

Code 513

1. CNAME OF RESCUE VEHICLE HELSUPPRON ONE, DET ONE				2. REPORT SERIAL NO. (Optional) RR3-72	3. DATE AND TIME OF MISHAP 23 APR 72	4. DATE OF RESCUE 23 APR 72
5. OCCASION FOR RESCUE Pilots ejected from F-4E in Tonkin Gulf				6. TIME OF DAY <input type="checkbox"/> DAWN <input checked="" type="checkbox"/> DAY <input type="checkbox"/> DUSK <input type="checkbox"/> DARK	7. AIR TEMP. 75 °F. 8. WATER TEMP. 75 °F. 9. WIND DIR/VEL 150/3 10. CEILING/VIS. clear/20+ 11. SEA STATE Calm 12. WAVE HGT/FREQ. Unknown	
13. GEOGRAPHIC LOCATION 17° 22' N/107° 07' E		14. TERRAIN DESCRIPTION open sea		15. GENERAL WEATHER CONDITIONS good, slight haze		
16. RESCUE VEHICLE TYPE/MODEL Helicopter SH-3G		17. LOCATION/DUTY/READINESS STATUS WHEN ALERTED Airborne 14 miles East of crash site.				
18. BACKUP RESCUE MEANS Helicopter HH-3A		19. LOCATION/DUTY/READINESS STATUS WHEN ALERTED Airborne 45 miles North of crash site.				
20. HELOS ONLY: a. HOVER HGT/ALT. ABOVE TERRAIN 30'		b. PRESSURE ALT. +155'		c. DENSITY ALT. 1550		

SECTION B. RESCUE PERSONNEL DATA (ALL PERSONS)

IDENTIFICATION		TRAINING AND EXPERIENCE			e. STATEMENT ATTACHED	
21a. NAME/RANK/RATE	b. DUTY ON RESCUE VEHICLE	c. RESCUE TRAINING, WHEN, WHERE	d. NO. OF PICKUPS & CAPACITY	ACTUAL		
Keith L. ELLIASON, LT	HAC pilot	HS-10 Jul. 70 HC-1 Aug. 70 - present	5	80	<input checked="" type="checkbox"/> <input type="checkbox"/>	
Douglas H. SNIDER, LTJG	Co-pilot	HS-10 Aug. 71 - Nov. 71 HC-1 Dec. 71 - present	2	50	<input checked="" type="checkbox"/> <input type="checkbox"/>	
John (NMN) MASAVEG, ADJ3	First Crewman	HC-5 Aug. 71 - Oct. 71 HC-1 Nov. 71 - present	2	120	<input checked="" type="checkbox"/> <input type="checkbox"/>	
Edwin E. RUST ADJ3	2nd Crewman Swimmer	HC-5 Sep. 71 - Nov. 71 HC-1 Dec. 71 - present	2	95	<input checked="" type="checkbox"/> <input type="checkbox"/>	
22. SPECIAL RESCUE EQUIPMENT		23. SPECIAL RESCUER CLOTHING/EQUIPMENT			24. CREWMAN LEFT RESCUE VEHICLE	
(USE IDENTIFYING LETTERS FROM LISTS ON REVERSE SIDE)						YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
AVAILABLE A,D, J, K, Ü L,P, R, S, Y	NEEDED	USED Aircr ring & D ring	AVAILABLE A,B,C,F,G,H, Y (MK-B)	NEEDED	USED B,C.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

SECTION C. TIME SEQUENCE OF EVENTS

EVENT	METHOD	TIME	PROBLEMS, ETC.
25a. ALERT RECEIVED	b. UHF	c. 1459H	d.
26a. VEHICLE DEPARTED	b. 14 miles	c. 1459H	(Delay Reasons)
27a. ARRIVED ON SCENE	b.	c. 1506H	(Enroute)
28a. LOCATED SURVIVOR from wingman and survivor	b. Radar vector from DLG 31 Radio vector	c. 1506H	d.
29a. BEGAN RETRIEVAL	b. Swimmer reached first survivor	c. 1507H	(Use numbers from list on reverse side)
30a. ENDED RETRIEVAL	b.	c. 1510H	Swimmer and two survivors aboard aircraft
31a. SURVIVOR DISEMBARKED	b.	c. 1518H	d. (Location) USS STERETT (DLG-31)
32. TOTAL SAR TIME-THIS VEHICLE, THIS RESCUE 0 HRS. 19 MIN.	33. TOTAL SAR TIME-ALL UNITS, THIS RESCUE UNKNOWN HRS. MIN.		

PLATE NO. 14735(1)

## PERSONNEL RESCUED/RECOVERED BY THIS VEHICLE

34a. NAME/RANK/RATE	AIRCRAFT MISHAP DATA			e. DESCRIBE APPARENT PHYSICAL CONDITION/INJURIES	f. STATEMENT ATTACHED
	b. ACFT/CUST	c. BUNO	d. POSITION		
1. Charles HALL MAJOR USAF	F-4E	UNKNOWN	Pilot	NONE	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
2. Lee BOUGHNER 1/LT, USAF	390th TFS		RIO	Injury to leg	<input type="checkbox"/> <input checked="" type="checkbox"/> X
					<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
					<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

## PERSONNEL NOT RESCUED/RECOVERED BY THIS VEHICLE

35a. NUMBER RESCUED BY OTHER MEANS	b. HOW?
36a. NUMBER NOT RESCUED	b. WHY?

## SECTION E. BRIEF NARRATIVE OF RESCUE EPISODE (Attach separate sheets, if necessary)

An Air Force F-4E was crossing the beach heading West near Dong Hoi when it was hit by AAA. The pilot made a 180° turn and ejected successfully over the water. A KITTY HAWK Angel, who had just completed a logistics run in the area, was vectored to the scene by the USS STERETT. The Helo crew successfully picked up both survivors approximately 13 miles off the coast of North Vietnam and safely brought them to the STERETT where they received medical attention.

## SECTION F. (Attach separate sheets, if necessary)

38. CLARIFICATION OF FACTS REPORTED IN SECTIONS A-D AND ADDITIONAL DETAILS. (Refer to item number.)

39. STATEMENTS/RECOMMENDATIONS OF RESCUE PERSONNEL. (Attach on separate sheets.)

40. STATEMENTS/RECOMMENDATIONS OF SURVIVORS. (Attach on separate sheets.)

41. NAME, TITLE, SIGNATURE OF SUBMITTING OFFICIAL

LT Keith L. ELLIASON, USNR, HC-1 DET 1 SAFETY OFFICER

42. ESTIMATE MAN-HOURS SPENT ON  
THIS REPORT

28

43. NAME, TITLE, SIGNATURE OF FORWARDING OFFICIAL

LCDR Ralph E. POWELL, USN, HC-1 DET 1 OFFICER IN CHARGE

44. DATE REPORT SUBMITTED

27 APRIL 1972

STATEMENT OF  
LT KEITH L. ELLIASON  
AIRCRAFT COMMANDER/ANGEL 007/149724

On 23 April 1972, I was Aircraft Commander of an SH-3G helicopter. We had just completed a logistics run to North-western Tonkin Gulf area and were returning to the USS KITTY HAWK. We were flying at 3000' heading approximately 140° under positive radar control of the USS STERETT (DLG-31). I spotted a column of smoke rising into the air at our 2 O'clock and about 20 miles away. We informed STERETT of this and asked if they wanted us to go in closer to investigate. They directed us to turn towards the smoke. We did so and descended to approximately 500'. We then heard a beeper on guard and asked the STERETT if there was a SAR in progress in the area. They said, "yes" and we asked if we could be of any assistance. The time was 1459H. Since we were the only helo in the immediate vicinity, they started giving us vectors in towards the crash scene. I told my crew to prepare for rescue. As we came closer to the smoke, we observed red flashes at our 12 O'clock position somewhere between us and the beach. Our first thought was that they were tracers or pencil flares being fired by the survivors. The flashes kept up and we determined that it was gunfire coming from the beach. We lowered down to 100' or less and increased our speed to 140 knots. About this time, we observed an Air Force F-4 flying very low at about our 1 O'clock position and about 6 miles. The Phantom pilot directed us to head about 230° to the survivor. The survivor then came up on his radio, told us he saw us and told us to come further right. He called our roll out and said we were heading right for him. We then saw him. We could also see the beach quite clearly and it looked to be about 10-15 miles away at this time. Approaching him, I quickly maneuvered the aircraft to a hover over the survivor heading 150°. The wind was fairly calm but appeared to be from that direction. I lowered down to 10' and we jumped the swimmer into the water to aid the survivor. He quickly readied the survivor for the pickup and the first crewman again talked me over the survivor for the pickup. The co-pilot spotted a second survivor at about his 8 O'clock position and one-half mile away. As soon as the crewman cleared me, I transitioned to forward flight. At about 60 knots, I started on 'S' turn to the left arriving in a hover over the second survivor. I kept telling my crewmen to expedite as I didn't know how close we were to the beach. We let down to 10' and the swimmer jumped. We backed off to the left while he readied the second survivor. He gave us a "thumbs up" and the first crewman again talked me in for the pickup. He quickly hoisted them safely up, seated the survivors and cleared us to break hover. I transitioned to 200' and 144 knots and headed East, while the co-pilot monitored the torque and communicated our success to the STERETT. The co-pilot handled the radios throughout the SAR mission.

STATEMENT OF  
LT KEITH L. ELLIASON

The ST~~E~~RETT then gave us vectors to her for a landing. She was about 20 miles Northeast of the rescue scene. We landed, on the ST~~E~~RETT at 1518H, shut down and the survivors were taken to Medical for checkup and treatment. We later returned them to their squadron in Da Nang. Throughout the entire SAR operation, my crew worked extremely well together, each person doing his job thoroughly and expeditiously when the time came. This excellent coordination enabled us to complete the SAR operation in a minimum amount of time.

STATEMENT OF  
LTJG DOUGLAS H. SNIDER  
CO-PILOT/ANGEL 007/149724

On the twenty-third of April I was the co-pilot of a SH-3G helicopter. We had just left the USS OKLAHOMA CITY on what was to be our last leg of a logistic route covering the North Tonkin Gulf when we noticed a large build-up of smoke coming from our 3 O'clock position, later defined as approximately 13 miles off the coast of North Vietnam. After contacting the OKLAHOMA CITY and reporting this smoke we were requested by the STERETT to go investigate. Upon turning to the smoke we heard a beeper and numerous calls on guard. After power was brought up I verified that our number one radio was on Helo Common so we could talk with the STERETT and switch the other to guard so I might possibly get a cut on the next beeper or transmission. Also at this time we had the first crewman go aft and aid the swimmer in readying for the oncoming SAR. A couple items might be noted. We were a logistic run and luckily had just a minimum amount of mail and cargo plus one passenger, and also the small bursts we noted coming from the areas of the beach which we took for flares, but realized differently when both survivors said they had used none of their signaling devices. As the crewman were getting in place, we began looking for the survivors. I heard the on scene Commander, an F-4 overhead, tell KING that what appeared to be a Navy Helo was on scene and I promptly rogered that on guard. The STERETT gave us a small vector to the right and on the F-4's next pass he dipped a wing over the survivor. By this time the downed pilot was giving us a vector and we were soon near him. The HAC slowed the helo down, got it into the wind and prior to the manual approach I informed the STERETT we were over the downed man. I backed the HAC up on his approach and as soon as the first crewman had the survivor in sight he vectored us over him and as we lowered to approximately 10' the swimmer jumped. He found the survivor to be in good shape, gave a "thumbs up", hooked the man and himself to the hoist and the first crewman brought them up into the helo. Just prior to their entering the helo I noticed a bright orange object at my 9 O'clock position and on second glance found it to be the "RIO" approximately 1000 yards away. As soon as the first crewman cleared us for forward flight and said the first survivor was alright, I vectored the pilot overhead to the second man. In the same manner as the first pickup, we shot a manual approach to a hover. The swimmer jumped at 10' and soon the second survivor was on his way up the hoist. He told the swimmer that his leg hurt so the crewman carefully brought him into the helo and after he was positioned on the deck, the helo was brought out of a hover and we headed to the STERETT for a Medical Officer to examine our new passengers.

STATEMENT OF  
ADJ3 JOHN MASAVEG  
FIRST CREWMAN/ANGEL 007/149724

On 23 April 1972, while flying a logistics run for the USS KITTY HAWK (CVA-63), an Air Force F-4 was hit by AAA and went into the water about 20 miles Southeast of Dong Hoi. We had just lifted off the USS OKLAHOMA CITY after refueling and saw what appeared to be at first, stack gas off a destroyer. After looking at it for awhile, it seemed to be smoke from a burning aircraft. My pilot, LT Keith ELLIASON notified the USS STERETT (DLG-31) of our sighting. A few seconds later we heard a beeper. My pilot again notified the USS STERETT of the smoke and also the beeper. The STERETT then requested us to investigate the area. We proceeded to the area where the smoke was rising from. I informed my second crewman (ADJ3 RUST) to get ready for a possible rescue. We then saw another Air Force F-4 aircraft flying low over the smoking area. The pilots notified the USS STERETT then we started getting vectors from the USS STERETT to the two downed pilots. While approaching the area, we started receiving vectors from the downed pilots themselves. At this time I informed my pilot that I was unstrapping and going aft to make ready the necessary gear needed for the rescue. When I had this completed and had my second crewman ready, I informed my pilot. He then made his approach over the first downed pilot. At this time I turned off my radios for better communication between my pilot and me. At about 10' away from the survivor and at about 10' and no forward speed, I informed my pilot I was going to have my second crewman jump. He gave me clearance and I patted my second crewman on the shoulder. He made a good descent into the water. I received a "thumbs up" and informed the pilot. I then vectored my pilot left and aft to keep the helo's rotor wash just outside of the area of my second crewman. After checking the survivor over for injuries my second crewman gave me a second "thumbs up". With the horse collar attached to the large hook at one end I started to lower it while I directed my pilot again into a hover over both my second crewman and the survivor. The horse collar made contact with the water about 5' from my second crewman. Then my second crewman hooked himself to the pilots "D" ring and the rescue hook to his own "D" ring. I received a third thumbs up and informed my pilot that weight was coming on the aircraft. I then hoisted both my second crewman and the survivor up into the helo. I informed the pilot that he was cleared to break hover and proceed to the second survivor. I closed the cargo door at this time, then informed my second crewman that he would have to descend one more for the second survivor. While on approach, I seated the first survivor and made ready my second crewman for his final jump. We then came in on approach to the second survivor and again at about 10' altitude and no forward speed, I informed my pilot I was going to have RUST jump. My pilot gave me clearance and I patted my second crewman on the shoulder. He made another good descent into the water about 15' from the second survivor, and gave me a thumbs up. I

STATEMENT OF  
EDWIN E. RUST, ADJE  
SECOND CREWMAN/ANGEL 007/149724

On the afternoon of Sunday, 23 April 1972, I was flying as second crewman in a HELSUPPRON ONE, DET ONE SH-3G. We were on the last leg of a logistics run and had just lifted off the deck of the USS OKLAHOMA CITY, when we noticed a large smoke at about our three O'clock. After requesting information on the smoke from the OKLAHOMA CITY, with negative results, we were instructed by the USS STERETT to head towards the smoke and investigate it, closer and visually. Luckily we had very little mail and only one passenger left on board the aircraft. As we were flying closer we heard a beeper on guard plus radio transactions on guard which indicated a crash. At this time I reported over the I.C.S. that I was unstrapping to get into my swim gear, a slightly longer than normal job as I wear full flight gear instead of swim gear while on logistics runs. During this time I was unhooked from radios and I.C.S., therefore I could not be sure exactly what was going on.

When I was fully outfitted for the rescue I came up on ICS and was informed that there were one or more men in the water. As the STERETT and one of the downed pilots vectored us in, it was apparent that if the downed pilot could see us we must be close, therefore I unplugged from ICS again, got rid of my helmet, and put on my swim mask and fins so as to be ready for an immediate water entry.

At this time first crewman John MASAVEG had sighted the survivor and began talking the pilot over the survivor, who looked to be in good shape, sitting in his raft. John tapped me on the shoulder three times as a signal for me to jump. I landed in the water about five yards away from the survivor who had slid out of his raft. As I approached the survivor, I asked him if he was alright. He replied, "yes", I'm fine and awful happy to see you!" Next I swam under and around the survivor and found him free of all lines. After I was confident he was not attached to anything and had no apparent injuries, I found an "O" ring on the right front side of his torso-harness which looked secure and sturdy enough to use in the hoisting operation. It was then I became aware that he was an Air Force pilot because of the difference in his harness and flotation device. The survivor assured me that the O-ring I was holding was good and strong so I fastened the hook on my swimmers harness to it and gave thumbs up signal to the first crewman in the helo to let him know I was ready and everything was alright. When the helo came back overhead and the hoist was lowered down I hooked my D-ring into the large hook on the hoist and gave another thumbs up. As the survivor and myself were being

STATEMENT OF  
ADJ3 EDWIN E. RUST

hoisted up I noticed several F-4 Phantoms in the sky overhead. I also saw flashes on the beach which looked to us like artillery fire directed our way. I didn't notice any puffs of smoke or tracers, however.

When we neared the bottom of the helo I pushed away from it so neither myself or the survivor would hit it. As we reached the cargo door, the first crewman John MRSAVING positioned the survivor between the doorway and myself and gave slack on the cable as he pulled the survivor in and I pushed in. After we were both safely aboard, the first crewman informed me that there was another man in the water and we were going after him too. So I got squared away for another water entry, and got the first survivor forward, out of the way so we would have room to make another pickup. The second pickup was just like the first one except that the second survivor was injured on his right leg. While I was in the water with the second survivor, I asked him if he was alright and he did not mention his leg hurting, however, as we were getting him inside the helo he told us to be careful of his right leg as it was sore. After we had him safely aboard I looked at his leg, but it did not appear to be too serious so I decided it was best to leave it inside his flight gear which was tight enough to serve as a improvised splint.

At this time I put my helmet back on and plugged into the I.C.S. and found out that we were going to land as quickly as possible on the USS STERETT where corpsmen would be waiting to check the survivors condition.

I figured it would be a little while before we landed so I opened a can of soda and gave each survivor a drink and took one myself. After we landed on the STERETT I put the injured survivor on a stretcher provided by the ship and turned both survivors over to the corpsman.

