

DECLASSIFIED

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~~CONFIDENTIAL~~ #17
JL

Mission Narrative - 2 Nov 66

At approximately 0145Z, Jolly Green 54 and 53 were put on cockpit alert at L-36. An F-105 had been hit on a strafing pass along the Red River in North Viet Nam and was losing engine power. He punched out when station passage of Channel 97 was attained and Jolly Green 54 (Low Bird) and Jolly Green 53 (High Bird) were scrambled at 0150Z. The Jolly Greens were airborne within 2 minutes and entered the 1000 ft. overcast heading North, homing to Channel 97. After breaking out on top at 6500 ft., they were joined by Sandys 3 and 4.

Sandys 1 and 2 had proceeded to the site of the downed pilot, 135 degrees radial at 5 miles of Channel 97 and were in voice contact with him. Sandy 1 went down through the overcast, and within 10 minutes located the downed pilot on the side of a hill about 100 yards upslope from a small village. The villagers helped the slightly bruised and shaken pilot down the hill to a feasible pickup site.

Jolly Green 54 and 53 had proceeded to 5 miles South of Channel 97 and turned to intercept the 135 degree radial at 5 miles. Weather enroute was 6500 ft., top of overcast, and clear above. On arriving at the scene, at 0215Z, the Jolly Greens orbited for approximately 5 minutes until Sandy 1 directed an approach. Jolly Green 54 dived through a break in the overcast and left 53 to orbit above. An immediate sighting was made of Sandy 1 below the overcast at 4500 ft; 1000 ft above the ground. There was scattered ground fog in the valleys. Sandy 1 directed 54 over the village and 5 minutes later, (0225Z), Jolly Green 54 had punched his tanks and was in a hover over the downed pilot. Radio contact was not established with the survivor because the over-helpful villagers had packed up all of his survival gear to carry down the hill for him. However, an easy visual sighting was made.

The pickup was made at approximately 3500 feet, MSL and 100 feet of hoist cable was let out. The pilot had no trouble mounting the tree penetrator and was reeled in with 95% torque and 2400 lbs of fuel on board. Because of no communication with the downed pilot, it could only be assumed that due to lack of ground fire from the villagers, they were friendly. Since the pilot was extracted without any overt actions on the part of these villagers, this assumption proved correct.

Jolly Green 54 exited the area and joined above the breaking overcast with Jolly Green 53, Sandys 2, 3, and 4 and proceeded to L-98.

The Sandys did their usual outstanding job in all areas of the mission and greatly enhanced the speed of the rescue. No ground fire or flak was encountered.

TIME: 0225Z

DOWNED PILOT: Captain R. F. Loken, 421st TFS, Korat RTAFB, Thailand

RECOVERY AREA: 20/25'N, 103/47'E

RADIO PROCEDURES: Excellent

RESCUE COORDINATION: Excellent

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CLASSIFICATION CANCELLED

Or Changed to DECLASS

By Authority of EDS

By [Signature] (Date) 12 May 73

DOWNGRADED

11/11 AFR-205-2

13 MAY 1970

DOWNGRADED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

~~CONFIDENTIAL~~ 66-AD-1453
- 668-00264

~~SECRET~~

ARODC # 663394

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3d ARRGp Hist, Oct-Dec 66

Det 2-3-123-2 Nov (RCC Narrative)

(C) (GP-4) At approximately 0145Z, Jolly Green 54 and 53 were put on cockpit alert. An F-105 had been hit on a strafing pass along the Red River in NVN and was losing engine power. He punched out and Jolly Green 54 (Low Bird) and Jolly Green 53 (High Bird) were scrambled at 0150Z. The Jolly Greens were airborne within two minutes and entered the 1000 ft overcast heading North. After breaking out on top at 6500 ft, they were joined by Sandies 3 and 4. Sandies 1 and 2 had proceeded to the site of the downed pilot and were in voice contact with him. Sandy 1 went down through the overcast and within ten minutes had located the downed pilot on the side of a hill about 100 yds upslope from a small village. The villagers helped the slightly bruised and shaken pilot down the hill to a feasible pickup site. On arriving at the scene at 0215Z the Jolly Greens orbited for approximately five minutes until Sandy 1 directed an approach. Jolly Green 54 dived through a break in the overcast and left 53 to orbit above. An immediate sighting was made of Sandy 1 below the overcast at 4500 ft; 1000 ft above the ground. There was scattered ground fog in the valleys. Sandy 1 directed 54 over the village and five minutes later Jolly Green 54 had punched his tanks and was in a hover over the downed pilot. Radio contact was not established with the survivor because the over-helpful villagers had packed up all his survival gear to carry down the hill for him; however, an easy visual sighting was made. The pickup was made at approximately 3500 ft, MSL and 100 ft of hoist cable was let out. The pilot had no trouble mounting the tree penetrator and was reeled in with 95% torque and 2400 lbs of fuel on board. Because of no communication with the downed pilot it could only be assumed that due to lack of ground fire from the villagers, they were friendly. Since the pilot was extracted without any overt actions on the part of these villagers, this assumption proved correct. Jolly Green 54 exited the area and joined above the overcast with Jolly Green 53, Sandies 2, 3, and 4 and proceeded home. The Sandies did their usual outstanding job in all areas of the mission and greatly enhanced the speed of the rescue. No ground fire or flak was encountered.

Det 1-3-81-3 Ndv

(U) Wingman of an RF-101 notified rescue of the bailout of his element leader over the Gulf of Tonkin NNE of Danang. HH-43 (call sign "Pedro") launched and made a hoist pickup of the survivor, returning him to Danang AB. Total time from launch to pickup of downed pilot was thirty minutes.

Det 2-3-125-4 Nov (RCC Narrative)

(C) (GP-4) At 1455L Jolly Green 52 was scrambled; airborne at 1500L it was advised that an F-105 pilot was leaving his aircraft in an area west of Dong Hoi. Accompanied by four Sandy aircraft (ALE), Jolly Green 52 was in orbit at 5000 ft at 1530L. Sandy 5 located the downed pilot, experienced no ground fire and escorted Jolly Green 52 into the area. Tip tanks were dropped and transfer of fuel overboard began at 4000 ft and continued throughout the pickup and climbout. Jolly Green 52 passed over the downed pilot at approximately fifty feet and the decision was made to land the helicopter next to the survivor. The landing was accomplished

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CITATION TO ACCOMPANY THE AWARD OF

THE AIR MEDAL
(SIXTH OAK LEAF CLUSTER)

TO

JOHN F. TOBEY

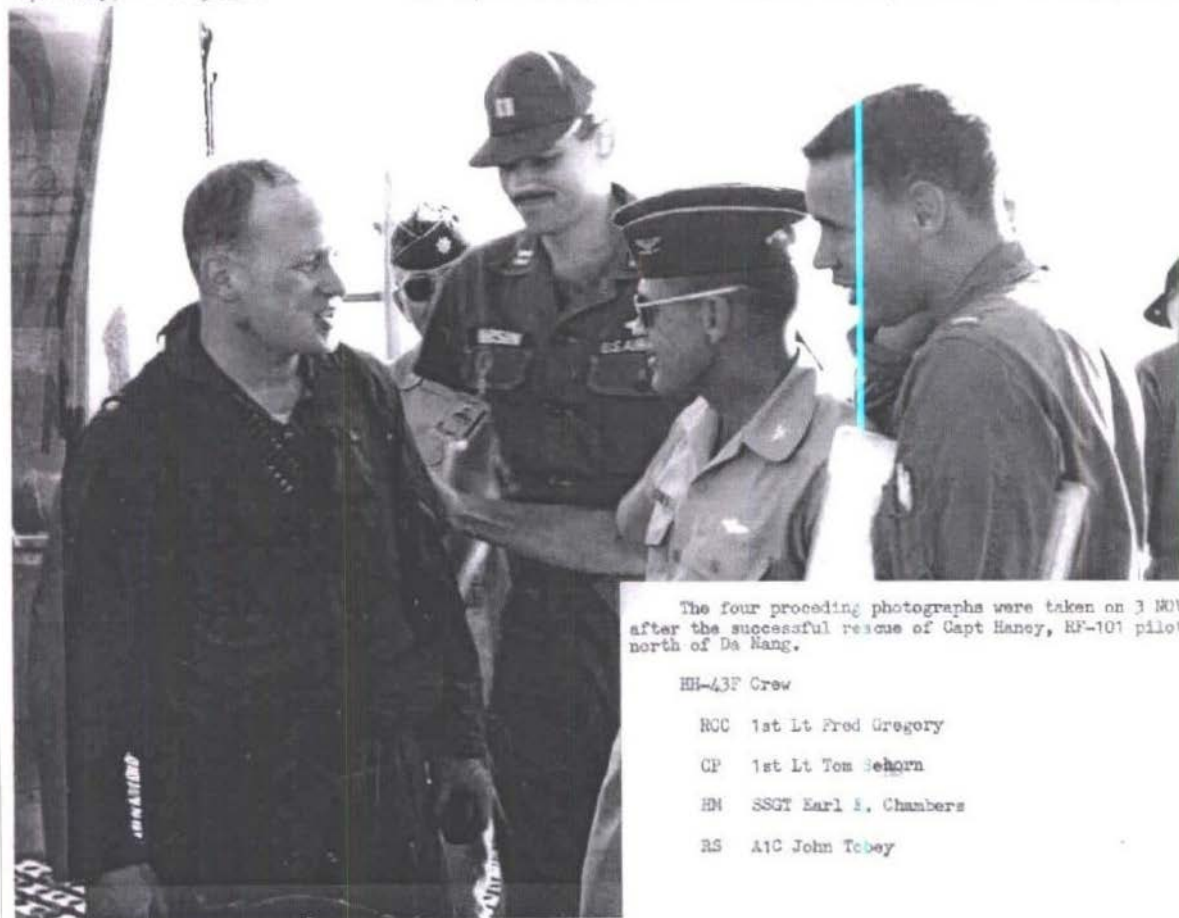
Airman First Class John F. Tobey distinguished himself by meritorious achievement while participating in aerial flight as a Pararescue Specialist on a HH-43F near Da Nang, Republic of Vietnam on 3 November 1966. On that date, Airman Tobey scrambled in a rescue helicopter that recovered a pilot of an RF-101 that had been downed by hostile ground fire. The professional skill and airmanship displayed by Airman Tobey reflect great credit upon himself and the United States Air Force.

Capt Haney, RF-101 pilot.

Dr. (Capt.) Harsin, 51st Air.

Col A.J. Harsin, 30 366TPI

Lt Gregory, RCI



The four preceding photographs were taken on 3 NOV 66 after the successful rescue of Capt Haney, RF-101 pilot north of Da Nang.

HH-43F Crew

RCC 1st Lt Fred Gregory

CP 1st Lt Tom Behorn

HM SSGT Earl E. Chambers

RS A1C John Tobey

HANEY SAR # 3. JPK

3 NOV 66

Lt Fred Gregory, ROC

A1C John Tobey, Pararescue

Lt Tom Schorn, co pilot

Col A.P. Rankin, CO 366TFW



HANEYSAR#2.JPG

Col Randels, Dep CO 366TFW Capt Haney RF-101 pilot Col A.P. Rankin CO 366TFW Dr. (Capt) Harsin, Flt Sur



HANEY SAR.JPG

3 NOV 66

NOVEMBER 3

Solly Green - Reas, Duffey
HH-43 Alert - Sobey
HH-3E Alert - Weddel

Sobey made pickup (Lme) 26
miles S.E. DaNang. Survivor
in good shape, needed only minor
attention medically (facial lacerations)
Also had medical evacuation of two
Vietnamese seriously wounded by
mortar fire. Received heavy ground
fire but took no hits.

NOVEMBER 4

Solly Green - Truong, Reas
HH-43 Alert - Souza
HH-3E Alert - Jeffers
HH-16 Standby - Hackney

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Jolly Green 54 (Low Bird)

RCC - 1st Lt. Arlyn E. Webster
RCCP - 1st Lt. William C. Dean
HM - A2C Gary R. Meyer
PJ - SSgt Aaron D. Farrior

Arlyn E. Webster

ARLYN E. WEBSTER, 1st Lt., USAF
Rescue Crew Commander

Jolly Green 53 (High Bird)

RCC - Captain Kenneth D. Murphy
RCCP - 1st Lt. Elmer C. Lavender
HM - SSgt Jerry R. Johnson
PJ - A2C Michael L. Halvorson

NOVEMBER 1

134¹⁹ high birth St. Webster AC St. Isaac: P.
A2C Meyers 1411

19

19

19

19

NOVEMBER 2

28V low bird

135¹⁹ To 36: We scramble on fire-
jack who punched out between
36 and Sam Mena. Picked
him up - No sweat: 2k was
in pretty good shape. Took
him to 98. Angel bird picked
him up to take him to Idorn.
137 Back to 36

19

138 Idorn. Littered to Treflus
on the way home that caught
2 miles of trucks out in
the open on Route 6 and called
in stripes on them. Sounds
like they had a ball and got
quite a few secondaries.
Only about 4 miles from
where we picked pickup today.