0614Z. AT 0725Z JOLLY GREEN 60/73 WERE MOVED FORWARD TO THE ADVANCED HOLDING POINT WHILE BLU 52, CBU 49 AND CBU 52 WERE LAID IN THE OBJECTIVE AREA. JOLLY GREEN 60 WAS ESCORTED INTO THE AREA ARRIVING AT 0832Z. SANDY LEAD MARKED THE SURVIVOR LOCATION WITH A WP (WHITE PHOSPHORUS) ROCKET WHICH THE SURVIVOR REPORTED TO BE 40 FEET AWAY. JOLLY GREEN 60 APPROACHED THE WP AND ASKED 01 BRAVO TO POP HIS SMOKE. SMOKE APPEARED APPROXIMATELY 20 YARDS AWAY. JOLLY MOVED TOWARD THE SMOKE AND FOUND A MAN IN A FLIGHT SUIT SQUATTING IN THE UNDER-PAGE 6 RUMOREA2031 S E C P F T

GROWTH WITH HIS HEAD DOWN. THE PENETRATOR WAS LOWERED TO THE GROUND APPROXIMATELY 5 FEET FROM THE SURVIVOR BUT HE MADE NO MOVE. NO RADIO OR FLARE CANNISTER WAS SCENE NEARBY. DURING THE HOVER GROUND FIRE WAS BEING TAKEN FROM ALL QUAD- RANTS. THE LEFT MINT GUN WAS DISABLED BY THE GROUND FIRE AND THE PARARESCUEMAN (PJ) RESUMED FIRE WITH 8 CLIPS THROUGH HIS AR15 RIFLE. AT 0839Z NR 2 ENGINE RECEIVED HEAVY DAMAGE AND OPERATED ONLY LONG ENOUGH FOR THE AIRCRAFT TO ESTABLISH FLYING SPEED. THE COMBAT PHOTOGRAPHER ALSO RECEIVED A MINOR WOUND DURING THE ENCOUNTER. ALL FORCES WERE WITHDRAWN AS JOLLY GREEN EGRESSED; EXPENDED AIRCRAFT WERE RTB'D. SANDY 13/16 RETURNED AT 0915Z BUT WERE UNSUCCESSFUL IN ATTEMPTING TO ESTABLISH CONTACT. ALL FORCES WERE RTB'S AT 0917Z EXCEPT KING 21 AMC. OWL 01 (F-4) MADE A COMMUNICATION SEARCH AT 1030Z USING BOTH ENGLISH AND SPANISH (THE SURVIVOR'S SECOND LANGUAGE) BUT WAS NOT SUCCESSFUL. NO CONTACT HAS BEEN MADE WITH KANSAS 01 ALPHA. A DEBRIEF OF THE JOLLY GREEN 60 CREW REVEALED THAT THE CROUCHED MAN HAD BROWN HAIR, A BAD SUNBURN ON HIS NECK AND PROBABLY A COTTON FLIGHT SUIT WITHOUT SURVIVAL VEST; KANSAS 01 BRAVO HAS BLACK HAIR GDS 31 DEC 80.

RT

#2031

NNNN

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* [REDACTED] *

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PEMT 01161 345 195425
OTTSZYUW RUMOREA2032 3451915-SSSS--RUCP AAA.
O 171832Z DEC 72
FM 40ARRS/RCC/NKP RTAFB THAI
TO AIG 7940
RUMOSRA/14TRS UDORN RTAFB THAI
RT
S E C P E T/JOPREP JIFFY/40ARRS-RCC/RESCUE 300/101700Z DEC 72. FINAL
SEC 2 OF 2
AND NOMEX FLIGHT SUIT.
(2) AREA SEARCHED: 10NM 1915N 10531E.
(3) KING 21 ASSUMED AMC AT 092240Z. NOTE: DISCO
ACTED AS COMMUNICATION RELAY PRIOR TO KING ASSUMING AMC.
(4) 16 AERIAL REFUELINGS WERE ACCOMPLISHED THIS
DATE IN SUPPORT OF MISSION.
(5) NO AUXILIARY SAR EQUIPMENT WAS USED THIS DATE
IN SUPPORT OF MISSION.
GDS 31 DEC 80.
RT
#2032
NNNN

CLASSIFICATION CANCELLED
Or Changed to CONFIDENTIAL
By Authority of CAS
By [Signature] (Date) 28/4/75

Classification (cancelled) changed to UNCLASS
effective on 16 JUN 75, under the authority of
CSA/XO/SZ by M-UNCL
MSG 10/856 APR 75

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IMMEDIATE

* [REDACTED] *

Robert LaPointe

From:
Sent: Thursday, August 26, 2004 10:41 AM
To:
Subject: FW: Back up on email again

-----Original Message-----

From: Pat [mailto:mc64ad00@cybertron.com]
Sent: Wednesday, August 25, 2004 6:39 PM
To: Robert LaPointe
Cc: 'Ron Thurlow'; 'Stevenson, David'; JHMEMcL@aol.com; 'Dave McNeil'; 'Dennis W. Hudacsko'; Genonardi@aol.com; Cassidy, John (Cassidy, John); McManus, Michael-Debra; 'Catherine M Thorn'
Subject: Re: Back up on email again

Salute all!

I am using the 'broadcast' mode and the addys that LaPointe had on an email he sent me. Trust me, your addys are secure! I apologize for using his email to me.

I flew as a Sandy in late '72 in the A-7. We only helped the Jollys for a few SARs, but it was a great mission for us. As all Sandy pilots, I was a volunteer and thought I could help.

I have been re-constructing a SAR for Kansas01B. I am in contact with the survivor, Kansas01 Bravo. Also with another Sandy pilot on that mission - 10 December 1972. West northwest of Vinh. Was a trap and Jolly took it hard. I escorted the cripple out and got him thru the hills until he could refuel and limp into NKP.

Here's what I got from Jolly website, so ask around for one of the crew you may know.

"10 Dec. A/C 793 Capt Campbell, Capt Boyd, Walsh, Morgan, Williamson takes battle damage # 1 eng shut down, Boyd hit in leg Morgan hit in arm "

Funny part was I was with back-up Jolly a few miles away, but I could hear the intercom when lead chopper was in the hover and the PJ was asking the pilot if he should go down. The PJ also stated that the 'survivor' appeared to be in a K2E flying suit. Another memory jogger was that we had dropped CS on the site to keep the gomers from shooting. Didn't work, but what the hell.

Any help would be neat, as my other Sandy has an audio tape of the attempt, and some film. We might add a great narrative to the annals you PJ's and others have.

thnks

Pat -gums- McAdoo

A-37's in 68, A-7's in '72-73 and '75 for real end of the war.

From: Louis Campbell <loucampbell@earthlink.net>
To: rlapointe@gci.net <rlapointe@gci.net>
Date: Sunday, August 08, 1999 7:12 PM
Subject: Kansas 01B Mission Dec 1972

Bob,

I was the Aircraft Commander on the Kansas 01B mission on December 9th and 10th. I was low bird both days. It was on the 10th or very late on the 9th that we actually received word that Captain(?) Hector M. Acosta was alive and still evading capture. We launched first light and picked up the A-7s for penetration into North Vietnam. The PJs spotted what appeared to be Kansas 01B and we went into a hover over the individual. We remained in the hover for approximately 18 minutes. I never saw the downed navigator. The penetrator was lowered and on numerous occasions touched the individual. It was relayed to me that every time he touched the penetrator, the ground force directed their fire from us and onto him. As soon as he scrunched back down they turned their attention to us. We received twenty-nine entry points and as you have indicated two wounded crewmembers. I was looking through the left chin window when Steve Boyd took the round through his left thigh. The bullet actually went through his left leg and bounced off his right leg and fell on the floor at his feet. We retrieved the round and presented it to him prior to being loaded on the ambulance at NKP. He subsequently lost the round at the hospital. Both crewmembers were not seriously wounded and were returned to duty.

We were subsequently told that Capt Acosta was captured and released back to the US before we even rotated. I suspect his short capture period and good health made him an excellent candidate.

I was also the Executive Officer for the 40th from May 1972 to May 1973. I spent a lot of time with the PJs. In fact, I even was allowed to feed the snake. I enjoyed it, I don't think the duck did. They were a great bunch of guys and I hope you have a chance to tell their story. There are no finer soldiers on the face of the earth. There is no else I would want beside me in time of war or peace.

Best wishes.

Lou Campbell

14 SAR A-7s FLEW

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS

TO

KENNETH J. MUSNICKI

Staff Sergeant Kenneth J. Musnicki distinguished himself by extraordinary achievement while participating in aerial flight as a Pararescue Specialist in Southeast Asia on 19 December 1972. On that date, Sergeant Musnicki's ~~his~~ knowledge, outstanding airmanship, and continuous professionalism, displayed under the constant threat of hostile fire and adverse weather conditions, immeasurably aided the 40th Aerospace Rescue and Recovery Squadron in the accomplishment of the rescue mission. The professional competence, aerial skill, and devotion to duty displayed by Sergeant Musnicki reflect great credit upon himself and the United States Air Force.

9 December 1972

RF-4C 68-0597 14 TRS, 432 TRW, USAF, Udorn

Maj Billie Joe Williams (KIA)

1Lt Hector Michael Acosta (POW)

The last USAF casualty before the start of the Linebacker II offensive was a reconnaissance Phantom from Udorn that was shot down on a road reconnaissance mission north of the city of Vinh. Maj Williams and 1Lt Acosta were escorted by a flight of four Phantoms as they photographed targets in preparation for the new offensive but their aircraft was hit by a SAM near Nghai Hung, about 35 miles north of Vinh. 1Lt Acosta ejected himself and his pilot and two parachutes were observed by the other Phantom crews. However, the missile damaged the aircraft's cockpit and Acosta thought that Maj Williams might already have been dead or at least severely injured. The next day an HH-53 from the 40th ARRS was fired on as it hovered over a body, thought to be that of Maj Williams, as it lay in a clearing near the wreckage. Two HH-53s were damaged by ground fire and several crewmen wounded during the futile rescue attempt. Hector 'Mex' Acosta was badly injured and was captured but spent less than three months as a POW before being released on 29 March 1973. He had flown 92 missions and his pilot had flown 100 missions before they were shot down. On 20 December 1990 it was announced that the remains of Maj Williams had been returned and identified.

ACOSTA, HECTOR MICHAEL

Name: Hector Michael Acosta
Rank/Branch: O2/US Air Force
Unit: 14th Tactical Reconnaissance Squadron
Date of Birth: 01/12/49
Home City of Record: San Antonio TX
Date of Loss: 09 December 1972
Country of Loss: North Vietnam
Loss Coordinates: 191800N 1052700E (WG472339)
Status (in 1973): Released POW
Category:
Acft/Vehicle/Ground: RF4C
Missions: 92
Other Personnel In Incident: Billie J. Williams (remains returned)

Source: Compiled by Homecoming II Project 15 February 1991 from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews.
Updated by the P.O.W. NETWORK

REMARKS: 730329 RELSD BY DRV

SYNOPSIS: Billie Joe Williams was the aircraft commander of an RF4C armed reconnaissance "Phantom" fighter/bomber from the 14th Tactical Reconnaissance Squadron. On December 9, 1972, Williams and four F4s were on a reconnaissance mission over North Vietnam for action planned for December 18th when his plane was struck by a surface-to-air missile (SAM) and downed just south of the city of Nghai Hung in Nghe An Province.

When the aircraft was hit, Hector Acosta, the navigator on the RF4C, ejected both seats, and two parachutes were observed by the F4s in the flight to leave the disabled aircraft. Acosta did not know his pilot's condition at that time, but feared that he was already dead. He had ejected the pilot's seat because he did not want his commander to go down with the plane.

When Acosta was taken prisoner by the Vietnamese on the following day, he did not see whether Williams was also captured, but thought the Vietnamese had left him where he was. Rescue teams the following day observed a body, apparently Williams, in the middle of a clearing. The rescue helicopter was fired on, and noted that the body did not move in spite of the close proximity to the gunfire. The Vietnamese had used the body as a decoy for the rescue chopper. They failed, but Williams' remains were not recovered.

Bill's wife Barbara says, "Bill loved to fly and loved the Air Force. I honestly believe Bill died the way he expressed a desire to. But he always cautioned me to not accept 'just anything.' I'll have to be very sure when the time comes his remains are returned. I have to do that for him."

On December 20, 1990, U.S. officials announced that remains had been returned by the Vietnamese which had been positively identified as those of Billie Joe Williams. After nearly 20 years, Billie Joe Williams was home.

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

HECTOR MICHAEL ACOSTA

1st Lieutenant - United States Air Force

Shot Down: December 9, 1972

Released: March 29, 1973

My name is Hector Michael Acosta, called "Mex" by my friends and fellow flyers in POW camp. I was born in San Antonio, Texas to my parents, Armando and Mary Acosta, on January 12, 1949. I studied for the Roman Catholic priesthood through my high school years and first two years of college. I graduated from St. Mary's University in San Antonio in 1970 and immediately entered the Air Force receiving my commission in August 1970. I went to "Navy Prep School" (pilot training) and was eliminated in November 1970. Still seeking my wings, I entered Navy School (joined by my Christmas season bride, Orphalinda) and began classes on my birthday, 1971. I received my wings in September and after survival schools and RTU was sent to Udorn RTAB, Thailand on the 4th of July 1972 as a Photo Systems Operator (GIB) RF4C, Phantom.

I was on a photo reconnaissance mission in North Vietnam (a few miles north of Vinh) when an unseen surface to air missile (SAM) sent my aircraft, piloted by Major Billy Joe Williams (currently MIA), plummeting in flames. I received multiple shrapnel wounds and burns on both arms and right leg in the SAM strike and ejected to safety (two good chutes). This occurred during the early afternoon of December 9, 1972, during, approximately, my ninetieth mission. An extensive rescue effort lasted through the late afternoon of the 10th.

No words can express my gratitude to the men who participated in these attempts. At one point after I had been wounded by my captor's gunfire (scalp wound to the top of my hard skull from an AK-47) and was being disarmed and stripped of survival gear, a rescue craft was passing directly overhead, braving intense ground fire on my behalf.

Four days later I arrived at the "Hanoi Hilton" a bit worse for wear. Within four days I was removed from solitary confinement and intense questioning to join two F4 crew members, Captain Jim Latham and 1st Lt. Rick Bates, both USAF, Wolf fastfacs, who cared for me during my days of recovery and to whom I owe a debt of unending gratitude. We were soon joined by Lt. Tom Wieland USN, an A-7 jock shot down on the 20th of December. By Christmas and through the intense bombings of those days and until my release, I had the privilege of the command and leadership of my group SRO (senior ranking officer) Lt. Col. William J. Breckner. By mid-January 1973, with hopes of peace strong in our hearts, our group was transferred to a camp of detention referred to as the "Zoo" and were detained there until our release on the 24th of March 1973.

Impressions? Yes, many: awe at the strength of the character, brotherhood, courage, and loyalty of the men with whom I was interred and those who had suffered the rigors of years of detention, who maintained the flame of courage and love of country as an inspiration to us all. Loyalty. Love of Country.

The people of America. Her systems of government. And, yes, Faith in God, without which we would not have had the strength necessary to endure; and undying devotion to our loved ones who suffered more than we from fear of the unknown and bore it all so bravely.

To all the People of America: Thank you, God love you and keep you! From me, a heartfelt "Keep smiling!" We have much to be thankful for--so very much.

My future plans are AFIT bound toward a Doctorate in Psychology with a firm grasp on my wings and the United States Air Force.

April 1998

Hector Acosta will retire from the active duty in the United States Air Force as a Lt. Colonel in August of 1998. He and his wife Orphalinda reside in Texas.

BOB

I don't know if any of this will help you, maybe you'll just enjoy reading it. I was on Capt. Rossi's acft.

AC Rossi

CP (Rocky) Revito (Later lost in Laos)

FE Sanders

PJ Walker

PJ Musnicki

Photo Name unknown (He was TDY from the states)

Harry's acft

AC

CP

FE

PJ Werber

PJ Nunnus

We were egressing across the Black River, we were second in the formation. Harry's acft was at our 1:00 about 400yds. We passed over a spot that we had used before, they had brought up a 9 level gunner. With just a couple burst he hit Harry's acft with one round and our ACFT with one round.

The round that hit Harry's acft passed through the right aux tank, then passed through the left acft wall, then hit Harry in the ass, he was at the left gun position. The .51 passed through him, Werber said that when he opened Harry's flt suit, to look for an exit wound, he found the round was just beneath the skin. The round that hit our acft did pass through the triple tach, exploding the glass into a fine mist. This caused some glass to get into Capt. Rossi's eye, (He had to go to the Phillippines, his eye was taken out of its socket, the socket was cleaned out, eye popped back). When the round passed through the triple tach it hit the Photo in the helmet, it hit the center screw on his visor mount. (The screw punched through and caused a 3" to 4" laceration on his scalp) The bullet ricochetteted straight up it hit the throttle cables. This caused the engines to over speed. All I know about it is that the acft pitched straight up (Capt. Rossi had the pedal to the metal, we was booking), needless to say that, I was on the ramp so it got my attention quick. That was a sight that I will never forget, looking straight out the ramp and seeing the ground perpendicular to ME!!

I looked toward the front of the acft, the first thing that I saw was smoke (actually it was the glass from the exploded triple tach). The next thing that registered was Capt Rossi saying over intercom "We're going in" I thought to myself "nobody says 'We're going in' that calmly". I saw Sanders lean around, and look into the cockpit, he said "You got two good engines, keep flying". The Photo who had been standing & leaning into the cockpit, turned around and started to take his helmet off (His plastic helmet - His ballistic helmet was on the floor at his feet), by the time it was half way off, there was blood down to his waist. "He is dead" I thought. Mike Walker started to treat him. While all this was going on, I was running around in little circles on the ramp, saying "Oh my god" multiple times. I was getting all the spare ammo that I could, in pockets around my neck in my teeth, I was taking anything I thought I would need on my run back to NKP. I went up to the front to see what I could do, I picked up the Photo's helmet, it had a hole clean through it, "Oh yeah, He is really dead" I said to myself. Once we got back to level flight, Harry's acft was passing on a sit rep, conditions of all acft & number & condition of the wounded, this is when we found out about Harry. It was determined that we would land at Lima site 16 to have Harry taken care of. Prior to landing lead acft once again passed the number of wounded, Capt Rossi passed that we had two wounded on our acft. Everyone on board kind of looked at each other to figure out who the other wounded was. It was only then that we found out

that Capt. Rossi was injured. He had flown over an hour without telling anyone.

Mike Walker informed Capt Rossi, that he was staying with Harry, period. We all shut down. Harry and our Photo were taken to the Hospital. I was talking to Werber & Nunus, and they told me that Harry was lying on the floor, literally bleeding to death, and he was still telling the pilots what to do about the fuel leak, and how to transfer.

Someone came out of the hospital, asking everyone what their blood type was. It seems that Harry was AB neg. Well no one was, so orders were that our acft was to fly to Udorn to pick some up there. The arrangements were being made by JSOC. Well Capt Rossi, Revito, Sanders & me, got cranked and were on our way to Udorn. We were told that everything was fixed up and that a truck would meet us on the ramp with the blood. Well we landed at Udorn and no truck, we called the tower and they told us that the hospital called to say that since we didn't have a Doctor on board, they couldn't release the blood to us. Capt. Rossi started bitching but the tower said that there was nothing they could do. Sanders told Capt Rossi to get some transportation, that we would go to the hospital and convince them. Sanders and I got out weapons, we were about to leave the acft, when we received a call on HF that a donor had been found for Harry. There was no thought about any consequences, our buddy was dying and some rear echelon MF's were worried about paper work.

The doctor at 16 remembered that one of the spooks in the hills, was Harry's blood type he called him in. The way they tell the story, that troop walked in the door, the doctor met him pushed up his sleeve with one hand, and punched the needle with the other hand. They said he had half a pint out of that guy before he was laid down.

To the best of my recollection this is what happened. "NO SHIT"

Kenneth J. Musnicki
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