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Mission Narrative - 10 Jul

(S)(GP-4) Jolly Green 53 and JG 36 were on alert at Lima Site 36. At 0040Z, Crown 2 reported that Hartford 3 had been hit over the target, was losing oil pressure, and was trying to make it to the Lima Site 36 area before bailing out. His position was given as 030°/67NM of channel 97 and heading south. He was then reported to have bailed out at 180°/30NM of channel 97. This location was about 25NM east of Lima Site 36 in Laos.

(S)(GP-4) Compress advised us to scramble and both helicopters were off the ground at 0044Z. The weather at Lima Site 36 was clear. ETA to the area was 0105Z and bingo time was 0410Z. While enroute, we received word that his new position was 170°/27NM of channel 97. Just prior to reaching the area, we could hear Sandy 1 and 2 talking to the downed pilot and trying to locate him. Also, Crown 2 reported that the area was considered unfriendly. We could see the Sandys searching in some small ravines that ran northwesterly from a ridge. Along this ridge was an obviously well-used road. The weather was 1000 ft broken to overcast with tops at 8000 ft. Visibility was ten miles. The weather was very changeable and at the time of the pickup was about 2000 ft scattered.

(S)(GP-4) The low helicopter, JG 53, remained below the overcast and about 3 miles north of the search area while the other helicopter remained on top. Sandy 2 became our escort and Sandy 3 and 4 escorted the high Jolly Green. There were also jet aircraft orbiting overhead.

(S)(GP-4) At about 0130Z, Sandy 1 reported that he was receiving ground fire from the road area and that he had spotted the parachute. He had a pretty good idea where the pilot was located. The Sandys then began laying down ord'nance and preparing the area for a pickup. Sandy 1 felt that a try would occur in about fifteen minutes, so we unloaded about 800 lbs of fuel, leaving about 900 lbs in each interior tank. We maintained this amount until just prior to the actual pickup when we allowed it to decrease to 600 lbs per tank.

(S)(GP-4) At this time, JG 53 began to receive automatic weapons fire from two areas. The RCC decided to climb on top and move further to the northwest.

(S)(GP-4) The Sandys were still receiving heavy ground fire and were continuing to strafe and bomb the ridge. Two Firefly aircraft also came into the area to assist. The ceiling was too low for the jets and they were never used.

(S)(GP-4) At about 0200Z, the area began to clear and Sandy 3 advised us to move to a position a little northwest of the area where we could see the action and be shown the location of the pilot. Sandy 1 described the pilot's location and made a couple of passes attempting to show us his position.

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25 JUL 1970

IAW AFR 205-2

(Date)

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67S-0124

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ARCNO # 670889

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

67-AD-3415

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(S)(GP-4) Just prior to attempting the pickup, we advised Sandy 1 to talk us into the area and to advise the pilot of Hartford 3 to direct us in as soon as he located us. The Sandys then laid down white phosphorus smoke along the ridge and we prepared the aircraft for the attempt.

(S)(GP-4) We dropped the tip tanks just prior to reaching the first ravine. Sandy 1 directed us into the first ravine and we searched for about five minutes before he realized that we were in the wrong place. He then directed us out and into the next ravine south. At the approximate location of the pilot, we began talking to him. Each time he talked a loud squeal was heard on guard channel and he was difficult to understand. The RCC could read him just enough to realize that we had overshot his position. The smoke screen had blown away by this time and the road could be seen clearly above us and about 100 yards away. Although we still hadn't seen the pilot, he advised that we were right overhead and the penetrator was lowered.

(S)(GP-4) As the survivor climbed on the penetrator, the Flight Engineer finally spotted him and gave us final directions. While hovering, the number one engine fire warning lights came on. The T5 was about 20° higher on that engine and the oil temperature slightly higher. Everything else looked all right and no corrective action was then taken. We were maintaining about 85% torque. The pilot had done a good job of camouflaging himself and was in high grass. This made him very difficult to see. We had asked him to fire a flare but he became excited and couldn't get his flare loose. It was taped to his pant leg.

(S)(GP-4) Just as he got on board, the Flight Engineer reported ground fire from his side. This information was passed to the Sandys and we departed the area to the northwest; the same way we came in. The pilot was in excellent physical condition, though very muddy and wet; and of course, very tired. The pickup was made at 0245Z on the 10th of July 67.

SURVIVOR: Major Maurice E. Seaver Jr., - 44th TacFtrSq., Korat AB, Thailand.

(S)(GP-4) The helicopter landed at Lima Site 36 to refuel at 0300Z. The pilot was then flown to Udorn AB on JG 53, arriving on the same day. The mission was handled extremely well by all concerned from our view-point. Radio discipline was better than on any previous missions that I have been on. Only necessary information was passed and the coordination among all concerned was very professional. Sandy one did an outstanding job in directing the on-scene effort. There was no battle damage to JG 53.

Jolly Green 53 - Low Bird

RCC - Capt John A. Firse
RCCP - Capt Clyde A. Fechser
HM - SSgt Floyd W. Watson
PJ - A2C Michael R. Fraboni

Jolly Green 36 - High Bird

RCC - Capt Douglas L. May
RCCP - Maj Richard E. Adams
HM - ALC John W. Whisenhunt
PJ - A2C Randy S. McComb

Clyde A. Fechser, Capt
JOHN A. FIRSE, Captain, USAF
RCC

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Det 1, 37th ARRS, History, Jul - Sep 67.

2. (S)(GP 4) Maj William Lloyd, Lieutenant Andrew Gonos, ALC Ronald Malone, and A2C Luther Davis picked up Capt Robert Bennett, an Air Force F-105 pilot, in Thailand, on 6 July.
3. (S)(GP 4) On July 7, Capt Robert Svoboda, Capt Richard Orsini, SSgt Jerry Johnson, and A2C Patrick Allaire, picked up Mr. Rainville, Mr. Parker, and a Laotian Lieutenant from an Air America H-34, in Laos.
4. (S)(GP 4) Capt John Firse, Capt Clyde Fechser, SSgt Floyd Watson, and A2C Michael Fraboni, picked up Major Maurice Seavers, an Air Force F-105 pilot, in Laos, under fire, on 10 July.
5. (S)(GP 4) On 18 July, Major Glen York, Lieutenant Billy Privett, SSgt Theodore Zerbe, and A2C Randy McComb, rescued Lt. J. G. Larry J. Duthie, an Navy A-4 Pilot, under fire.
6. (S)(GP 4) Lt Col Warner A. Britton, Capt Harold Bradley, SSgt Floyd Watson, SSgt Harvey Keyes, and A2C Luther Davis, picked up Major Joseph Holder and SSgt Albert Sellers from an OLE, in Laos, on 21 July.
7. (S)(GP 4) On 28 July, Capt Evan Thompson, Lieutenant Edward Sichterman, SSgt Floyd Watson, TSgt Charley Smith, picked up Lt. Karl Richter, an Air Force F-105 pilot, in Laos.
8. (S)(GP 4) Capt Robert Dowdy, Major Edward Russell, SSgt Vincent Androwsky, and A2C David Sliger, picked up Capt John Bischoff, an Air Force F-105 pilot, in Laos, on 3 August.
9. (S)(GP 4) Capt Richard Orsini, Major Powell Moore, SSgt Vincent Quinn, and A2C David Sliger, picked up Capt Joseph Otto and Capt Loy Meeks, USAF RF-4C pilots, in Laos, on 7 August.
10. (S)(GP 4) Capt Robert Greer, Lieutenant Andrew Gonos, ALC Roger Graham, and MSgt Ted Hawkins, picked up Maj DeMarque and Lieutenant Piet, USAF F-4C pilots, in Thailand, on 23 August.
11. (S)(GP 4) Major Gerald Haynes, Major Richard Wagner, ALC William Jaynes, and ALC John Pighini, picked up Capt Shanon, an Air Force F-105 pilot, at night, in Thailand.
12. (S)(GP 4) Capt Evan Thompson, Major Powell Moore, SSgt James Brooks, and A2C Michael Fraboni, picked up Capt Patterson, an Air Force F-101 pilot, and McComb, a Jolly Green, Para-rescue Specialist, in Laos, under fire.

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Det , 37th ARRS, History, Jul-Sep 67.

CHRONOLOGY

- 3 Jul 67 - Capt Etzel, Capt Bradley, ALC Cotter and A2C Pighini made pickup number 182.
- 6 Jul 67 - Maj Lloyd, Lt Gonos, ALC Malone and A2C Davis made pickup number 183.
- 7 Jul 67 - Capt Svobada, Capt Orsini, SSgt Johnson, and A2C Allaire made pickups numbers 184, 185 and 186. General Benjamin Davis visited Jolly Greens.
- 10 Jul 67 - Capt Firse, Capt Fechser, SSgt Watson and A2C Fraboni made pickup number 187.
- 18 Jul 67 - Maj York, Lt Privette, SSgt Zerbe and A2C McCombe made pickup number 188.
- 20 Jul 67 - Capt Thompson and Capt Walker set up a static display for the Air America Wives.
- 21 Jul 67 - Lt Col Britton, Capt Bradley, SSgt Watson, SSgt Keyes and A2C Davis made pickups 189 and 190.
- 27 Jul 67 - Capt Thompson and Lt Sichterman set up a static display at Nakhon Phanom for Thai Intelligence Officers.
- 28 Jul 67 - Capt Thompson and Lt Sichterman, SSgt Watson and TSgt Smith made pickup number 191.
- 3 Aug 67 - Capt Dowdy, Maj Russell, SSgt Androwsky and A2C Sliger made pickup number 192.
- 7 Aug 67 - Capt Orsini, Maj Moore, SSgt Quinn and A2C Sliger made pickups numbers 193 and 194.
- 18 Aug 67 - Col Lovelady, ComMander, 3d ARRGp and Maj Ewing of PACAF Jungle Survival School arrived at Udorn.
- 20 Aug 67 - Col Lovelady presented DFC's to Maj Moore, Lt James, A2C Pighini, ALC Malone(Basic & 1st OLC), Capt Orsini (1st OLC) and A2C Benno(1st OLC).
- 23 Aug 67 - Capt Greer, Lt Gonos, ALC Graham and MSgt Hawkins made pickups numbers 195 and 196.

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