

65A

OPENING/CLOSING/ STATUS
MISSION NUMBER: 3-38-9-13 July 67
SUBJECT: USAF F-105
HH-43B

UNCLAS

NNNNMPRT

THIS IS A FLASH MSG
ZFTU JAW RUEOESF0614 1941011-UUUU--RUCLMFA.

DE RUMKAK 1094 1940940

ZNR UUUUU

Z 130916Z JUL 67

FM DET 3, 38ARRS UBON RTAFB THAI
TO RUCLMFA/ARRS ORLANDO AFB FLA
INFO RUEDHQA/CSAF

RUCIEDA/MAC

RUHHABA/CINCPACAF

RUHHABA/PARRC HICKAM AFB HAW

RUMSEBJ/7AF TSN AB RVN

RUMABA/13AF CLARK AB PI

RUMSEBJ/3ARRGP TSN AB RVN

RUMTFJA/ASST DCS PERS MIL PERS RANDOLPH AFB TEX

RUMSMA/MACV SAIGON RVN

RUMBAN/MACTHAI BANGKOK THAI

RUCLBMA/48ARRS EGLIN AFB FLA

BT

UNCLAS DET 3 38ARRS 00169 JUL 67.

ARRS FOR ARSCP, CSAF FOR AFXOPFH AND AFOP, MAC FOR MAOCCA AND MCP.

CINCPACAF FOR DOCC- 4, PARRC FOR PROOP, MIL PERS FOR ARPMSCO, 7AF

FOR DCO, DO AND DI, 3ARRGP FOR RGRC. SUBJ: RESCUE INFORMATION

REPORT, RCS: 19-KAF-V21.

PAGE 2 RUMKAK 1094 UNCLAS

1. RESCUE OPENING/CLOSING REPORT

2. DET 3, 38 ARRS 09-13 JUL 67

3. 13 JUL 67

4. (A) F-105/BUCKSKIN 2

(B) TACTICAL

(C) CLASSIFIED

(D) FILE 60-450 S.N.

(E) USAF

(F) USAF 357 TFS (355 TFW)

(G) OSBORNE, CARL B, MAJ, WEE TFS

(H) 1 (ONE)

5. UBON RTAFB/13 JUL/0525Z

6. S.E. ITEM NR 20

7. DET 3, 38ARRS/0525Z

8. HH43B (LBR) 0525Z

9. 15 DEG 30' N, 104 DEG 25' E

10. 3,000' BROKEN, 20 MILES VISIBILITY

11. DET 3, 38 ARRS/LT MERRILL C HISCOCK

12. 815 :2

13. DET 3, 38 ARRS/15 DEG 32' N, 104 DEG 25' E

PAGE 3 RUMKAK 1094 UNCLAS

14. DET 3, 38 ARRS/A/C RECOVERED BY LANDING HELICOPTER IN RICE PADDY

15. A. 1/1/1/1/2/0

B. 0/0/0/0/0/0/

OPENING/CLOSING RPT
DET 3-38 ARRS 09-13 JUL 67
1/NOV 00169 AT SAVE

15° 30' N
104° 25' E

1 SORTIR
1+28 HRS

1571-1572

FROM: Det 3, 38th AHSB (HAG), APO San Francisco 96304

14 Jul 1967

SUBJECT: Recovery Narrative

TO: PARMC

13 Jul 67
OSBORNE

1. The alert crew was notified via the fire/crash FM radio net that an F105 pilot had bailed out. The pilot had bailed out at 0525Z and Udon GCA furnished a position report of 3050/38. The alert helicopter scrambled with the media and crew chief and without the PER. The weather was 3,000 broken, 15 miles visibility, wind 150/10, and numerous scattered rain showers. Shortly after take off, Udon GCA was contacted for vectors to the site. The lead F105 was orbiting over his downed wingman. The helicopter arrived at the approximate location in 30 minutes after circumnavigating several rain showers. At this time, the HAJ was approximately 10 miles north of survivor. Communication with Udon GCA was becoming very poor. The orbiting F105 was contacted and asked to fly directly over the survivor. The survivor transmitted on guard and a vector was obtained with the ARN/25 tower. Survivor was asked to light a day flare. Signal was ineffective because of the wind. It was impossible to ask for another flare due to the excessive transmissions on guard channel. Survivor was located visually. The helicopter was landed in an adjacent rice paddy. The media and crew chief were dispatched. Survivor was found to have a painfully injured ankle. Survivor was loaded into rescue helicopter and transported to base, where he was released to awaiting medical authorities. Non-combat save.

2. One sortie was flown for 60 minutes of flying time.

3. RECOMMENDATIONS: None.

4. Rescue Crew Members:

ACC Lt. Merrill C. Kiscook
RCCP Capt. Ted Schroeder
BY Al. Theodore Chandler
FH SSGT Jimmie E. Rogers

66A

FOR THE COMMANDER

TED SCHROEDER, Capt., USAF
Safety Officer

Copies to:
3 AHSB
38th AHSB
48th AHSB

83

FROM: Det 7, 38th ARRSg, APO 96327

SUBJECT: Narrative of Rescue Mission, #1-3-107

TO: 3rd ARRGp (RGRC), APO 96307

1. On 15 July 1967 at 0022 hours (1622Z) Danang Air Base was struck by an enemy rocket attack. The crash phone immediately rang announcing the attack and the alert trailer lights failed simultaneously. The only personnel in the trailer at this time were the primary alert crew—Lt Col John H. Schafer—RCC, 1/Lt Alfred R. Jacox Jr.—RCCP, TSgt James L. Johnson—HM, SSgt Hugh A. Pike and A2C David A. Helton, RS, and A2C David A. Carl—RS. At the first impact all personnel took shelter either in the trailer which had limited space and poor protection, or in the concrete block building adjacent which offered more protection. After approximately 15 minutes enemy fire subsided and personnel were assembled. The crew now had one additional member, A2C Joseph L. Duffy who had proceeded to his duty station from the quarters while the attack was underway. A2C Helton was directed to remain at the communications console and SSgt Pike proceeded to the aircraft to lend his assistance in the forthcoming medical evacuations. During this phase the tower operator had remained at his post and was calling incoming rockets over the crash phone. We were thus able to establish a pattern and when it was broken by a lull in the firing we proceeded to the aircraft, Pedro 93.

2. Our inspection of the aircraft revealed no damage, so the crew boarded and commenced the start. As the N-1 RPM reached 15-20% another group of incoming rockets detonated approximately 1000ft. behind the helicopters. Falling debris could be seen striking the ramp in front of the helicopter. Since the integrity of the aircraft was now in question the start was discontinued and the crew dived from the helicopter for the relative safety of a sewage ditch adjacent to the ramp and taxi-way. This safety was quite relative since two 8 inch JP-4 lines run above ground about 2ft. from the ditch. All personnel proceeded down the ditch to a sandbag bunker about 75 yards distant. Another lull soon developed and the RCC and RCCP ran to the aircraft to perform an inspection and start. Three hits we sustained by the alert helicopter however none were serious. The other helicopter, which was out for an overdue time change flap cable, received two hits, one by a large piece of shrapnel and required a rotor blade change. As soon as the aircraft was ready to take off, the remainder of the crew left the bunker and proceeded to the south ramp which appeared to have the greatest damage.

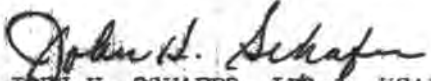
3. Pedro 93 was airborne at approximately 0110L. Three Marine helicopters were in the area and Danang Mobile asked for assistance at the Base Hospital to evacuate casualties from the 4 adjacent 2-story airmen quarters which had received hits and were burning. I then called the Marine UH-1's on Guard and asked them to follow me to this area as they were not familiar with local landing spots. There actually was no designated pad but a safe landing could be effected by performing a steep approach over power lines into the parking lot. This approach was complicated by the lack of lights, the fact that its path was through the smoke of the burning buildings, and the thick dust encountered during final phase of landing. A safe landing

REC 151987

was made, however, and 2 patients loaded for the NSA Hospital. Danang's hospital is only of dispensary size, and was overwhelmed by the influx of patients from the immediate area. The hazards on the approach were passed to the Marine UH-1's while we were unloading patients. I then made a max performance takeoff from the confines of the pick-up point. At NSA the authorities were queried on operating room space etc, (all phones were out) and I relayed this information to Danang so that they could segregate patients for transfer to NSA or 1st Marine Hospital (Charlie Med). Since we were on the ground again at Danang we lifted a second load to NSA. While flying from NSA we picked up additional Marine helicopters at Marble Mountain Marine Base who flew loose formation with us so that I could lead them to the Danang Hospital.

4. After our second trip the Marines had been adequately oriented, traffic patterns and altitudes established, and Marine gunship orbit altitude raised, so we proceeded to the northwest corner of the airfield with the idea in mind of deploying the PJ's into the 1st MAW area which had been severely hit. Almost as soon as we landed the PJ's discovered 3 seriously wounded personnel. One had been left for dead, however a pulse and breathing was discovered by Airman Duffy who administered medical aid. Three patients were loaded for NSA. Enroute I directed the UH-1's to the NW ramp to pick up additional injured. This procedure continued for 2 hours and 25 minutes of flying time, and 22 sorties to many locations on the base. We refueled twice and each time thoroughly checked the helicopter for additional damage. We found none other than some severely lacerated tires caused by landing on the south ramp which was covered with debris. We airlifted 21 critically injured personnel. There were no deaths enroute. Additional coordination was made with other agencies including the hospital ship USNS Sanctuary.

5. The following additional pararescuemen greatly assisted the orderly evacuation by locating injured, administering to them, and preparing them for airlift. Without their efforts we would not have been nearly as effective. These men entered into areas of questionable safety despite exploding ordnance, fuel, and the constant threat of renewed attack. They prepared the injured for lift, and when the areas were cleared of critical patients they sought new areas: SSgt John H. Stemple, A1G Michael P. Beane, A2C Robert F. Gabourel, A2C John C. Jeffers, A2C Duane D. Hackney, A2C Walter White, A2C Richard H. Garlie, A2C Steve M. Northern, and A2C, David W. Sliger.


JOHN H. SCHAFER, LtCol, USAF
RESCUE CREW COMMANDER

~~CONFIDENTIAL~~

POST ON BOARD.

011-3-110

19 JUL 67

OPEN/CLOSE

JOHNSON

THE MAIN OBJECTIVE WAS RESCUE OF THE USAF
PILOT WHO EJECTED FROM HIS BATTLE-DAMAGED ^{SLIDE} F-105
OVER THE GULF OF TONKIN, APPROX 70 MILES N OF
THE DMZ
RESCUE WAS ALERTED BY THE "MAYDAY" CALL ON
GUARD. INITIALLY, CROWN 4 ^{SLIDE} WAS DIVERTED TO CONDUCT
THE SEARCH AND 2 J.G.s ^{SLIDE} FROM THE 37TH WERE PLACED
ON COCKPIT ALERT. CROWN 4 LOCATED THE DOWNED
PILOT ABOUT 10 MINUTES LATER AND THE J.G.s WERE
LAUNCHED; HOWEVER, A NAVY HELICOPTER RECOVERED
THE PILOT BEFORE THEY REACHED THE AREA.

Navy Sortie & flying - time wasn't available.

Rescue effort

3 sorties for 1+18

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Briefed: 21 Jul 67

~~CONFIDENTIAL~~

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 03 FEB 1977
DECLASSIFIED ON

~~CONFIDENTIAL~~

7/21/77

~~CONFIDENTIAL~~

STAFF	ACT	INFO
AGENCY		
ARCCO		
AROC	✓	
ARPOC		
ARBOC		
ARMDC		
ARDA		
ARXDC		
ARFOI		✓
ARIIG		
ARASS		

~~CONFIDENTIAL~~

JOHNSON

CONFIDENTIAL CL-1 3ARRGP 50149/JULY 67. CSAF
(AFKOPH, AFCP); MAS(MASDA, MCP); TAG (DOOS-LB); CINCPACFLT
(DOCO-R); 7AF (DOCO, DO, DD; PARRC (PRCOP); 3ARRGP (RGOP)
SUBJ: RESCUE INFORMATION REPORT.
1. RESCUE OPENING/CLOSING REPORT.
2. 1-3-110419 JUL 67.
4. A. F-105/1/POB. E. TACTICAL. C. CLASSIFIED. D. USAF/MARLIN
04/NOT AVAILABLE. E. USA. F. 355TFW TAKHLI RTAFB TAHILAND. G.
NOT AVAILABLE. H. ONE.
5. MAY DAY ON GUARD 19/0054Z.
6. 19/0119Z.
7. 1HC-130 (CROWN 4) 39ARRS/2 KH-3E (JOLLY GREEN 29/07) 37ARRS
0055Z.
8. DIVERTED CROWN 4 AND PLACED JG'S ON COCKPIT ALERT AT 0055Z.
9. 1811N 10706E.
10. A. NOT A FACTOR.

Classified by
SUBJECT TO THE DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 03 FEB 1977

~~CONFIDENTIAL~~

GP-4
BT

DOWNGRADED AT 2 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
500 01R 5200.10

~~CONFIDENTIAL~~