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8 July 1967

Ops/6407

Mission Narrative Report (1-3-105, 7Jul67) (U)

3rd ARRGp (RCRC) APO 96307

1. (U) This report is submitted in accordance with 3rd ARRGp Supplement 1 to ARRSN 55-1, 27 April 1967.
2. (C) While enroute from DaNang AB to the designated FOL (Quang Tri), Jolly Green 07 (Low) and Jolly Green 10 (High) were notified by Queen Control to divert to Dong Ha for rendezvous with a task force being formed for an aircrew recovery mission. The objective was a Marine A-4E pilot (Chain 1) who had ejected at a point 320/17/Ch 109 north of the DMZ. At 0740L, Jolly Green 07 and 10 were on station at Ch 109, and by 0800L, Electron 507 and 501 (Navy A-1's) had joined us at 4000 ft, and Crown 2 and 4 (AF F4's) were in place at a high altitude. At 0800L, the task force proceeded on the 320 radial of Ch 109 to a distance of 16 3/4 miles DME. Electron 507 flew ahead and spotted the downed pilot visually and advised him that a helicopter was attempting to pick him up. Electron 501 was providing RESCORT for the Jolly Greens at this point. Electron 507 indicated the location of the downed pilot by flying low over him and indicating the point at which he was overhead the survivor by UHF. He then returned to join with Electron 501 to provide suppressive fire on either side of Jolly Green 07 as we made an approach on a heading 240°. The downed Marine pilot (Chain 1) was asked to ignite his smoke grenade, and on pinpointing his position, I decided to make a landing in the small gully adjacent to his position. The pararescue specialist left the helicopter immediately upon landing, and while the flight mechanic covered the operation with an M-16 weapon, the pilot was carried by the pararescue specialist into the helicopter. During the approach to the pickup, both Jolly Green 07 and 10, as well as the Electron aircraft were subjected to heavy and intense automatic weapons fire, 50 cal, 37 mm, 57 mm. To add to the consternation, there were intermittent indications of RADAR lock-on by heavy weapons, by IFF failure caution light. However, while the helicopter was on the ground for approximately one minute at 0820L, there was no hostile ground fire as it was a location protected by small hills on the North and South sides. During take-off and climb-out toward Dong Ha, Jolly Green 07 was again subjected to heavy ground fire. Upon landing at Dong Ha for refueling at 0840L, Jolly Green 07 and 10 were inspected for battle damage. 10 was found to have taken no hits, and although 07 had received several hits they were not in vital locations, and the aircraft was determined to be flyable. With this information, Crown 4 then directed that Jolly Green 07 return to DaNang AB with the survivor and that Jolly Green 10 return to the FOL at Quang Tri to remain on alert.

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3. (C) The survivor, Maj R. E. Brubaker, VMA 311, Chu Lai, was found to be in good condition with the exception of a severely bruised, sprained, and perhaps dislocated right knee and suffering from dehydration. He was cared for by the pararescue specialist during the flight, and was delivered to DaNang AB at 0930L.

4. (U) Weather during the rescue operation was not a limiting factor.

5. (C) The downed crewmember, Maj Brubaker, performed in an exceedingly fine manner and aided the task force greatly in accomplishing his rescue. He gave excellent instructions over the survival radio as to his location and directed the task force to his position, advising in detail of his physical condition, inability to move on his own, as well as responding alertly when requested to pop his smoke grenade.

6. (C) Crew coordination on Jolly Green 07 was excellent throughout the mission. The copilot did an outstanding job in performing cockpit duties in assistance to the pilot, particularly in spotting ground fire, other aircraft and visually locating the downed pilot. The pararescue specialist did an outstanding job of carrying the injured pilot into the helicopter in minimum time and without further injury to him, as well as administering effective first aid during the return flight. The flight engineer performed effectively in using the M-60 machine guns and M-16 rifles, and in assisting the pararescue specialist.

7. (C) Aircraft involved in the task force:

Jolly Green 07 and 10	USAF HH-3E
Crown 4	USAF HC-130F
Electron 507 and 501	NAVY A-1
Onwood 2 and 4	USAF F-4C

8. (C) Aircrews: Jolly Green 07 (Low - Element Lead)

Major James F. Hicks
Capt Frank M. Zahrobaky
A1C Michael W. Mulvany
A2C David A. Carl

RCC
CP
FE
RS

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 7 FEB 1977

Aircrews: Jolly Green 10 (High)

LtCol Victor Goudey
1LT Jerry D. Clearman
A1C Charles Harris
A1C John C. Jeffers

RCC
CP
FE
RS

DOWNGRADED AT 3 YEAR INTERVALS:

DECLASSIFIED AFTER 12 YEARS.

EOB DIR 81.2.10

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James F. Hicks
JAMES F. HICKS, MAJOR, USAF
Rescue Crew Commander

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SUBJECT: Rescue Narrative Report

1. The following narrative is submitted IAW 3 ARRG Supplement 1 to ARBSM 55-2 on Aircrew Recovery Mission CHAIN 01, 7 July 1967

A. Time of launch 0615L, no difficulty encountered. Original request for assistance received 0635L through King/Queen, thirty minute delay reaching on scene due to Queen request to investigate a strong beeper in the PHU CAT area. Beeper was located using COOK TRACKER on the PHU CAT RAMP. Base ops confirmed our estimated location correct. Actual arrival on scene 0754L.

B. Difficulty encountered enroute. Heavy ground fire reported by JOLLY GREEN 07, ground fire reported north of river that runs from Finger Lakes. Co-ordinates were accurate in regards to the location of downed pilot, UHF voice contact was maintained through out mission.

C. Weather Launch 200 V15-20, enroute 500 700, on scene 700,, V15-20

D. On Scene Commander Crown Four, RESCAP DEEPSEA SIX, NEPHEW FLIGHT, ARMOR PLATE 91, OXWOOD FOUR FLIGHT, TANKER ANCESTOR, RESCUE AIRCRAFT JOLLY 07 making pick up, JOLLY GREEN 10 HIGH, ELECTRON 507, 501 escort. BARNALL on standby, OXBLOOD flight held at anchor over CH109 for use for ground fire suppression.

E. Radio discipline excellent with the exception of Queen and King constant requests for information on events that had not yet taken place. I strongly suggest that although both King and Queen are under great pressure for information that they withhold all requests for information that do not directly affect the immediate prosecution of the mission.

F. Pilot recovery completed at 0822L, CH109 320 degrees radial at 16NM.

G. Enemy action, small arms ground fire, Electron 507, 501 used to suppress ground fire. JOLLY GREEN 07 under ground fire.

H. Reaction of downed pilot was that of elation. Injurys were scratches and a wrenched knee. Downed pilots radio discipline and procedures were excellent, he demonstrated confidence in the fact he would be recovered and at no time displayed the slightest indication of panic.

I. Unk

J. 0823L

K. CROWN FOUR continued on primary mission

L. Unk none reported

M. Unk

N N/A

O. None

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P. Downed pilot was positively fixed yet asked to fire his smoke prior to JOLLY GREEN arrival. I immediately requested that he withhold his smoke until he had JOLLY in sight. This proved to be best action as the pilot had one smoke bomb and used it as per my instructions to signal JOLLY GREEN 07. I strongly feel that premature actuations of signalling devices are more of a detriment than an aid to Aircrew Recovery in hostile areas. One unidentified helicopter was reported near the scene but not investigated due to the necessity to run the gamut of ground fire on exit.



ROBERT E. WALLACE, Major, USAF
Rescue Crew Commander
Crown 4 39 ARRS

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MN 2

37ARRS, History, July - September 1967

(5) 1-3-98, 3 Jul 67, Jolly Green 25 and 26 scrambled from Quang Tri on a downed aircraft, three nautical miles northwest of Dong Ha. Due to the closeness of Dong Ha, Marine ground forces were used for recovery and the Jolly Greens were returned to Quang Tri.

(6) 1-3-100, 3 Jul 67, Jolly Green 30 accomplished the delivery of frozen blood from NSA to the USS Sanctuary.

(7) 1-3-101, 4 Jul 67. Upon return from Quang Tri, Jolly Green 10 evacuated four wounded Marine personnel from NSA to the USS Sanctuary.

(8) 1-3-102, 5 Jul 67, Jolly Green 10 and 25 scrambled from Quang Tri on downed aircraft which turned out to be false and were diverted to escort Jolly Green 26, Gulf of Tonkin orbit helicopter, whose number two engine was inoperative to Da Nang AB.

(9) 1-3-104, 6 Jul 67. Jolly Green 07 accomplished the medical evacuation of a critical patient from NSA to the USS Sanctuary.

(10) 1-3-105, 7 Jul 67. While enroute from Da Nang AB to Quang Tri, Jolly Green 07 and 10 were diverted to a downed USMC A-4 pilot seventeen nautical miles northwest of Dong Ha AB. Jolly Green 07 landed while the pararescueman aided the pilot, Marine Major R. E. Brubaker, 069652 to the helicopter. During the rescue, the Jolly Greens and their escort aircraft were subjected to intense automatic weapon fire. Jolly Green 07 received battle damage - numerous holes in the rotor blades and fuselage - and returned to Da Nang. Jolly Green 10 went to Quang Tri and resumed alert.

(11) 1-3-106, 13 Jul 67. Jolly Green 28 and 29 were scrambled from Quang Tri on a USAF A-1E pilot downed eleven nautical miles southwest of Khe Sanh Air Base, Republic of Vietnam. The pilot was recovered by a VNAF H-34 and the Jolly Greens returned to Quang Tri for alert.

(12) 1-3-108, 17 Jul 67. Jolly Green 26 accomplished the medical evacuation of one critical patient from Da Nang AB to NSA.

(13) 1-3-109, 18 Jul 67. Jolly Green 28 and 25 were scrambled on a downed USAF F-4C ninety nautical miles northwest of Dong Ha. Jolly Green 28 recovered one pilot, Capt Robert R. Headley, after extreme difficulty in locating him due to the ineffectiveness of the

Frank Zahrobsky is co-pilot on daring Viet rescue mission

A Monroeville couple learned last Friday of their son's heroic and successful air rescue mission inside North Vietnam.

Mr. and Mrs. Frank Zahrobsky of 167 Thomas Street first learned of the incident when called for an interview by a daily newspaper.

They were told that their son, and only child, **Captain Frank M. Zahrobsky, 28**, an Air Force pilot, had been a member of a helicopter crew which flew behind enemy lines to rescue a downed Marine Corps pilot.

Capt. Zahrobsky was co-pilot on the mission. The helicopter, of the "Jolly Green Giant" type, left the Dong Ha Marine base and flew six miles inside North Vietnam.

The action worried his mother, but Mrs. Zahrobsky stated she wasn't surprised. She told the Times-Express that her son's letters have often mentioned the fact that if he was a downed pilot, he would want to be rescued, and the war was made more tolerable knowing you could count on others.

At an Associated Press interview immediately after the completed rescue, Capt. Zahrobsky said:

"You could see flak strung out in a line above us. We were taking everything they could throw at us." Enemy fire followed the helicopter all during the action.

Twenty minutes lasted a minor lifetime. This was the amount of time it took to fly to the spot, rescue **Major R.E. Brubaker** of Savannah, Ohio, who had been shot down July 6, and return to base.

With the Aero-Space Rescue Squadron, Capt. Zahrobsky has been in Vietnam for three months. He entered the Air Force in January, 1962, although he received his ROTC commission of 2nd Lieutenant upon his 1961 graduation from Lehigh University.

The Captain is married to the former Henrietta Himmer of Baltimore, Md. His bride of two years visits when possible with her Monroeville in-laws. She is employed as a math teacher in the Balti-



Capt. Zahrobsky

more school system.

A graduate of Westinghouse Memorial High School in Wilmerding, Capt. Zahrobsky also attended Mellon Plan School and Monroeville Junior High School.

Like his father, he has always been keen on baseball. Mr. Zahrobsky in his youth was quite prominent on valley teams. His son formerly played with the Pitcairn Little League and now plays when possible on service softball teams.

Captain Zahrobsky has written his parents that no one could believe what the war in Vietnam was like unless they had been there. He describes the terrain as "pure jungle".

Through her pride, his mother says: "I hope the good Lord is with him and his crew and all our boys in Vietnam."

FARRS NEWSLETTER

31 JULY 67

INJURED MARINE FLYER RESCUED. An HH-3E crew led by Major James Hicks braved enemy ground fire on July 7 to fly six miles into North Vietnam and successfully recover an A-4 Skyhawk pilot. The marine pilot told his rescuers that he had been shot down during the middle of the night and could do nothing but lie on the ground. He tried to crawl to a better position but his injuries, though not serious, were too painful. When the Jolly Green Giant helicopter located the injured flyer, pararescueman A2C David Carl left the aircraft to assist the Marine into the chopper. Throughout the entire rescue operation, small arms fire, 30 and 50 caliber and flak were spent by the enemy in an attempt to drive off the helicopter. After the pickup, the HH-3E flew to Dong Ha and released the injured marine to medical authorities.

7 JULY 67 BRUBAKER SAR

ARMORPLATE- A FRIEND IN NEED

HOME



DEBRIEFING

VMA (aw) 533
 Captain Bill Kretzschmar-Pilot
 Captain Don Hiltbrunner-B/N
 A/C BuNo: 152643
 0300 JULY 1967
 North Vietnam just north of the DMZ



A description of eyewitness accounts of Major Brubaker's shootdown and the role of the A6 Intruder flown by Bill Kretzschmar and Don Hiltbrunner is contained in Ch 37 of the book Operation Buffalo-USMC Fight for the DMZ by Nolan, Presidio Press, 1991. The witnesses were grunts Marines just south of the DMZ

We launched from Chu Lai in the middle of an early July 1967 night on a no sweat mission into an area just north of the DMZ in North Viet Nam. Time on target was 0330. It was suppose to be a simple TPQ mission (vectored to bomb release point by ground radar). The target was a "suspected SAM site" several clicks north of the DMZ. The only thing that might get our adrenaline flowing was the fact that we would be making our pass at a level 20,000 ft, frozen on course and speed, no jinking. The only ECM protection we would have was our own internal black boxes. If there was more than a suspected site down there, we would be making the North Vietnamese shooters' job that much easier.

This particular mission would turn out to be the most gratifying single mission I would ever fly in two 'Nam tours.

This wasn't your typical "dark and stormy night" of which hairy tales are made. It was a clear night, and as a matter of fact, this isn't a hairy tale, at least from our perspective. The TPQ controller set us up on a run in heading and give us occasional small heading corrections. Our ECM gear was quiet, indicating an apparent lack of radar activity by the enemy gunners.

Then, as we approached that point in the sky where the TPQ controller wanted our twenty eight 500 pounders to release he gave us a "steady.standby.standby Mark-Mark." I pressed the bomb release button on the stick, the A6 rocked and rolled a little and tried to climb, unburdened of the seven tons of ordnance it had moments carried. Now free to do my own thing, I banked the Intruder toward our egress heading. We saw the flashes of the bombs exploding in the impact area on or near our target area.

Moments later, we heard the high pitched wailing of an emergency beeper. This was followed by a voice calling "MAYDAY MAYDAY MAYDAY" We answered up and were asked over the emergency radio frequency if we had just dropped some bombs.

"Affirmative What's up? Who are you? What's going on? Where you at? ?" I asked. A nervous but somewhat reassured voice explained that he was a pilot and had ejected from an A4 several hours earlier "hit by a SAM missile..got a broken leg and other injuries smoke from your bombs passing over right now been unconscious bombs, not too far away, woke me can you get me out of here?" the Skyhawk pilot replied.

"You bet, buddy. We'll go out over the gulf and call for a Jolly Green. Be right back. Save your radio. Don't call me, I'll call you."

We got a good fix on his position and passed it along to Da Nang. They advised the SAR would be there at first light, maybe a couple hours away. I told them I would hang around

would be there at first light, maybe a couple hours away. I told them I would hang around until then to assist in the location. I didn't know if I would have enough fuel to just hang around until the SAR arrived but the guy on the ground was scared and we couldn't just leave him there. We had dropped all our bombs so the only thing we had to give at this point was our moral support and the sound of a pair of GE J-52's.

From a safe position over the gulf, we tried to raise our downed pilot from outside the now certain lethal SAM ring, but couldn't. We flew back to where he was and passed the plan on to him, all the while trying to encourage him. I told him we would stay as close as we could and be just off shore to await the arrival of the Jolly Green.

And, I also reminded him to save his radio. Then we got out of Dodge and entered an orbit again over the Gulf of Tonkin.

Not much later we could hear him trying to call us but he was weak and unreadable. Again we flew back in to reassure him we were still there and to remind him to save his radio for the rescue. Back we went to the relative safety of the Gulf.

Again, we heard a weak radio call from a very scared pilot on the ground who was very alone and in North Viet Nam. We flew back in and this time and rather firmly admonished the pilot to "SAVE YOUR DAMN RADIO"

The minutes went by for our newly found best friend. And again and again the poor bastard didn't want to let go of us, his only contact with the real world. He didn't really have many options at this point and that reality was becoming very apparent as time passed. We couldn't blame him and we really couldn't do anything more for him than just be there. Several times we flew back in to reassure him and to admonish him about his radio discipline or I suppose his lack of radio discipline.

Our fuel was getting low, actually very low. Finally, from our altitude we could detect the sky lightening in the east. We began asking ourselves where are these guys (Jolly Greens)? Then came the call. The SAR was inbound for the rescue. I asked if we could be of any help in locating the guy. "Not yet" came the reply. "Let's see what we got here." God, these guys are cool, I thought. We got word that they were in contact with him. And then came the really good news; they had him visual.

From this point we could only get in the way of these courageous professionals. We wanted so badly to stay in the area until he was in the helo and on his way home, but we were almost running on fumes by now. If we hung around any longer the Jolly Green might have to pick up two more downed aviators on his way back. We had held this guy's hand for a couple of hours and didn't want to let go until we were certain he was safe. But we had to and so we headed our A6 for Da Nang Air Base. Prior to landing we got word that they had him. Rescue successful! Jolly Green and Sandy's, "Sierra Hotel...Shit Hot".

We were elated. But now a new emotion erupted. With the rescue complete we became infuriated. Infuriated that this A4 driver, from a squadron at our very own base at Chu Lai, had been downed by a surface to air missile at about 1900, eight hours before our launch. And nobody knows about it, not us, not the TPQ controller, not our own Group G2, nobody. We didn't know that by virtue of the shootdown of the Skyhawk, the SAM site was no longer a suspected site but a hot active site manned by some pretty good shooters. Even more maddening was that no one saw fit to tell us to keep an eye and ear out for the downed pilot. We damn near killed him. That would have been the ultimate irony; poor guy gets nailed by an enemy SAM, survives the shootdown, and then the good guys from his own base come along to finish him off. It could very well have turned out much different than it did.

Where were the intelligence guys, or ops guys, or anyone from his squadron to let the Intruder guys know about this fellow? They were well aware that we A6 pukes were always flying around up north at night. We raised hell about it later but didn't get any satisfactory answers as to who dropped the ball. Fortunately, the story had a happy ending, but it could have had a tragic ending for a Skyhawk pilot for sure and perhaps a couple of Intruder