

DECLASSIFIED

MISSION NARRATIVE - 29 SEP 66

~~CONFIDENTIAL~~ #135
6/2

I was alerted at 2100Z, 29 Sep 1966 to be airborne at 2145Z for 2 downed pilots from an F-4. I was airborne at 2150Z. Sandy's 41 and 42 escorted us to the area. We established an orbit over the area at 10000 feet while the Sandy's 31 and 32 checked the area under the overcast. Radio communications were good with the survivor at this time.

At 0135Z Sandy's 21 and 22 relieved 31 and 32. Sandy 21 and Jolly Green 53 then went to the north to let down through a hole in the overcast which was slowly going to a broken condition. I observed another hole 1/2 mile south of the survivor. I then received an OM from Sandy 21 to check it out for an entrance to the survivor. The overcast was still in the tops of the heavily Karst terrain. I proceeded on a heading, through a gorge back toward the beeper. I received a UHF 22 bearing to my right and doubled back through the next gorge.

As I approached the survivors position Lt Lyall my co-pilot reported sighting a flare. I doubled back down the gorge to obtain a better approach to the area. Jolly Green 53 then came up the gorge in the opposite direction. I gave him directions to the survivor. I turned around and made an approach to the second parachute. I immediately put ALC Kellerman the pararescue crewman on the hoist to descend and try to find the second pilot. No communications or signals were received from the second pilot. I remained in a hover over the parachute for 10 minutes. I then instructed ALC Kellerman to get back on the hoist. Five minutes later ALC Kellerman was on board without finding the pilot and I departed the area.

Due to low fuel I selected Khe Sahn RVN for my recovery base. At about 40 NM out of Khe Sahn, Crown 01 gave me a weather report of 300' overcast with 1/4 mile in ground fog. I then changed course for channel 46. My aircraft fuel low level light came on about 45 miles from channel 46 and the forward at 35 miles. I declared emergency fuel and requested the Jolly Greens be scrambled from Quang Tri. I crossed the DMZ and landed at Cam Lo RVN with 60 pounds indicated fuel. Two barrells of fuel were brought to Cam Lo by Jolly Green 15. After refueling at Doug Ha I was put on alert at Quang Tri.

I was instructed by Queen to proceed to Khe Sahn for pickup of a ground party. I was then to go back into the pickup area and drop off the ground party. Jolly Green 15 and 18 were to accompany me and assist on the mission. I arrived at Khe Sahn at 0730Z 30 Sep. The ground party arrived at Khe Sahn about 0900Z. After a brief meeting the team leader stated he could not accomplish his preparations for take-off in time to arrive in the drop area before dark. The mission was set up for the following morning with take-off at 0030Z, 1 Oct. We then RTB Danang AB, RVN.

CLASSIFICATION CANCELLED

Or Changed

By Authority of

By

ABODC #

Downgraded to

12 MAY 1970

(Date)

(Date)

DECLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

~~SECRET~~

66-AD-1074

665-00347



7/13 AF NEWS

October 21, 1966

With Survival Radio....

Pilot Leads Jollies To Jungle Position

Saigon (7AF)--The second cup of breakfast coffee for an Air Force rescue team was interrupted recently when they were alerted for a rescue scramble.

Within seven minutes two "Jolly Green Giants," HH-3C rescue helicopters

were airborne, with four cover flying A-1E Skyraiders shortly behind them.

Thanks to the rapid reaction time of the rescue team, an F-4C Phantom pilot was returned safely from the densely wooded area he had parachuted into after his plane was hit over enemy territory by ground fire.

Capt. James T. McDaniel 30, of Richmond, Va., a Skyraider pilot flying high cover for the Jolly Green was able to observe the entire pickup.

"The downed pilot talked to the Jolly Greens over his emergency radio equipment. He talked them back and forth across the jungle tree tops until the Jolly Green could let the 200 foot jungle penetrator down to pluck him from the ground."

When asked about his version of the mission, Capt. Kenneth D. Murphy, 34, of Novato, Calif., of the rescue crew said, "We had little trouble finding the downed pilot because he vectored us right in from the ground."

Murphy said that this was his fourth pickup in Southeast Asia.

Other members of the rescue crew were 1st Lt. David E. Lyall, 25, of Tucson, Ariz., SSgt. Raymond Godsey, 23, of Corbin, Ky., the flight mechanic who lowered the forest penetrator, and A1C Lavern Kellerman, of Butler, Pa., the pararescue specialist.

Pilot Recovered Q By 'Jolly Green Giants'

SAIGON — The second cup of breakfast coffee for an Air Force rescue team was interrupted recently when they were alerted for a rescue scramble.

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The other pilot of the two-place Phantom, whose crew compartment was not hit, was able to fly the plane back to its home base.

The downed pilot said that his compartment was hit by

ground fire causing a small explosion and fire. After trying, without success, to put out the fire, he elected to eject.

When asked about what he thought about the rescue crews, the downed pilot said, "They were tremendous, and really did a great job."

Capt. James T. McDaniel, 30, Richmond, Va., a Skyraider pilot flying high cover for the Jolly Green was able to observe the entire pickup.

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DECLASSIFIED

~~SECRET~~~~CONFIDENTIAL~~

#135

MISSION NARATIVE - 29 SEP 68

6/7

I was alerted at 2100Z, 29 Sep 1966 to be airborne at 2145Z for 2 downed pilots from an F-4. I was airborne at 2150Z. Sandy's 41 and 42 escorted us to the area. We established an orbit over the area at 10000 feet while the Sandy's 31 and 32 checked the area under the overcast. Radio communications were good with the survivor at this time.

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ABODC # 663125

CLASSIFICATION CANCELLED

Or Changed

By Authority of

By

(Date)

(Date)

Downgraded to CONFIDENTIAL

12 MAY 1970

12 MAR 75

(Date)

DOWNGRADED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

Atch 2

66-AD-1074

66-00347

~~SECRET~~

DECLASSIFIED

~~SECRET~~ ~~CONFIDENTIAL~~

I arrived at Khe Sahn at 0000Z, 1 Oct accompanied by Jolly Green's 15 and 18. We had a mission briefing followed by a hoist procedure demonstration for the ground party. Just prior to launch I was instructed to remain on the ground due to bad weather over the target area. I was launched at 0650Z and proceeded to the area with escorts, Sandy's 31 and 32. The weather enroute and over the target was 6000 broken. Jolly Green 52 and myself descended and searched for the target area. Jolly Green 52 found the area and directed me into the area to drop off the first increment of the ground party. I dropped my external tanks and came to a hover over the parachute. SSgt Godsey the Crew Chief lowered the ground party leader on the hoist. When he had him about on the ground ALC Kellerman spotted a helmet and then the Pilot on the ground. With the party leader off the hoist I instructed SSgt Godsey put the pararescueman on the ground next.

ALC Kellerman joined by the ground party leader on the ground checked the pilot and found him to be deceased. The body was found in a position indicating he had not moved after falling to the ground. The pilot still had his parachute harness in tact on his body. The quick releases had been released and he had fallen from 100 to 125 feet from where his parachute was still hanging. The pilot's helmet and knee board were found several feet from the body and it appeared he probably dropped them while still hanging in his parachute.

I then hoisted the ground party leader back on board and instructed ALC Kellerman to recover the body. Kellerman requested the rope be lowered with the penetrator. He then tied the body onto the penetrator and it was hoisted aboard. ALC Kellerman was then hoisted on board and I departed the area at 0900Z.

Sandy 11 was escorting me back to Khe Sahn. When about 40 miles out of Khe Sahn, Flintstone 2 was reported to have bailed out. I released Sandy 11 to assist in the mission. At 12 miles from Khe Sahn my main transmission oil pressure started fluctuating about 10 psi without a temperature rise. By the time we landed at Khe Sahn the fluctuation had increased to 30 psi. Jolly Green 15 had already recovered at Khe Sahn. My crew and I along with the deceased returned on Jolly Green 18 to Danang. We remained overnight, procured the necessary parts and personnel to check the transmission and returned to Khe Sahn the following morning on the Danang alert aircraft. With the aircraft repairs completed we returned to home base at 0825Z 2 Oct 1966.

Radio discipline during the mission was satisfactory. Coordination and Cooperation between all units involved was satisfactory. There was no enemy action involved in the mission.

CLASSIFICATION CANCELLED

Or Changed to CONFIDENTIAL

By Authority of GDS

By ABR/RY (Date) 12 May 73

Downgraded to CONFIDENTIAL

ARODC # 663125

11W APR 20

(Date)

663224

DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~

DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~

HIGH BIRD

RCC, Kenneth D. Murphy, Capt
CP, Lyall, David E. 1st Lt
HM, Raymond Godsey, SSG
PJ, Laverne W. Kellerman ALC

LOW BIRD

RCC, Oliver E. O'Mara, Capt
CP, Donald R. Harris, 1st Lt
HM, Robert Riley, SSG
PJ, Michael L. Halvorson, A2C

Kenneth D. Murphy

KENNETH D. MURPHY, Capt, USAF
Rescue Crew Commander

SEPTEMBER 28

19 Sgt Walther + Doc Buckley
left today for Da Nang

19

19

SEPTEMBER 29

11419 To 98⁰⁶³⁵ Maj. Fletcher PC
Maj. McLean CP Childs HM
J. 2.5 out of NKP made a pick-
up of a F4E co-pilot that had
19 ejected. The pilot took the
bird on home. N. looks brown
why he punched out.
Capt Murphy pilot
19 Tellerman P. 5.