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SUBJECT: Mission Narrative, 23 August 1967; Msn # 2 - 3 - 61

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TO: 3ARRGp (C)

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1. (U) This report is submitted in accordance with ARRSM 55-2/3ARRGp Sup 1. 15 June 67.

2. (S)(GP-4) At 0300 on 23 Aug 67, Compress alerted Jolly Green 27 and 15, and Sandy 7 and 8 for a first light effort to be made on a downed pilot near Dong Hoi, North Vietnam. Compress indicated that they wanted the SAR force in the area by 0545; therefore, a 0430 takeoff from Ch 89 was planned. A flight route was planned to circumnavigate known enemy ground weapons and an altitude of 10,000 feet was selected to place the formation above forecasted clouds. At 0400, Compress advised to launch immediately and Jolly Green 27 and 15 took off from Ch 89 at 0405 with the Sandys departing a few minutes later. The original position of the downed pilot (Sapphire 2) was given as 319/43/109, an area 9 miles SSW of Dong Hoi. The flight route was from Ch 89 to a point 098/91/89, thence NE to the pick up area. The enroute weather was as forecasted; however, JG 15 was unable to climb to 10,000 feet and leveled off at 9000 feet in IFR conditions. To maintain vertical separation, JG 27 climbed to 9500 and experienced intermittent IFR conditions; Sandys 7 and 8 proceeded at 10,000 feet in the clear. Because visual contact could not be maintained, frequent radio contacts were made to establish the TACAN fix of each aircraft. Shortly after reaching cruise altitude, Invert advised that Alley Cat was the airborne control agency and subsequent communications were maintained with Alley Cat utilizing UHF SAR Primary frequency. JG-15 advised Alley Cat that the ETA of the SAR force was 0520 with Bingo fuel of 0650; at 0450 the ETA was revised to 0510. Alley Cat had voice contact with Sapphire 2 and reported that he had sustained back injuries and that his legs were numb. Alley Cat also provided a revised position of 317/42 1/2 /109 and reported possible hostile activity in the area. The SAR force arrived in the general area at 0515, but because of weather conditions the aircraft had become separated. The SAR aircraft had re-grouped by 0525 in an area approximately 7 miles SW of the survivor, using UHF/ADF and a large lake which was a prominent landmark. At this time, Sandy lead established voice contact with Sapphire 2 and requested beeper. JG 27 descended to 4000 feet to assist the Sandy aircraft in locating Sapphire 2. The first beeper indicated that Sapphire 2 was NNE of JG 27's position and JG 27 proceeded in a northerly direction. A few minutes later Sandy requested another beeper and at this time the survivor's position was SSE of JG 27's position, and JG-27 took up a southerly heading. A few minutes later, Sandy requested a beeper and by this time JG 27 had passed the survivor's position and was again south of him. On the next beeper, Sapphire's position was almost due east of JG 27 and as we were turning toward the survivor, he reported JG 27 in sight. JG 27 asked Sandy Lead if they had located the survivor and the reply was negative.

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GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

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JG 27 proceeded toward the survivor, making corrections supplied by Sapphire. Almost simultaneously Sapphire reported that JG 27 was overheard and the PJ reported that he had the parachute in sight directly below. We reported to Sandy Lead that we had visual contact on the survivor's position and Sandy asked if we were going to make the pickup. The decision was made to try for an immediate pickup, the reasons being threefold. No hostile ground fire had been observed, the advantage of the early morning semi-darkness, and the anxious pleading of the survivor. The final preparations for the pickup were made during a tight turning descent. The time was approximately 0545, and as we were about to roll out of the final turn we took a hit through the left side of the fuselage. As we proceeded down final, the PJ reported ground fire from the valley to the north; this information was passed to Sandy Lead. The approach was continued, a hover established above the trees over the survivor's position, and the PJ was immediately lowered. Less than a minute later, a loud impact was heard and was followed a few minutes later by a second impact. The PJ was asked if he could see the survivor and what the situation was, but there was no answer. Repeated attempts to contact the PJ were to no avail and we discovered that we had no contact with the Sandy aircraft either. The PJ was immediately brought back to the aircraft and reports from both FE and PJ indicated that the ground fire was becoming intense. With no contact with the Sandy aircraft, the order was given to return fire, and egress from the survivor's position was made toward the east and circling north behind a karst formation which afforded temporary cover from the ground fire. The PJ reported that, while he was on the hoist, he had observed uniformed troops approximately 200 yards to the north. He reported that the troops would jump up from behind cover, fire, and retreat to cover; he further reported that he could hear bullets passing near him. JG 27 climbed about 500-700 feet and circled back over the survivor while the RCCP attempted to contact Sapphire and/or Sandy on the UT-10, but contact could not be made. As we passed over the survivor, both the PJ and FE reported intense ground fire from all directions, and fire was returned by the PJ and FE with M-60 machine guns. JG-27 departed the area to the SW and we were able to establish contact with JG-15 on HF. We reported our situation to JG 15 and were advised that the Sandy aircraft had expended their ordnance and that no other aircraft were in the area for ground fire suppression. At this time the FE reported a large quantity of fluid on the fuselage floor, under the main transmission. Suspecting that a hit had been taken in the main gear box, JG 27 headed for the isolated hill area to the SW. We reported our situation to JG 15; however, a few moments later the FE reported that the fluid was water which had spilled from a water container that had been hit with the first shot through the fuselage. We reported this to JG 15 and he advised us that Compress had instructed JG 27 and 15 to RTB Ch 89. JG 27 and 15 joined up at 8500 feet and returned to Ch 89, arriving at 0710. Battle damage was as follows: one hit through the left sponson and left side of fuselage which passed through the cabin and exited through the right side of the fuselage; one hit which struck the number two engine bell mouth and lodged in the number 2 starter; one hit which struck the electrical compartment access door, sheared a bundle of cable and lodged in the right aft bulkhead of the electrical compartment.

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It was determined that the last hit was responsible for the loss of VHF, UHF, and FM Communication. No personnel aboard JG 27 were injured. Radio discipline was generally good until JG 27 experienced almost total radio failure. The position of the survivor, who was ultimately recovered, was 106°37'E 17°18' N; the elevation was approximately 1000 feet.

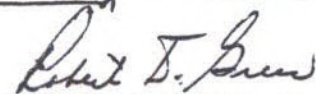
3. (U) The name of the survivor is unknown.
4. (U) Crews of Jolly Green 27 and 15 were;

Jolly Green 27

Robert D. Greer, Captain, RCC
Andrew J. Gonos, 1st Lt, RCCP
Roger L. Graham, ALC, FE
Ted R. Hawkins, MSgt, PJ

Jolly Green 15

Evan G. Thompson Jr., Captain, RCC
Thomas E. Shows, Major, RCCP
William J. Jaynes, ALC, FE
Roy A. Taylor, A2C, PJ



ROBERT D. GREER, Capt, USAF
Rescue Crew Commander

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

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