

CAROL'S COMMENTS

These reports are from the original reporting done to casualty. I was never given these reports until after 1977. The casualty officer would call and tell me what information they had on David's shoot down. I was cautioned from the very beginning not to mention where David had gotten shot down as it was a "secret war" and I could get David killed. After I was told by McConnell AFB Commander of David's loss I wrote to the wingmen and asked for their description of what happened during that mission. Victor Cole did write me a letter explaining what he saw on that mission.

INCOMING
MESSAGE

DEPARTMENT OF THE AIR FOR
STAFF MESSAGE BRANCH

CASUALTY MESSAGE

SMB B138

AF IN : -48664 (21 May 65) N/mo Pg 1 of 3

(CORRECTED COPYL)

ACTION : PMPKC-8

ZCZ CHQA614ZCEJA914

INFO : ADS-1, COMM CTR-1, SSSEC-2 (13)

OO RUEAHQ

ZEL RUXDA

OO RUMBDC RUMSMA RUMSBJ RUMABA RUHLHQ RUHLKM RUCEDN RUEAHQ RUEADX

DE RUMBDA 06 18/0825Z

0 180820Z MAY 65

FM 6235TH COMBAT SUPPORT GP TAKHLI AB THAI

TO RUEAHQ/CSAF

RUCMER/835 AIRDIV MCCONNELL AFB KAN

ZNT ZNR

INFO RUMBDC/35TH TAC GP DON MUANG A 5#-8

47.-/COMUSMACV SAIGON RVN

RUMSBJ/2D AIRDIV TSN RVN

RUMABA/6200 MAT WG CLARK AB PI

RUHLHQ/CINCPAC HICKAM AFB HAWAII

RUHLKM/VINCPACAF HICKAM AFB HAWAII

RUCDDN/AF AFC

RUAADX/TAC LANGLEY AFB VA

RUMABA/13AF CLARK AB PI

RUWGAR/12 AF WACO TEX

BT

6235 CAS-00697. MAQ 65. INITIAL

CASUALTY MESSAGE, MISSING REPORT, NON-BATTLE.

A. HRDLICKA REPEAT HRDLICKA DAVID L.

ZNR

COPY

Atch 4

INCOMING
MESSAGE

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH

AF IN : 48664 (21 May 65)

Pg 2 of 3

B. CAPTAINJQ

C. DATA

D. 563TFS INSTALLATION OF ASSIGNMENT - MCCONNELL AFB KAN,

E. SEA.

F. 18 MAY 65, 0850 LOCAL

G. THE FLIGHT CONSISTED OF FOUR AIRCRAFT ON A MISSION. AS NUMBER
ONE PULLED OFF THE TARGET HE WOULD THAT HE HAD A FIRE LIGHT. NUMBER

COPY

INCOMING
MESSAGE

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH

PAGE 2 RUMBDA 06

AF IN : 48664 (21 May 65) Pg 3 of 3

TWO CONFIRMED THAT NO. 1 WAS ON FIRE. THE LEAD AIRCRAFT THEN PULLED UP AND TURNED SOUTH. THE PILOT EJECTED AT APPROXIMATELY 10,000 FEET ZNR 0

MSL AND GOT A GOOD CHUTE. HE LANDED IN A SMALL VALLEY BESIDE A VILLAGE. NONE OF THE OTHER FLIGHT MEMBERS SAW HIM MOVE OR TRY TO MOVE THE CHUTE. AFTER FIFTEEN MINUTES, VILLAGERS WERE SEEN ROLLING UP THE CHUTE AND APPEARED TO BE TAKING THE PILOT TO THE VILLAGE. THE VILLAGERS DID NOT APPEAR TO BE ARMED. THERE WAS NO SARAN BEACON OR OTHER GUARD TRANSMISSIONS HEARD FROM PILOT. THERE WAS INTENSE LIGHT FLAK IN THE TARGET AREA AND IN THE AREA OF THE DOWNED PILOT MAKING THE RESCUE VERY DIFFICULT.

H. (A) WIFE-CARO

ANN HRDLICKA,

DATA

B. FATHER-THEODORE JOHN HRDLICKA.

DATA

COLORADO.

C. MOTHER- MAXINE FRANCIS HRDLICKA (SAME ADDRESS AS FATHER).

I. N/A

J. 17 MAY 65.

K. ACTIVE DUTY.

L. YES PILOT

M. SENIOR PILOT.

N. CAROL ANN HRDLICKA,

DATA

O. N/A

BT

COPY

DE RUHLKSP 304 017 78Z 1700

P 190508Z

May 65

FM PACAF CC

TO RUMSAL/2ADIV

INFO RUMALB/13AF

BLC

19/5/65/13404

TELECON ITEM NR 304.

REFS. A.

50444 MAY 65. DTG 180750Z.

B.

02520 MAY 65, DTG 181110Z.

C. TS 563 0004 MAY 65, DTG 181243Z.

1. REQUEST ANY ADDITIONAL INFORMATION ON F-105

PILOT DOWNED ON 18 MAY BE SENT TO THIS HEADQUARTERS
ASAP.

2. WAS THERE ANY OPPORTUNITY OR APPARENT NECESSITY
TO CREATE DIVERSION BY CAPPING AIRCRAFT?

~~3. 3. 3. 3.~~
3. WERE THERE FRIENDLY GROUND PERSONNEL IN THE
AREA WHO MIGHT HAVE GIVEN ASSISTANCE?

4. ARE ANY ACTIONS POSSIBLE TO EFFECT RESCUE?

~~BT~~
END TELECON ITEM NR 304.

BT

BNNN

Ref 00842
DE RUMSATG 8 21/1015Z

O 211000Z MAY 65

FM USAIRA VIENTIANE LAOS

TO RUHLKM/PACAF

INFO RUMABA/13AF CLARK AB PHIL

RUMSBJ/2AD TSN RVN

RUMSATA/333 ABRON UDORN THAI

BT 23

[REDACTED] (AIRA 02537) MAY 65. REUR DIO 00678 MAY 65.

REF PARA 2. CAPPING ACFT WAS REQUESTED TO SUPPRESS FIRE DURING AA H-34 LANDING. LANDING SITE WAS ONE AND ONE HALF KM SOUTH OF VILLAGE, WHERE DOWNED PLT WAS SEEN BEING CARRIED. LOCAL LAO IN H-34 STATED VILLAGE UNFRIENDLY.

21 16 47

REF PARA 3. CAS TEAM PASSED THROUGH AREA ON 17 MAY. THIS IS SAME TEAM WORKING ON DOWNED F-101 CREWMEMBER. AM SURE TEAM IS AWARE OF DOWNED F-105 PLT.

REF PARA 4. INFO CONCERNING DISPOSITION, POSS ESCAPE OPS, LOCATIONS OF BOTH F-101/F-105 PLTS, ANTICIPATED WHEN PICKUP

PAGE 2 RUMSATG 8 [REDACTED]

OF CAS TEAM COMMENCES O/A 26 MAY. RESULTS OF DEBRIEFING WILL BE FORWARDED.

COMMENT: THE MORE DISTANCE A PLT CAN PUT BETWEEN HIS LANDING SITE AND A MAIN ROAD, THE CHANCES OF BEING PICKED UP BY FRIENDLY ELEMENTS INCREASES.

GP-3 23

BT

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN : 44274 (19 May 65) R/jrh

pg 1 of 2

ACTION: XOP-1

SMB E 107 INFO : XOPX-8, PMPKC-8 (18)

CASUALTY MESSAGE

ARA150
OO RUEAHQ
DE RUMSAR 525 19/0950Z
O 190949Z May 65
FM DET 3 PACARESCUECEN TSN AFLD RVN
TO RUEAHQ/HQ USAF WASHINGTON DC
RUCDAA/MATS SCOTT AFB ILL
RUCGSH/ARS ORLANDO AFB FLA
RUHLKM/PACAF HICKAM AFB HAWAII
RUMABA/13AF CLARK AB PI
RUMSMA/MACV SAIGON RVN
ZEN/2AD TSN AFLD RVN
RUMSATG/AIRA VIENTIANE LAOS
RUMSATA/DEP COMDP 2ND AIR DIV UDORN AB THAILAND
RUMSATA/33 ARS ISTE ONE UDORN AB THAILAND
RUABKH/33 ARS NAHA AB OKINAWA
RUMSATD/6235 TWP TAKHLI AB THAILAND

SOP/50446 MAY 65. HQ USAF FOR AFXCPH, MATS FOR
MAOCO/AT AND MCP, ARS FOR APODC, PACAF FOR PFOCC-H, 13 AF FOR
JSARC.

1. RCS: 1-ARS-F1, SUSPENDING REPORT
2. MISSION NUMBER: DET 3 PARC - 472 - 18 MAY 65
3. DATE OF REPORT: 19 MAY 65
4. N/A
5. WEATHER IN AREA: FOURTEEN THOUSAND SCATTERED. NOT A FACTOR.
6. NUMBER OF PERSONNEL MISSING: ONE USAF
7. REASON FOR SUSPENDING: PILOT WAS OBSERVED TO BE ACCOMPANIED

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AFHQ FORM
JAN 62
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0-309B

GROUP 4

COPY NO.

310



DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN : 44274 (19 May 65)

pg 2 of 2

BY OTHER PERSONS ON THE GROUND PROCEEDING TO A VILLAGE NEAR
THE BAILOUT POINT. FRIENDLY HELICOPTERS TRANSPORTED INDIGENOUS
PERSONNEL TO THE VICINITY OF THE VILLAGE. THEY WERE INFORMED
THE DOWNED PILOT HAD BEEN CAPTURED BY THE PATHET LAO.

8. TOTAL SORTIES/FLYING HOURS BY TYPE ACFT AND AGENCY:

USAF HU-16 ONE SORTIE 6:15 HOURS

USAF F-105 13 SORTIES 47:30 HOURS

USAF F-4C 4 SORTIES 11:30 HOURS

USAF RF-101 2 SORTIES 6:30 HOURS

USAF KC-135 2 SORTIES 8:30 HOURS

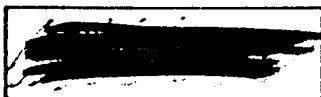
9. NUMBER GROUND PERSONNEL PARTICIPATING IN SEARCH: NONE

10. ADDITIONAL INFO: NONE.

BT

NOTE: ADV CY TO XOPX.

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The following statement is made at my best recollection as the events listed hereon happened 18 May 1965.

I was number two in a flight of four F-105D aircraft, call sign Plymouth 41 - 44, which were assigned to crater a road at 2027N 1040820E in the vicinity of Sam Neua, Laos. The mission briefing was normal and routine with emphasis placed on enemy ground fire and flak in the immediate area of the target. Upon arrival in the target area it was discovered that the target was obscured by clouds. The flight circled for approximately 15 - 20 minutes until the clouds drifted by allowing visible recognition of the target. Captain Hrdlicka, Plymouth 41 made his attack from west to east parallel to the road at an approximately 30° dive angle. I took spacing and followed him in my attack. While in my dive I noticed Plymouth 41 bombs hit the road and watched him start pulling out of his dive towards the south. I then concentrated on my target and released my bombs at an altitude of approximately 4500 ft indicated. During my pull out I heard Plymouth 41 transmit that he had a fire warning light. I looked to the south and confirmed that he was on fire. Plymouth 41 continued climbing toward the south and ejected at approximately 10000 ft. I saw his chute open and started toward him. I was still approximately $\frac{1}{2}$ mile away when he landed in a clear area close to a village. I flew towards him but was driven back to altitude by intense flak. I kept circling him at 9 to 12 thousand feet and could not see any movement by Capt Hrdlicka upon contact with the ground. The parachute had opened normally and the decent appeared to have been normal. Plymouth 43 and 44 circled high, above 12000 feet, and started the SAR procedures. I circled for what seemed like

2/4

10 - 15 minutes when I noticed the parachute on the ground being folded up. My attention was diverted for a few seconds numerous times by the moderate to intense flak directed at me so I did not see anyone approach Capt Hrdlicka. The first I saw of anyone else on the ground was when the parachute was being rolled up. I then made a turn to the south and circled to my right and made a low level pass over Capt Hrdlickas' position. As I went by at approximately 50 ft and 600 KCAS, I caught a fleeting look at some people on my right. These people, approximately 6 - 8, were standing and appeared to be looking in my direction. One had the parachute under his arm. One was taller than the rest and although all were dressed in dark colored clothing, I received the impression that the taller one was dressed in a flying suit. This person had his back to me and the others were grouped around him in such a manner that I could not tell if he was being supported upright or walking. It was impossible to recognize this individual as Capt Hrdlicka due to the fleeting glance I was afforded. I noticed no fire arms in this group. I climbed back to an altitude of 9 - 12 thousand feet to escape the flak and watched the group of people enter the village and disappear. I circled and watched for any further movement until I only had enough fuel to reach a tanker. I refueled on the way to my home base, taking on enough fuel to reach Takhli as I was instructed to do by "Brigham", a GCI site at Udorn. I landed at Takhli, had my aircraft resericed and returned to the scene of the bail out. As I arrived, there were two helicopters, Hotel 35, and four T-28 aircraft, Buzzard Gold and Buzzard Silver, in the area for pilot pickup. I made another low pass over the village where the group disappeared to show the rescue pilots where the group went. The T-28 flight circled the area at very low altitude without seeing any signs of life in the village. One of the helicopters landed at a friendly village a few miles from the location where

Capt Hrdlicka landed and was told that enemy troops had picked up the downed pilot. I left the area soon after and returned to Takhli. At no time did I hear an emergency radio beacon transmitting, although Capt Hrdlicka had one on his person in the cockpit when he departed Takhli.

Victor Cole
VICTOR J. COLE
Major, USAF

Dec X
JCRIC-314-73 ~~XXXXXXXXXX~~

* PAGE 4 OF 4 PAGES

S T A T E M E N T

At
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On 18 May 1965, I was number three in a flight of four led by Captain Hrdlicka. Our mission was to crater and destroy a road segment in the Sam Neua area in Laos. When we arrived in the target area, weather forced us to circle the target to definitely locate it and set up an attack. Low clouds forced us into a 30° dive bomb approach. Captain Hrdlicka called rolling in and the flight fanned in behind him. while in my bombing run, Captain Hrdlicka called off the target with a fire light. The fire was confirmed by number two. I dropped my bombs and pulled off the target and started climbing to set up a high cap as briefed. I picked up the burning airplane and watched Captain Hrdlicka eject. Number two said he would watch the chute and I followed the airplane. After seeing the airplane hit on a mountain I returned to high cap over the chute and number two. By this time intense flak had driven us above 15,000 feet. Captain Hrdlicka landed in a valley beside a small village. After approximately 15 minutes the chute disappeared. Number two then said he was going down for a look. I acknowledged and said I would cover him. He made a pass at low altitude down the valley and reported that a villager had the chute and other villagers appeared to be taking Captain Hrdlicka into the village. Having reached bingo fuel we were then forced to return to base.

Larry C.
LARRY C.
ADJUTANT
5030 Tac

Robert C. Miller
ROBERT C. MILLER

