

61-0045

CAPT JAMES L. MITCHELL

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FROM: Det 7, 38th ARRSq

28 July 1966

Subject: Mission Narrative 1-3-50 / 27 July 66

TO: 3d ARRGp

MAS DAN
MCINTOSH

1. At 0245Z I was flying Jolly Green 15 and intercepted a distress call on guard from Moonglow 2 that his wingman was down. I was airborne returning to alert posture from a refueling station. We received permission from Queen thru Crown Alfa to scramble. Jolly Green 18 launched and joined us. I asked for an A-1 escort on guard and raised Locket flight. We rendezvoused with Locket flight at 0330Z. Queen had launched two Sandies out of Nakhon Phanom and there was a Dragon Fly over the pilot. The Dragon Fly took over the rescap when Moonglow 2 went bingo fuel. Dragon Fly was on scene Commander
2. Difficulties encountered enroute were all weather. We had an average 45 knot headwind component all the way up there. Cloud cover forced us over 9,000 feet and turbulence kept our ground speed below 75 knots.
3. Arriving near the scene we got a UHF-DF steer from Sandy 31 and descended through a hole west of the pilot. After getting under the clouds, the Dragon-Fly gave me a low fly-by on the pilot's position. We positioned ourselves for an approach on that spot and asked the pilot for a beeper. We got a perfect UHF-DF cut on him, came in a second time, asked for his smoke and hovered in over the smoke. The smoke had already drifted 150' before it penetrated the jungle canopy. The survivor directed me over him with his emergency radio. The hoist operator got him in sight, took over directing the hover and pick the man up. The wind caused much turbulence in the area of pick-up. While in the hover, airspeed fluctuations were 0 to 35 kts and torque was 65% to 105%. Pick up time was 0358Z.
4. The coordination between all parties participating in this SAR effort was good. There was a great deal of unnecessary radio chatter concerning revised coordinates in that we had a cap on the survivor that could electronically direct anyone to the scene. Other than that radio discipline was good.
5. The survivor was extremely effective in supporting his own pick-up. He briefed me that he had stayed in his burning aircraft to make it to rough terrain before ejection. Once he got on the ground he coolly directed SAR aircraft over his position. He knew how to use the forest penetrator. The survivor was uninjured. The return trip to Quang-Tri was uneventful.
6. From notification to pick-up time 1+13. Crew coordination was outstanding. This was my copilot's and helicopter mechanic's first pick-up and the first time I had ever worked with my pararescueman. This was a very difficult pick-up due to the high gusty winds and high, dense jungle canopy. Each crewmember's action was indispensable in the success of this mission.

DAVID C. HENRY, Capt., USAF
RCC

David C. Henry

CREW MEMBERS:

RCC: Captain David C. Henry
CP: 2/Lt Elmer C. Lavender
HM: A1C Jerry W. Johnson
RS: A1C Dennis C. Hughes

HUGHES