

**361ST TACTICAL ELECTRONIC WARFARE SQUADRON**

**QUARTERLY HISTORY FOR**

**JANUARY - MARCH**

**1967**

**SECRET**

HISTORY OF THE 361ST TACTICAL ELECTRONIC WARFARE SQUADRON

1 Jan 67 - 31 Mar 67

Prepared By

Capt Harold L. Arner  
Capt Paul M. Simons  
361st Tactical Electronic Warfare Squadron

Approved By:

*R*  
*Harold L. Arner*  
RALPH L. STAPPER  
LT COL, USAF

**SECRET**

GROUP 4  
Downgraded at 3 year intervals;  
declassified after 12 years

361-67-0015

## I MISSION

(U) The mission of the 361st Tactical Electronic Warfare Squadron remains as previously reported. During the reporting period the number of aircraft possessed and the unit manning increased to levels approaching complete authorization. (See Sections III & IV). In addition, the squadron began complete Phase II training of all incoming crew members. (See Section V). Mission accomplishment during the period was good although difficulties with mission peculiar equipment degraded accomplishment somewhat.

## II COMMAND AND CONTROL

(U) No change in command and control lines occurred during the reporting period. Participation of key squadron personnel in wing tactics panels and mission preplanning activities has resulted in increased accomplishment with fewer last minute changes.

## III MANPOWER AND ORGANIZATION

(U) Squadron organization remains unchanged and no change in key personnel occurred during the reporting period.

(U) Attachment 1 is a tabulation of squadron manning vs. UMD authorization as of 31 Mar 67. It should be noted that the squadron was approaching full strength at the end of the reporting period.

(U) Correspondence requesting additional personnel authorizations in the administrative, operations, and intelligence areas was forwarded during the period. Copies of this correspondence is included as Atch 2.

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(U) All maintenance personnel on loan to other units were recalled to the squadron during the period.

## IV OPERATIONS

(C) During the reporting period, the 361st Tactical Electronic Warfare Squadron flew 571 tactical sorties. This represents 89.6% of the tactical sorties fraged for the period. Twenty-nine percent of the missions aborted or cancelled were caused by adverse weather; 59.4% were due to aircraft or equipment malfunctions discovered during pre-flight or inflight; and 11.6% were due to maintenance non-delivery.

(C) Three hundred and sixteen close tactical support (CTS) sorties were flown in support of Joint Allied Operations in Southeast Asia.<sup>1</sup>

(C) During the period, weather in assigned working areas frequently prevented aircrews from acquiring, visually, a base reference point for reconnaissance activities. Therefore, a technique for using TACAN for establishing the reference point was developed. It was found that if the aircraft is positioned 7-15 N.M. from a TACAN station the TACAN range and bearing indication is within 1500 meters of the aircraft's location. Reconnaissance activities can then be conducted with a 1500 meter accuracy degradation.

(U) In addition, an operating limitation of 30° maximum bank angle was established to decrease gyro malfunctions in the aircraft compass subsystem. This technique does not degrade mission accomplishment and has been quite effective in protecting compass equipment. (See Section VI).

<sup>1</sup> (S) The breakdown of CTS sorties is as follows: Sam Houston-75 sorties, Desoto and Deckhouse IV-48 sorties; Pershing-47 sorties; Thayer II-26 sorties, Paul Revere IV-21 sorties; Picket-11 sorties; Chinook II, Plymouth, and Rio Grande 7 sorties each; Adams-1 sortie; and 66 CTS sorties were flown in support of un-named operations.

# SECRET

(U) On 9 Mar 67 the squadron suffered the loss of an aircrew and aircraft due to enemy action. Copies of the rescue and accident reports are included as Atch 3.

#### V TRAINING

(U) On 25 Jan 67, the training syllabus for Phase II training of crew members was approved by the 460th Tactical Reconnaissance Wing (Atch 4). All newly assigned crew members have received Phase II training within the 361st Tactical Electronic Warfare Squadron rather than the 360th Tactical Electronic Warfare Squadron, which previously accomplished this training. During the period 13 Pilots, 7 Navigators, and 13 Flight Mechanics completed training. In addition, 4 pilots and 2 navigators were in training at the end of the reporting period.

(U) Aircraft familiarization training for maintenance personnel is complete. The OJT of maintenance personnel is progressing well. During the period, 9 airmen took 5 level SKT testing and 4 airmen took 7 level testing. Six airmen passed the tests, and 7 are awaiting results.

#### VI MAINTENANCE AND SUPPLY

(U) Despite a continuing shortage of spare parts for mission peculiar equipment and a low reliability of one of the mission peculiar subsystems, the aircraft in-commission rate for the reporting period was 83.7%. Nine unit aircraft were on hand in Jan and Feb; 11.4 aircraft were possessed in March.

(U) The base nose dock was assigned to the 361st during the period, and it is used for phase inspection and major maintenance. The nose dock

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provides excellent working conditions due to protection from weather, good lighting conditions and its close proximity to bench stock and flight line shops.

(U) Bench stock items increased from 45% to 85% of complete stock listings during the period.

(U) Due to increased flying commitments, coincident with additional aircraft assigned, the number of phase inspection teams was increased from 2 to 3.

(U) A site to swing the compass has been set up at this station which negates the loss of one day's time formerly needed to use the compass rose at another station. Field maintenance's capability in maintaining the compass has improved with the arrival of Air Force technicians. However lack of spare parts and test equipment for the compass subsystem is a major problem.

(C) Test equipment and spare parts for the doppler subsystem arrived early in the reporting period. The number of air aborts due to doppler malfunction has dropped substantially.

(U) Early in the quarter considerable difficulty was encountered with generator circuitry failure. However it was discovered that 200 amp. voltage regulators were installed in some aircraft instead of the proper 300 amp. regulators. All 200 amp. regulators have since been replaced.

(U) The acquisition of two new vehicles in early February eased the squadron transportation problem considerably. Each of the vehicles is driven in excess of 1000 miles per month. Vehicles are used on crew pick-up, flight line transportation, administrative purposes, and two vehicles are reserved for the maintenance section.

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## VII FACILITIES

(U) Improvement of squadron facilities has continued on a self-help basis. The squadron briefing room was sound proofed by use of acoustical tile on the ceiling and scrap styrofoam insulation on the walls. The doors were soundproofed and hinges and hasps installed to meet security requirements. Briefing charts were enclosed in a sliding panel case. The briefing room was approved for storage of classified material on 5 Mar 67. Attachments 5 and 6 are photos taken in the luxury of our air-conditioned briefing room.

(U) A plywood ceiling has been installed in the operations and administrative section of the squadron building.

(U) The need for a Replot Room and additional space for the training and standardization sections has necessitated the relinquishment of the crew lounge area. The crew lounge is being remodeled for use by the Operations Officer, his assistant, the Scheduling Officer and the Supervisor of Flying.

## VII MORALE

(U) Morale continued to be high throughout the period.

(U) The squadron mail room and base MARS station even with their limitations <sup>HAVE BEEN A</sup> boon for morale. This effect has been observed directly and repeatedly.

(U) The difficulty previously reported in acquiring adequate quarters off base is decreasing. Construction of additional on-base quarters promises, repeat, promises, elimination of the housing problem

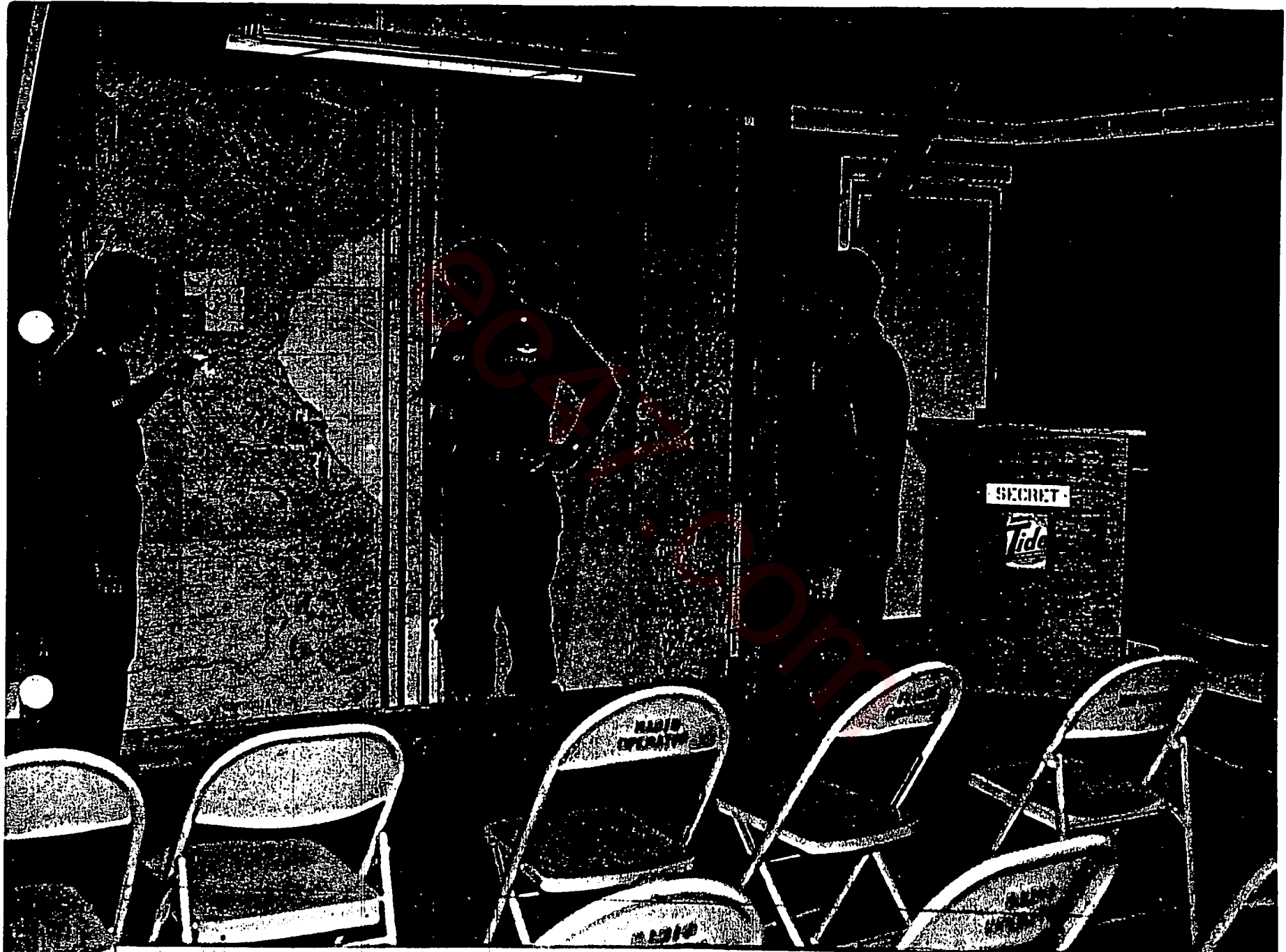
at Nha Trang. Also crowded conditions in the Officers Club and Airmens Mess will be alleviated by additions now under construction.

(U) Interest in off duty sports is high, in volleyball the "B" team was third in their league, while the "A" team finished the season with 20 wins 0 losses in league play.

(U) To promote existing comraderie various and sundry parties were held by the officers and enlisted men of the 361st. Two were outstanding.

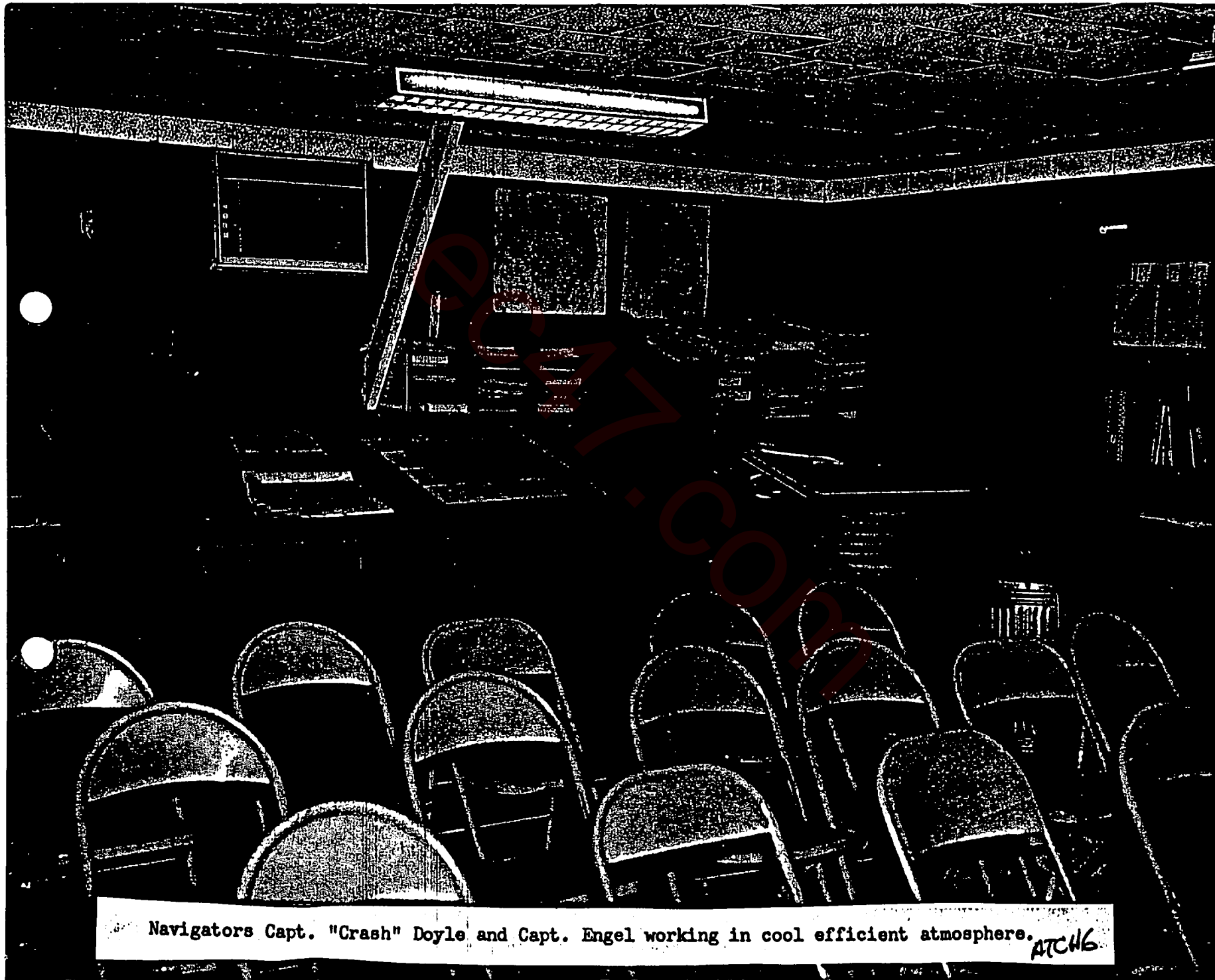
(U) During the period, Air Medals were received for 38 of our men. (See Atch 7). The Wing Commander has made presentations to 27 of these men in award ceremonies.





A fine chart display helps any intelligence briefing. Here we have Operations Officer Lt/Col Casey and Capt. Simons listening to Capt. Brandner our Intelligence Officer.

ATGHS



Navigators Capt. "Crash" Doyle and Capt. Engel working in cool efficient atmosphere. ATC46

JOINT MESSAGEFORM

SECRET

SECURITY CLASSIFICATION

TYPE MSG BOOK MULTI SINGLE  
X

PRECEDENCE

ACTION IMMEDIATE

INFO IMMEDIATE

DTG

SPECIAL INSTRUCTIONS

FROM: DET 12, 35th ARS NHA TRANG AB, RVN

TO: ARS ORLANDO AFB FLA

INFO: CSAF

MAC

CINCPACAF

PANCO HICKAM AFB HA

7AF TSN AB RVN

3D AIRGP TSN AB RVN

ASST DCS/PIRS MIL PERS MANAGER AFB THE

361ST RECONNAISSANCE SQ, NHA TRANG AB, RVN (M)

460TH RECONNAISSANCE SQ, TSN AB RVN

14TH AVN, KING COMBATTANT (RESCUER)

NAVY, RAISON RVN

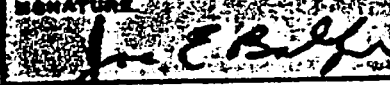
CONFIDENTIAL NUMBER 012 06565 MAR 67. FOR INFO (ARCSIP);  
CSAF (AFVOPH, AFOP); MAC (MACOOL, MOP); CINCPACAF (DOCC-N); PANCO  
(ARCSIP); MIL PERS (ARPMO); 7AF (DOCC, DO, M); 3D AIRGP (ARCSIP);  
RESCUE INFORMATION REPORT. 1. RESCUE OPERING REPORT. 2. MISSION  
NUMBER 12-78-5 10 MAR 67. 3. 10 MARCH 1967. A. RC-47, FEB 66.  
B. TACTICAL WFR. C. DEPARTED NHA TRANG AT 0515L. WAS HANDLED FROM  
PORT GAIL RADAR TO FRAGOK RADAR AT 0622Z. FRAGOK RADAR HAS LAST

DATE	TIME
10	1200
MONTH	YEAR
MAR	1967
PAGE NO.	NO. OF PAGES
1	

TYPED NAME AND TITLE  
 RALEPH H. NEWMAN  
 Major, USAF

PHONE  
 3373

DRAPPER

SIGNATURE  


TYPED (or stamped) NAME AND TITLE  
 JOE E. BALLINGER, CAPTAIN, USAF  
 ADMINISTRATIVE OFFICER

SECURITY CLASSIFICATION CONFIDENTIAL

REGARDING INSTRUCTIONS GROUP THREE (3)

DD FORM 173 NOV. 63

REPLACES EDITION OF 15 NOV 63 WHICH MAY BE USED

SECRET

ATC H3  
3-1

ABBREVIATED MESSAGEFORM  
and/or CONTINUATION SHEET

CONFIDENTIAL

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION <b>IMMEDIATE</b>	<b>CAPT BALLINGER</b>	<b>MAJOR BUSH</b>	<b>3373</b>
INFO <b>IMMEDIATE</b>			

RADIO CONTACT AT 0625Z. AIRCRAFT WAS AT 11,500 FEET AND WAS TO FOLLOW COAST TO 14 DEGREES 06 MINUTES NORTH, 109 DEGREES 14 MINUTES EAST. HE WAS TO OPERATE IN THE FOLLOWING AREA: FROM 14 DEGREES 06 MINUTES NORTH, 109 DEGREES 14 MINUTES EAST UP COAST TO 14 DEGREES 33½ MINUTES NORTH, 109 DEGREES 05 MINUTES EAST, WEST TO 14 DEGREES 33½ MINUTES NORTH, 108 DEGREES 18 MINUTES EAST, SOUTH TO 14 DEGREES 06 MINUTES NORTH, 108 DEGREES 18 MINUTES EAST. THERE IS A POSSIBILITY HE COULD HAVE COME WEST OUT OF THIS AREA TO A POINT AT 14 DEGREES 21 MINUTES NORTH, 108 DEGREES 00 MINUTES WEST, BUT WOULD HAVE IMMEDIATELY RETURNED TO THE OTHER AREA. AIRCRAFT HAD ETA BACK AT NHA TRANG AT 1251Z. HE WAS TO HAVE RETURNED VIA COAST. D. CAMOUFLAGED DC-47, TAIL NUMBER 43-49801. E. USAF. F. 361ST RECONNAISSANCE SQ, NHA TRANG AB. G. FREEMAN, IVEL D., MAJOR, FV3007379. H. SEVEN. I. EACH CREW MEMBER HAD: COMPLETE SURVIVAL VEST WITH RT-10A RADIO, IPU, 38 PISTOL, PARACHUTE. IN ADDITION THERE WERE 5 M-16'S ON BOARD, ONE 20 MAN LIFE RAFT, AND GIBSON GIRL RADIO. 5. DEP 12, 38th ARES NOTIFIED BY NHA TRANG BASE OPERATIONS AT 1535Z THAT A DC-47, TYPE 86, WAS OVERDUE. 361ST RECON SQ CONTACTED BY DEP 12 TO OBTAIN INFORMATION. JEAN AT TAN SON NHUT WAS NOTIFIED AT 1545Z. 6. 1555Z. 7. 1545Z. 8. JEAN LAUNCHED C-47 THROUGH TACC AT TAN SON NHUT AT 2123Z. 9. AT 0625 AIRCRAFT WAS AT 12 DEGREES 56 MINUTES NORTH, 109 DEGREES 22 MINUTES EAST, HEADING NORTH. 10. a. 500 BUCKEN, 800 OVERCAST, 6 MILES VISIBILITY WITH LIGHT RAIN. WIND 360/26833. ESTIMATED TOPS 12,000 TO 13000 feet. e. 1500 OVERCAST 10 MILES VISIBILITY,

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		12	3	38AERS-D12 MAR 67	
REGRADE INSTRUCTIONS				SECURITY CLASSIFICATION	
GROUP THREE (3)				CONFIDENTIAL	

ABBREVIATED MESSAGING FORM  
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION  
**CONFIDENTIAL**

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION <b>URGENT</b>	<b>CAPT BALLINGER</b>	<b>MAJOR BUSH</b>	<b>3373</b>
INFO <b>URGENT</b>			

INTERMITTENTLY 1000 OVERCAST 3 TO 5 MILES VISIBILITY IN RAIN SHOWERS.

WIND 20040 WITH SEVERE TURBULANCE. 11. DET 12, 30TH AHS, MAJOR  
RALPH H. BUSH. 12. 14TH AIR COMMANDO WING, DET 1, 314TH TCW, 21ST  
TAGS. 361ST RECON SQ.

20. c. FROM 14 DEGREES 06 MINUTES NORTH, 109 DEGREES 14 MINUTES  
EAST UP COAST TO 14 DEGREES 35½ MINUTES NORTH, 109 DEGREES 05  
MINUTES EAST, WEST TO 14 DEGREES 35½ MINUTES NORTH, 108 DEGREES 18 MINUTES EAST,  
SOUTH TO 14 DEGREES 06 MINUTES NORTH, 108 DEGREES 18 MINUTES EAST.

d. SIX EC-47s AVAILABLE, BUT CANNOT FLY DUE TO WEATHER. ONE EC-  
190 CURRENTLY FLYING MEDIUM ALTITUDE SEARCH LISTENING FOR EMERGENCY  
RADIO. VISUAL SEARCH IS IMPOSSIBLE. e. WEATHER IS CURRENTLY 1,000  
OVERCAST WITH 5 MILES VISIBILITY. INTERMITTENT 1,000 FEET OVERCAST  
WITH 3 TO 5 MILES IN RAIN. ALL OF SEARCH AREAS ARE VERY UNFRIENDLY  
AND THE SEARCH MUST BE FLOWN AT A MINIMUM OF 2,000 FEET ASL. FORECAST  
IS FOR GRADUAL IMPROVEMENT, BUT IT DOES NOT LOOK FAVORABLE FOR SEARCH  
ON THIS DATE.

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		3	3	30482-012 MAR 67	
REGRADE INSTRUCTIONS				SECURITY CLASSIFICATION	
GROUP THREE (3)				<b>CONFIDENTIAL</b>	

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**CONFIDENTIAL**

TYPE MSG	BOOK	MULTI	SINGLE
		<b>X</b>	

PRECEDENCE

ACTION **IMMEDIATE**

INFO **IMMEDIATE**

DTG

FROM: DET 12, 38th ARRS NHA TRANG AB, RVN

SPECIAL INSTRUCTIONS

TO: ARRS ORLANDO AFB FLA

INFO: CSAF

MAC

CINCPACAF

PARRC HICKAM AFB HA

7AF TSN AB RVN

3D ARRGF TSN AB RVN

MACV SAIGON RVN

ASST DCS/PERS MIL PERS RANDOLPH AFB TEX

361ST RECONNAISSANCE SW, NHA TRANG AB RVN (M)

460th RECONNAISSANCE WG, TSN AB RVN

14TH ACW, WING COMMANDER (MESSENGER)

CONFIDENTIAL 38ARRS-D12 06566 MAR 67. FOR ARRS (ARRCF);  
 CSAF (AFOXPFH, AFCP); MAC (MACCOA, MCP); CINCPACAF (DCCG-R); PARRC  
 (PRGCP); MIL PERS (ARPMSC); 7AF (DOCO, DO, DI); 3ARRGF (RGRC). SUBJ:  
 RESCUE INFORMATION REPORT. 1. RESCUE PROGRESS REPORT. 2. MISSION  
 NUMBER 12-38-5 10 MAR 67. 3. 10 MARCH 1967. 10. b. 500 BROKEN,

DATE	TIME
10	1900
MONTH	YEAR
MAR	1967
PAGE NO.	NO. OF PAGES
1	3

TYPED NAME AND TITLE

**RALPH H. BUSH**  
**MAJOR, USAF**

PHONE 3373

SIGNATURE *Joe E Ballinger*

TYPED (or stamped) NAME AND TITLE  
**JOE E. BALLINGER, CAPTAIN, USAF**  
**ADMINISTRATIVE OFFICER**

SECURITY CLASSIFICATION **CONFIDENTIAL**

REGRADE INSTRUCTIONS GROUP FOUR (4)

ABBREVIATED JOINT MESSAGEFORM  
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

**CONFIDENTIAL**

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION <b>IMMEDIATE</b>	<b>CAPT BALLINGER</b>	<b>MAJOR HUSH</b>	<b>3373</b>
INFO <b>IMMEDIATE</b>			

000 OVERCAST 3 TO 5 MILES WITH RAIN. e. (1) TUY HOA. 500 SCATTERED, 800 BROKEN VARIABLE SCATTERED 1,500 BROKEN 3,000 OVERCAST 5 TO 7 MILES VISIBILITY WITH LIGHT RAIN. (2) PHU CAT. 1,000 SCATTERED 1,800 BROKEN 4,000 OVERCAST 7 MILES VISIBILITY. MOUNTAIN TOPS OBSCURED. (3) KONTUM. AFTER 0900 LOCAL. 2,00 SCATTERED 5,000 BROKEN 7,000 OVERCAST, 10 MILES VISIBILITY. 13. AIRCRAFT NOT LOCATED. 14. S.E. 15. SE. 16. S.E. 17. NC-130, ONE SORTIE, 4+35 HOURS, DET 1, 314TH TOW. AC-47, ONE SORTIE, 2+5 HOURS, 4TH ACS. 18. ALL U.S. NAVY AND VIETNAMESE NAVY BOATS IN SEARCH AREA ADVISED OF MISSING AIRCRAFT. 19. S.E. 20. a. AC-47 ATTEMPTED TO SEARCH AREA NORTH OF TUY HOA, BUT WEATHER MADE SEARCH IMPOSSIBLE. NC-130 FLEW MEDIUM ALTITUDE SEARCH LISTENING FOR BEEPERS, BUT HAD NEGATIVE RESULTS. THE AREA THE RADIO SEARCH WAS FLOWN WAS FROM A POINT STARTING AT 12 DEGREES 48 MINUTES NORTH 109 DEGREES 35 MINUTES EAST, NORTHWEST TO 14 DEGREES 45 MINUTES NORTH 109 DEGREES 16 MINUTES EAST, WEST TO 14 DEGREES 45 MINUTES NORTH 107 DEGREES 54 MINUTES EAST, SOUTH TO 13 DEGREES 53 MINUTES NORTH 107 DEGREES 54 MINUTES EAST, EAST TO 13 DEGREES 53 MINUTES NORTH 109 DEGREES 06 MINUTES EAST, SOUTHEAST TO 12 DEGREES 45 MINUTES NORTH 109 DEGREES 13 MINUTES NORTHEAST TO STARTING POINT. LOW CLOUDS PREVENTED ANY VISUAL SEARCH. b. NEGATIVE RESULTS. c. SAME AS 20 a. d. SIX NC-47s AVAILABLE, BUT BECAUSE OF FORECASTED WEATHER, IT IS PLANNED TO USE TWO FOR A COASTAL SEARCH ONLY. TACC HAS BEEN CONTACTED AND ALL G-1R PAC AIRCRAFT NOT ON FRAGGED STRIKE MISSIONS WILL BE USED. THESE WILL BE COMMITTED AT 0700 AFTER A WEATHER CHECK HAS BEEN MADE. A NC-130 FROM DET 1, 314TH TROOP CARRIER WING IS

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		2	3	30485-D1206566 MAR 67	JCB
REGRAIDING INSTRUCTIONS				SECURITY CLASSIFICATION	
GROUP FOUR (4)				<b>CONFIDENTIAL</b>	

ABBREVIATED JOINT MESSAGEFORM  
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION  
**CONFIDENTIAL**

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION <b>IMMEDIATE</b>	<b>3</b> CAPT BALLINGER	MAJOR BUSH	<b>3373</b>
INFO <b>IMMEDIATE</b>			

AVAILABLE IF NEEDED. OTHER C-47s FROM THE 14th ACW ARE ALSO AVAILABLE; HOWEVER

IF THE WEATHER IS AS FORECASTED IT WILL NOT BE POSSIBLE TO USE THEM.

b. MOST OF THE PLANNED SEARCH AREA IS MOUNTAINOUS WITH ELEVATIONS AS HIGH AS 6,600 FEET. IT IS ALSO VERY HEAVY JUNGLE AND IT IS ESTIMATED THAT IT WILL TAKE AN C-12 APPROXIMATELY 15 HOURS FLYING TIME TO THOROUGHLY SEARCH 100 SQUARE MILES. THE SEARCH AREA COVERS APPROXIMATELY 5,600 SQUARE MILES. THE LONG RANGE WEATHER FORE CAST IS FOR A VERY SLOW IMPROVEMENT.

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		<b>3</b>	<b>3</b>	<b>38ARS-D12 06 566</b>	<b>3-6</b> <b>JM</b>



JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

CONFIDENTIAL

TYPE MSG

BOOK

MULTI

SINGLE

X

PRECEDENCE

ACTION

FLASH

INFO

FLASH

DTG

FROM: DET 12, 38th ARRS NHA TRANG AB, RVN

SPECIAL INSTRUCTIONS

TO: ARRS ORLANDO AFB, FLA

INFO: CSAF

MAC

CINCPACAF

PAREC HICKAM AFB HA

7AF TSN AB RVN

3D ARRCF TSN AB, RVN

ASST DCS/PERS MIL PERS RANDOLPH AFB TEX

460TH RECONNAISSANCE WG, TSN AB RVN

USAFSS SAN ANTONIO TEX

PAC SCTY RON WHEELER AFB HA

6922 SCTY WG, CLARK AB PI

6994 SCTY SQ TSN AB RVN

DOD SPEC REP TSN AB RVN

MACV SAIGON RVN

361ST RECONNAISSANCE SQ, NHA TRANG AB RVN (M)

14TH ACW, WING COMMANDER (MESSENGER)

DATE 11

TIME

MONTH MAR

YEAR 1967

PAGE NO. 1

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CONFIDENTIAL 38ARRS-D12

06568

MAR 67. FOR ARRS

DR  
A  
P  
P  
E  
R

TYPED NAME AND TITLE

RALPH H. BUSH  
MAJOR, USAF

PHONE

3373

R  
E  
L  
E  
A  
S  
E  
R

SIGNATURE

*Ralph H. Bush*  
TYPED (or stamped) NAME AND TITLE  
RALPH H. BUSH, MAJOR, USAF  
COMMANDER

3-7

ABBREVIATED JOINT MESSAGEFORM  
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

~~CONFIDENTIAL~~

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION <b>FLASH</b>	<b>MAJOR HUSH</b>	<b>MAJOR HUSH</b>	<b>3373</b>
INFC <b>Flash</b>			

(ARSCP); CSAF (AFKOPH, AFCP); MAC MAOCCA, MCP; CINCPACAF (DOCG-R);  
 PARMC (PRCOP); MIL PERB (ARFMS); 7AF (DOCO, DO, HI); JARRCP (RGHC).  
 SUBJ: RESCUE INFORMATION REPORT. 1. RESCUE CLOSING REPORT. 2.  
 12-38-5 10 MAR 67. 3. 11 MAR 67. 10. b. 1,800 BROKEN, 2,200  
 OVERCAST, SEVEN MILES VISIBILITY. 13. USAF PAC IN O-1E LOCATED RC-  
 47 AT 14 DEGREES 40 1/2 MINUTES NORTH 106 DEGREES 58 3/4 MINUTES EAST AT  
 0610 LOCAL. 14. DECEASED RECOVERED BY USAF UH-1F. 15. 7/7/7/0/0/7.  
 a. ZERO. b. USAF UH-1F HELICOPTERS. 16. DECEASED TAKEN TO 8TH  
 FIELD HOSPITAL, NHA TRANG AB, RVN. 17. 4 USAF UH-1F HELICOPTERS, 26  
 SORTIES, 25+29. UNKNOWN NUMBER OF USAF O-1Es, TIME AND SORTIES  
 IMPOSSIBLE TO OBTAIN. UNKNOWN NUMBER OF USA UH-1 HELICOPTERS, TIME AND  
 SORTIES IMPOSSIBLE TO OBTAIN. 18. 4 UH-1 SWIFT BOATS. 19. a. S.E.  
 b. S.E. 20. a. 12 DEGREES 45 MINUTES NORTH 109 DEGREES 13 MINUTES  
 EAST, NORTHWEST TO 13 DEGREES 53 MINUTES NORTH 109 DEGREES 06 MINUTES  
 EAST, NORTHWEST TO 14 DEGREES 44 MINUTES NORTH 108 DEGREES 55 MINUTES  
 EAST, EAST TO 14 DEGREES 44 MINUTES NORTH 109 DEGREES 06 MINUTES EAST,  
 SOUTHWEST TO 12 DEGREES 48 MINUTES NORTH 109 DEGREES 30 MINUTES EAST,  
 BACK TO STARTING POINT. SEARCH WAS INITIATED AT COAST EFFECTIVENESS  
 100 PERCENT. b. AIRCRAFT FOUND. h. AIRCRAFT LOCATED BY PAC SOON  
 AFTER SEARCH WAS INITIATED AND TAIL NUMBER WAS CONFIRMED. THE OTHER  
 AIRCRAFT COMMITTED TO SEARCH WERE NOTIFIED. AREA OF CRASH WAS VERY  
 HOSTILE AND AN ARMY COMPANY SECURED THE AREA. SHOES, PERSONAL EFFECTS  
 AND ALL WEAPONS HAD BEEN REMOVED BEFORE ARMY PERSONNEL ARRIVED AT CRASH  
 SITE. USAF ACCIDENT AND SECURITY TEAM AIRLIFTED BY USAF UH-1Fs TO CRASH

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		2	3	30ARRS-012	
REGARDING INSTRUCTIONS				SECURITY CLASSIFICATION	MAR 67
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ABBREVIATED MESSAGING MESSAGEFORM  
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION  
**CONFIDENTIAL**

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION <b>FLASH</b>	MAJOR BUSH	MAJOR BUSH	3373
INFO <b>FLASH</b>			

SITE AND ARRIVED AT 1520 LOCAL. TEAM WAS AT SITE FOR 1+20. ALL CLASSIFIED EQUIPMENT AND MATERIAL ON BOARD APPEARS TO HAVE BEEN RECOVERED OR WAS DESTROYED ON IMPACT. US ARMY EOD PERSONNEL DESTROYED REMAINING WRECKAGE AFTER USAF TEAM WAS EXTRACTED FROM AREA.

SECRETARY.COM

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GROUP FOUR (4)				<b>CONFIDENTIAL</b>	

SECRET

FLASH  
PRIORITY

361st Recon Sq Nha Trang AB, RVN  
460th TBN, TSN, RVN (RUMSARG)  
7AF TACC, TSN, RVN  
7AF DOCO, TSN, RVN

CINCPAC  
NATIONAL MIL COMMAND CENTER (NMCC)  
PACAF CC

INFO: CSAF  
CINCPACFLT  
COMSMACT  
COMSMACTHAI  
AMEMB BANGKOK  
7/13 THAILAND  
DOD SPEC REP MACV  
JOINT SOBS PROCESSING CENTER  
TAC CP  
DIR AEROSP SAFETY (AFIAS) MORTON AFB, CALIF  
432ND TBN, UDORN AB THAILAND  
USAFSS, SAN ANTONIO, TEX

10  
MARCH 1967  
1

3297

JAMES F. CASEY, Ops Off

RALPH L. STAPPER, Lt Col, USAF  
Commander

GP-4

SECRET

310  
361-67-0104  
Repro C4484

SECRET

FLASH  
PRIORITY

RALPH L. STAPPER, Lt Col JAMES F. CASEY, Lt Col 3297

INFO: PAC SCTY RCN, WHEELER AFB, HAWAII  
6922 SCTY WG, CLARK AB, PHILIPPINES  
6994 SCTY SQ, TAN SON NHUT, RVN

SECRET (JPCCO) 361st BS 10386 /MAR 67

REF. SUBJ. 361st BS JOPREP/OPREP-3/PINNACLE OOL/MAR 67.

A. REFERENCE 7AF JOPREP/OPREP-3/PINNACLE OOL/MAR 67.

A 1. AIRCRAFT COMBAT LOSS.

A 2. 9 MAR 67.

H. BC-47 43-49201, TIDE 86, DEPARTED NHA TRANG ON PHYLLIS ANN MSN  
NO 2880, AT 1355 HRS LOCAL TIME TO FRANG RT BR 6085. LAST POSITIVE  
CONTACT WAS DETERMINED TO BE WITH PEACOCK CRC AT 1425 LOCAL. THIS  
LAST POSITION WAS PLRIKU RADIAL 130 CHANNEL 53, 102NM. REPORTED ALT  
WAS 11,500 FT. NO FURTHER CONTACT ESTABLISHED WITH AIRCRAFT.  
RECOVERY WEATHER AT HOME BASE DELAYED LANDINGS IN EXCESS OF 30  
MINUTES. ETA WAS 2055 HRS LOCAL. COMMUNICATIONS SEARCH INITIATED  
35 MINUTES AFTER ETA. 460TH TUOC NOTIFIED OF UNSUCCESSFUL COMM  
SEARCH AT 2235. 14ACW TUOC NHA NOTIFIED 38TH RESCUE AT 2340 HRS  
LOCAL.

(a) UNIT 361ST BS LAUNCH BASE, NHA TRANG AB, RVN

(b) ONE BC-47

(c) N/A

(d) N/A

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(e) N/A

(f) NHA TRANG AB TO BR 6085. FRAG DATA FOLLOWS: MSN 2880

TIDE 86 TO 1355 NHA 2055 NHA RECOVERY BR 6085. ROUTE NHA TRANG OFF  
COAST TO FRAG PT.

(g) BR 6085

(h) UNK

(i) N/A

(j) N/A

(k) N/A

(l) N/A

(m) N/A

(n) 7 HND BRKN 1500 OVC 3 MILES RAIN SHOWS AND DRIZZLE. SFC  
WINDS 340/10 + 18 CIGRD MINS OBSCURED.

(o) PORT CALL AND PEACOCK CRC'S OPERATIONAL

(p) N/A

(q) N/A

(r) UNK

(s) AGENCY DIR SAR 3RD RESCUE GP, TSN, AIRCRAFT INVOLVED: ONE  
HC-130 ON ALTITUDE CORR SEARCH. SIX EC-47 AND PAC AIRCRAFT HELD  
DUE TO UNWORKABLE WEATHER. PROBABILITY OF SUCCESS POOR AT THIS  
TIME DUE TO WEATHER.

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SECRET

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PRIORITY

RALPH L. STAPPER, LT COL JAMES F. CASBY, LT COL

3297

(t) CREW DATA

AIRCRAFT COMMANDER MAJOR FREEMAN, IVEL D, FV3007379, TOT  
TIME 4521 HRS C-47 TIME 1167 HRS, 13 YRS RATED, COMPLETED 77 MSNS,  
6 MONTHS IN THEATRE.

PILOT MAJOR BOMBER, LEROY P., FR31204, TOT TIME 7461 HRS  
C-47 TIME 575 HRS, 13 YRS RATED 81 MSNS, 6 MONTHS IN THEATRE.

NAVIGATOR CAPTAIN RICHARDSON, ROGER P, FV3080539, TOT  
TIME 2812 HRS, C-47 TIME 588, 10 YRS RATED, 86 MSNS, 6 MO IN  
THEATRE.

OTHER CREW MEMBERS

FM SSGT BRENTON P.F., AF16605512

BO TSGT LEFTWICH R.F., AF17095652 (USAFSS)

BO ALC LAND, C.D., AF17634813 (USAFSS)

BO ALC REESE D.C., AF13795155 (USAFSS)

BR 6085 IS 14 DEG 20 MIN N LAT, 108 DEG 46 MIN E LONG.

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SECRET

3-13

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SECRET

TYPE MSG	BOOK	MULTI	SINGLE
		X	

PRECEDENCE

ACTION FLASH

INFO PRIORITY

BTG

FROM: 361st Recon Sq Nha Trang AB, EVN

TO: 460th TFW, TSN, EVN

7AF TACC, TSN, EVN

7AF DCO, TSN, EVN

CINCPAC

NATIONAL MIL COMMAND CENTER (NMCC)

PACAF CC

INFO: CSAF

CINCPACFLT

COMUSMACV

ANEMB BANGKOK

7/13 THAILAND

DOD SPEC REP MAG

JOINT SORE PROCESSING CENTER

TAC CP

DIR AEROSP SAFETY (AFIAS) WORTON AFB, CALIF

432ND TFW, UDORN AP THAILAND

USAFSS, SAN ANTONIO, TEX

SPECIAL INSTRUCTIONS

DATE	TIME
MONTH	YEAR
MARCH	1967
PAGE NO.	PAGE

TYPED NAME AND TITLE  
**JAMES F. CASEY, Ops Off**

PHONE  
 3297

SIGNATURE  
*James F. Casey*

TYPED NAME AND TITLE  
**RALPH L. STAPPER, Lt Col, USAF**  
 Commander

SECURITY CLASSIFICATION  
SECRET

REGARDING INSTRUCTIONS



ABBREVIATED INT MESSAGEFORM  
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SECURITY CLASSIFICATION  
SECRET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION <b>FLASH</b>	RALPH L. STAPPER, Lt Col	JAMES F. CASEY, Lt Col	3297
INFO <b>PRIORITY</b>			

INFO: PAC SCTY RGN, WHEELER AFB, HAWAII  
6922 SCTY WG, CLARK AB, PHILIPPINES  
6994 SCTY SQ, TAN SON NHUT, RVN

SECRET (JPCCO) 361st BS 10389 /MAR 67

REF. SUBJ. 361st BS JOPREP/OPREP-3/PINNACLE 002/MAR 67.

A. REFERENCE 7AF JOPREP/OPREP-3/ PINNACLE 014/MAR 67.

A 1. AIRCRAFT COMBAT LOSS.

A 2. 9 MAR 67.

H. ADDITION INFO: AIRCRAFT LOCATED APPROX 0800 LOCAL TIME. POSITION BS821238.

SITE REPORTED SECURE AND GROUND TEAM PROCEEDING TO SITE ASAP. ETD GROUND TEAM FROM  
NHA IS 1130 HRS LOCAL TIME 11 MAR 67. MODE OF TRANSPORTATION IS HELICOPTER.

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**JOINT MESSAGEFORM**

SECURITY CLASSIFICATION  
**SECRET**

TYPE MSG	BOOK	MULTI	SINGLE
		X	

PRECEDENCE

ACTION **FLASH**

INFO **PRIORITY**

DTG

FROM: 361st Recon Sq Nha Trang AB, RVN

TO: 460th TRW, TSN, RVN (RUMSARG)

7AF TACC, TSN, RVN

7AF DOCO, TSN, RVN

CINCPAC

NATIONAL MIL COMMAND CENTER (NMCC)

PACAF CC

INFO: CSAF

CINCPACFLT

COMUSMACV

COMUSMACHTAI

AMEMB BANGKOK

7/13 THAILAND

DOD SPEC REP MACV

JOINT SOB processing CENTER

TAC CP

DIR AEROSP SAFETY (APIAS) NORTON AFB, CALIF

432ND TFW, UDORN AB, THAILAND

USAPSS, SAN ANTONIO, TEX

SPECIAL INSTRUCTIONS

DATE	TIME
MONTH	YEAR
MAR	1967
PAGE NO.	NO. OF PAGES
1	1

TYPED NAME AND TITLE

**JAMES F. CASEY, LTCOL USAF**  
OPERATIONS OFFICER

PHONE

3297

DRAFTER

SIGNATURE

*Ralph Stapper*

TYPED (or stamped) NAME AND TITLE

**RALPH L. STAPPER, LTCOL, USAF**  
COMMANDER

SECURITY CLASSIFICATION

**SECRET**

REGARDING INSTRUCTIONS

CP

ABBREVIATED JOINT MESSAGEFORM  
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

SECRET

PHONE

3297

PRECEDENCE

RELEASED BY

DRAFTED BY

ACTION FLASH

RALPH L. STAPPER, LTCOL

JAMES F. CASEY, LTCOL

INFO PRIORITY

INFO: PAC SCTY BGN, WHEELER AFB, HAWAII  
6922 SCTY WG, CLARK AB, PHILIPPINES  
6994 SCTY SQ, TAN SON NHUT BWN

SECRET (JPCCO) 361ST RS 10393 /MAR67.

REF. SUBJ: 361ST RS JOPREP/OPREP-3/PINNACLE OLA/MAR 67.

A. REFERENCE 7AF JOPREP/OPREP-3/PINNACLE OLA/MAR 67.

A 1. AIRCRAFT COMBAT LOSS.

A 2. 9 MAR 67.

H. GROUND TEAM CONSISTING OF 361RS OPS OFF, 460TH FLIGHT SAFETY OFFICER, FIT SURGEON AND TWO 6994 TECHNICIANS ARRIVED AT SCENE OF CRASH AT 1520 HRS LOCAL TIME 11 MAR. AIRCRAFT WRECKAGE ON HILLSIDE APPROX 200 FT BELOW RIDGE. A/C APPARENTLY IN CLIMBING LEFT TURN. LEFT WING TORN OFF AND FORWARD HALF OF AIRCRAFT TORN APART SCATTERED, AND BURIED. NO RECOGNIZABLE COCKPIT OR NOSE SECTION DISCERNIBLE. PILOT, COPILOT AND PM FOUND IN THIS AREA AND IDENTIFIED. REAR PORTION OF FUSELAGE FOUND 140 FEET DOWN VALLEY INVERTED. LEFT WING WAS 150 FEET FROM RT WING. REAR FUSELAGE TORN APART BADLY BUT NOT BURIED. SIX BODIES IDENTIFIED AND SEVENTH LOCATED BUT NOT RECOGNIZABLE. ALL BODIES RECOVERED AND EVACUATED. ALL CLASSIFIED DOCUMENTS THAT WERE RECOVERED ARE BEING INVENTORIED. REPORT ON THIS WILL FOLLOW. AFD-18 <sup>COMPONENTS</sup> THAT WERE REMOVABLE WERE RETURNED TO NHA TRANG. THE TRANSPONDER AND REMAINDER OF THE AFD-18 WERE THEN DESTROYED WITH DEMO CHARGES. IT APPEARS THAT THE VC HAS THOROUGHLY COMBED THE AREA STRIPPING VALUABLES, SURVIVAL GEAR, BOOTS AND SOCKS, SIDE ARMS, GUN BOX (5-M-16's) AND CANTERS. NO APPARENT TAMPERING WITH AFD-18. NAVIGATOR'S DOPPLER CONSOLE WAS FOUND FAIRLY INTACT AND DESTROYED BY TEAM. WRECKAGE TOO BADLY DAMAGED AND BURIED TO ACCURATELY DETERMINE BATTLE DAMAGE. CONSIDERED SURMISE INDICATES DOPPLER WAS SET EAST OF SITE FOLLOWED BY

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FORM 1 NOV 63

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REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

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ACTION <b>FLASH</b>	RALPH L. STAPPER, LTCOL	JAMES F. CASEY, LTCOL	3297
INFO <b>PRIORITY</b>			

SOME TYPE OF EMERGENCY SUCH AS POWER FAILURE, COCKPIT FIRE OR BATTLE DAMAGE WHICH DELAYED CLIMBING TURN SUFFICIENTLY TO CONTACT RIDGE. POSSIBLY A COMBINATION OF ABOVE. WRITTEN DIRECTIVES RESTRICT CREW TO 1500 FT AGL MINIMUM. BOTH PILOTS EXTREMELY CONSCIENTIOUS AND PROFESSIONAL. THIS IS A HOT AREA AND BATTLE DAMAGE IS SUSPECTED. ADDITIONAL DETAILS FOLLOW: ONE UNDAMAGED ALTIMETER READ 1740 FEET SET AT 29.90. CLOCK READ 0620 (1820) HRS. NO ENGINE INSTRUMENTS LOCATED AND THROTTLE QUAN DRANT NOT FOUND. PROPS NOT FEATHERED AND BOTH ENGINES APPARENTLY OPERATING BUT COULD BE AT REDUCED POWER DUE BATTLE DAMAGE TO ONE OR BOTH. ENGINES SO BADLY DESTROYED BY CRASH AND FIRE THAT ACCURATE INSPECTION YIELDED LITTLE FACTUAL DATA. ALL SEVEN DEATHS APPEARED INSTANTANEOUS. LEAFLETS CARRIED ON A/C WERE FOUND SPREAD ALL AROUND SITE.

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FLASH  
PRIORITY

361st Recon Sq Nha Trang AB, RVN

460th TRW, TSN, RVN (HUMSARG)

7AF TACC, TSN, RVN

7AF DOCO, TSN, RVN

CINCPAC

NATIONAL MIL COMMAND CENTER (NMCC)

PACAF CC

INFO: CSAF

CINCPACFLT

COMUSMACV

COMUSMACVTHAI

AMEMB BANGKOK

7/13 THAILAND

DOD SPEC REP MACV

JOINT SOBE PROCESSING CENTER

TAC CP

DIR AEROSP SAFETY (AFIAS) MORTON AFB, CALIF

432ND TRW, UDORN AB, THAILAND

USAFSS, SAN ANTONIO, TEX

13

MAR

1967

3297

JAMES F. CASEY, LT COL, USAF  
OPERATIONS OFFICER

*Ralph Stapper*  
RALPH L. STAPPER, LT COL, USAF  
COMMANDER

**SECRET**

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361-67-0119

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PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION FLASH	RALPH L. STAPPER, LT COL	JAMES F. CASEY, LT COL	3297
INFO PRIORITY			

INFO: PAC SCTY RGN, WHEELER AFB, HAWAII  
6922 SCTY WG, CLARK AB, PHILIPPINES  
6994 SCTY SQ, TAN SON NHUT RVN

SECRET (JPCCO) 361st RS 10403 /MAR 67.

REP. SUBJ: 361ST RS JOPREP/OPREP-3/PINNACLE 005/MAR 67.

A. REFERENCE 7AF JOPREP/OPREP-3/PINNACLE 014/MAR 67.

A 1. AIRCRAFT COMBAT LOSS.

A 2. 9 MAR 67.

H1 THE FOLLOWING SUMMARY OUTLINES THE MAJOR PORTION OF THE MISSION FLOWN BY RC-47 TIDE 86, ACFT 43-49201, ON 9 MAR 67. SOME CONJECTURE BY EXPERIENCED CREW MEMBERS HAS BEEN NECESSARY BUT MOST OF THE DATA CONTAINED HEREIN WAS ESTABLISHED FROM PRINTER TAPES, A MAJOR FRAGMENT OF THE NAVIGATOR'S WORK CHART AND OPERATOR'S NOTES RECOVERED FROM THE WRECKAGE.

H 2. A SELF-TEST PRINTER TAPE AT 0616Z (1416L) PLACES THE A/C 022/36NM FROM NHA TRANG TACAN AND ESTABLISHES OPERATIVE EQUIPMENT AND AN ACCURATE CONSOLE CLOCK SETTING. NORMAL ROUTINE (ASSUMPTION) PLACES THE A/C AT QUI NHON TACAN AT APPROX 0650Z (1450L) AT WHICH PLACE DOPPLER WAS PROBABLY SET EITHER VISUALLY OR BY TACAN. DUE TO REPORTED WX IT WAS PROBABLY TACAN. THIS ASSUMPTION IS SUPPORTED BY A N-S LINE ON CHART AT THIS POINT BUT NO E-W LINE. TAPES FROM WRECKAGE ESTABLISHED POSITION OF A/C AT EITHER BS 010036 OR AS 962006, AT 0726Z (1526L). SINCE BS 010036 WAS MARKED ON A TAPE AND CORRESPONDED EXACTLY WITH THE N-S LINE AT QUI NHON MENTIONED ABOVE, WE PLACE THE A/C AT BS 010036 at 0762Z (1526L). TARGET ALPHA (FIRST TARGET) WAS PROBABLY WORKED BEFORE THIS TIME SINCE RECOVERED TAPE SHOWS TARGET BRAVO WORKED AT 0746Z (1546L) AND IS ON SAME TAPE. AN OPERATOR'S NOTE RECOVERED FROM CRASH INDICATES A PRIORITY TARGET

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WORKED BETWEEN 0707Z AND 0710Z (2507L- 1510L). CORRELATION WITH NAVIGATOR'S CHART CONFIRMS A TARGET ALPHA WHICH WAS WORKED BUT PROBABLY INCOMPLETE. FROM BS 010036 A/C PROCEEDED TO BS 487307 AND OBTAINED PARTIAL DATA ON TARGET BRAVO AT 0746Z (1546L). IMMEDIATELY THEREAFTER TARGET CHARLIE WAS WORKED COMMENCING AT 0748Z (1548L) AND CEASED AT 0756Z (1556L) CONFIRMING CHARLIE AT BS356547. NOTHING RECOVERED FROM CRASH INDICATES WHAT TRANSPIRED FROM 0756Z - 0840Z (1556L - 1640L) BUT WE ASSUME TARGETS DELTA AND ECHO WERE WORKED SINCE NEXT TAPE RECOVERED WAS MARKED FOXTROT. ASSUMING SAME DOPPLER POINT WE PLOTTED FOXTROT AT BS 755235. A SINGLE GROUP OF DATA PLACES THE A/C AT BS 650270 AT 0853Z (1653L). THIS IS THE LAST KNOWN POSITION OF A/C CORRELATED WITH TIME. WHILE THE NAVIGATOR WAS PLOTTING FOXTROT, ACTIVITY COMMENCED ON TARGET GOLF. THE AIRCRAFT HAD PROGRESSED SOUTHWARD TO BS 800060 AT AN ESTIMATED TIME OF 0906Z (1706L). GOLF WAS PLOTTED ON NAVIGATOR'S CHART AND IS CLEARLY OVER WATER. USING MINIMUM REASONABLE TIMES, THE A/C PROBABLY ARRIVED AT G-5 AT 0930Z - 1013Z. THIS LOCATION IS APPROX CS 078315. PLOTTING OTHER GOLF DATA PROBABLY RESULTED IN A DESCENT TO ESTABLISH VISUAL CONTACT WITH THE SURFACE VESSEL IAW MARKET TIME PROCEDURES. A RECOVERED SCRAP OF OPERATOR'S PAPER SHOWED SOME ACTIVITY AS LATE AS 1013Z (1813L). THIS TIME (1013Z) IS ASSUMED TO BE THE LATEST REASONABLE TIME A/C WAS NEAR POSITION G-5 (CS 078315). AN A/C CLOCK IN THE WRECKAGE STOPPED AT 1020Z (1820L).

FOLLOWING IS A CONSIDERED SUPPOSITION, REPEAT SUPPOSITION, OF WHAT PROBABLY TRANSPIRED IN THE NEXT FIVE TO TEN MINUTES. THE A/C DESCENDED EITHER VISUALLY OR UNDER RADAR (NO RECORD) TO 2500 FEET OVER WATER TO VISUALLY LOCATE VESSEL. EITHER WEATHER CONDITIONS PREVENTED VISUAL SIGHTING OR IF SIGHTED, LOW ALTITUDE PREVENTED REPORTING. AT THIS ASSUMED TIME OF 1013Z (1813L) DARKNESS WOULD SOON BE A FACTOR AND AN

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INFO PRIORITY			

ATTEMPT TO SET THE DOPPLER VISUALLY FOR THE LAST TIME MAY HAVE BEEN ATTEMPTED. A HIGHWAY - RAILROAD INTERSECTION AT 254 DEGREES/10NM FROM G-5 MAY HAVE BEEN ATTEMPTED AND IS CONSIDERED LIKELY. UPON COMPLETION OF DOPPLER SET A CLIMBING TURN WOULD CERTAINLY BE IMMEDIATELY INITIATED. MANEUVERING FOR A N/S DOPPLER RUN FOR SAFER TERRAIN MAY HAVE BEEN DISCARDED TO SAVE TIME AND REDUCE EXPOSURE IN THIS HIGH THREAT AREA. THE CRASH OCCURRED AT A POINT 260 DEGREES 8.4 NM FROM THIS ASSUMED DOPPLER POINT.

THIS WAS ONE OF OUR MOST EXPERIENCED AND INDIVIDUALLY HIGHLY QUALIFIED CREWS, EACH MEMBER WAS INSTRUCTOR MATERIAL. THE PILOTS WERE NON DRINKERS, VERY PROFESSIONAL AND NEVER KNOWN TO DEVIATE FROM ESTABLISHED PROCEDURES OR SAFE PRACTICES. THE AIRCRAFT COMMANDER WAS SQUADRON FLYING SAFETY OFFICER. HIS COPILOT, WHO WAS IN LEFT SEAT, WAS SQUADRON LIFE SUPPORT OFFICER. THE NAVIGATOR AND FLIGHT MECHANIC WERE INSTRUCTORS. IN CONSIDERATION OF THE ABOVE RECONSTRUCTION, THE CONCLUSION IS SUBMITTED THAT SOME SERIOUS COCKPIT EMERGENCY TOOK PLACE AFTER THE DOPPLER SET. IN THIS HIGH THREAT AREA BATTLE DAMAGE, POWER LOSS, ENGINE FIRE, OR A COMBINATION OF ALL THREE COULD DISTRACT THE CREW DURING THE 4 MINUTES FROM ASSUMED DOPPLER SET TO CRASH. HEAVY SMALL ARMS OR AUTOMATIC WEAPONS FIRE COULD HAVE PRECIPITATED EVASIVE ACTION DELAYING THE TURN BACK TO SAFER TERRAIN. WRECKAGE WAS SO BADLY TORN, BURNED AND SCATTERED THAT POSITIVE BATTLE DAMAGE DETERMINATION WAS IMPOSSIBLE.

FACTS AND CAREFULLY CONSIDERED CONJECTURE IN THIS REPORT IS BASED PRIMARILY ON RECOVERED DATA ON FILE AT DET 1 6994 SEC SQ, INTIMATE KNOWLEDGE OF THE CREW AND VISUAL OBSERVATION AT CRASH SCENE.

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