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DEPARTMENT OF THE AIR FORCE
37th AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF: 370PS

9 August 1967

SUBJECT: Mission Narrative Report (1-3-121) 8 Aug 67

TO: 37C KDC
3d ARRGp (RRRC) APO 96307
IN TURN

344 REPRO BY ARRS/PWR
Ret 14 TO USAF Hq of MARETH
" " " " " LARKLAND
1-1) TO FT BELVIDER VA

1. This report is submitted in accordance with 3d ARRGp Sup 1, ARRSM 55-1, 27 Apr 67.

2. (C) At approximately 0240Z Juln 8 Aug 67, Jolly Greens 25 and 28 were placed on cockpit alert. The mission subject was the possible location of Phantom 71. Positions received during the period of cockpit alert were 315°/36, 320°/42, 310°/42 of Channel 109, 10 miles off the coast (over water). Jolly Greens 25 and 28 were scrambled at 0310Z and were off Quang Tri at 0315Z. At this time the location had not been accurately determined, and the Jolly Greens were told to proceed to channel 109 to on-load additional fuel. At 0325Z a determination was made that the possible location was over land, 310°/42 channel 109. At this time, Jolly Green 25 requested permission to proceed west of channel 109 and proceed north west along the mountain range paralleling the coast to the west. This request was denied and Queen directed that Jolly Greens 25 and 28 proceed to the coast immediately. 25 and 28 then proceeded along the coast to a point where penetration would be most advantageous. Ground 4 informed Jolly Green 25 and 28 that they could proceed to the area when in contact with the A-1 escort aircraft. Contact was made with Electron 510 flight, and 25 and 28 proceeded toward the coast under Electron 510's guidance. When approximately 1 mile off the coast, 25 and 28 were directed to hold off the coast. The reason given for the hold, was lack of A-1 escort. However, at this point the Jolly Greens were working with Electron 510. Finally at about 0355Z Jolly Green 25 was told to proceed to the area, without 28. JG 25 was in the search area at 0405Z. A search of the area was conducted at 15-30 knots indicated airspeed and 50-200 feet above the burning trees which had initiated the search. During the search, five "rounds" were heard, fired in rapid but slightly erratic sequence, indicating non-automatic fire. The direction of sound was not exactly determined, but apparently was from a ridge NNW of the search sight. The fire could be clearly seen from Jolly Green 25, but no sign of human life was noted during the search, other than the five rounds previously mentioned. Jolly Green 25 departed the area at 0415Z and crossed the coast at 0425Z.

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1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. YEARS.

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3. (C) Over the land area involved, a broken cloud layer existed with bases at 6,000 feet and tops at 7,500 which possibly deterred enemy defensive action. Jolly Green 25 entered and departed the area above this layer. No other weather factors effected the mission.

4. (C) Rescue Aircraft:

| | | | |
|----------------------|------------|----------|------------|
| Jolly Green 25 & 28 | USAF HH3E | Crown 4 | USAF HC130 |
| Electron 510,503,506 | USN A-1 | Covey 56 | USAF C-2 |
| Quack | USAF F-105 | Killer | USAF F-4 |
| Misty 31 | USAF F-100 | | |

Electron was very cooperative and extremely effective in providing necessary assistance.

5. (U) Jolly Green 25 landed at Quang Tri at 0505Z to replace the auxiliary tanks dropped prior to penetration (to reduce the fire explosion hazard).

6. (U) Aircrew, Jolly Green 25 (Low)

| | |
|-----------------------------|-----|
| Major James F Hicks | RCG |
| Captain Ernest B Betancourt | CP |
| SSGT Frederick M Halbert | FE |
| A2C Peter H Ryrick | RS |

Aircrew, Jolly Green 28 (High)

| | |
|-----------------------|-----|
| Captain Standly McMan | RCG |
| Captain Fred H Otto | CP |
| SSGT Gary V Phillips | FE |
| A2C Richard H Garlie | RS |

James F. Hicks
JAMES F HICKS, Major, USAF
Element Leader, JG 25

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FROM: RCC Wilton H. Crane, Lt Col, USAF

SUBJECT: Mission Narrative

8 August 1967

0815

1. Crown 4 had assumed orbit in the southern position as directed by "Queen" in the vicinity of 17-30N. This orbit was being maintained off Channel 69 Rad 350 between, 60 and 100 DME. At 0943 a "beeper" was picked up on the cook tracker for a very short period, bearing 228 degrees. Immediate action was begun to obtain a running fix.

274°. THIS WAS PLOTTED AS 12 MILES EAST

2. At 0950 it was again received bearing of Dong Hoi and considered very unreliable due to the min. distance and time between bearings. "Queen" had been advised upon first receipt of the signal. We were directed to close the position and perform electronic search.

3. At 1015 we had arrived at a position 30 miles off the coastline and due east of the supposed position of the signal.

4. 2 Cruisers were bombarding the coast from the close proximity of the initial fix and it was suspected that one of these vessels was emitting the signal.

5. At 1020 the signal was again received stronger and for longer periods. Two plots were made which placed the beeper at approx 320 rad 42 DME Channel 109. This was in the near vicinity of "Phantom 71" down the previous day. Misty 21 also had received the signal and proceeded to the position as furnished by Crown 4. In addition Ozark Flight (2-F105's) also were proceeding to the area. Upon arrival Ozark began calling for Phantom 71 and received a beeper in reply, and believed he had seen a smoke flare on request. A flight of A1E's (Electron 510) were in the area spotting for the navy artillery, and were also directed to the scene.

6. Jolly Green 25 & 28 were scrambled from Chan 109 at 1105 eta 1145. Additional A1's were requested from Dodge Falls, Electrons 503 & 506 were provided and proceeded immediately to a point off the coast east of the scene. Electron 510 had previously been vectored directly over the suspected survivor, and now proceeded to the coastline, also, in order to lead Jolly Green directly to the scene. No ground fire had been reported as yet.

7. Jolly Green 25 & 28 rendezvoused with the Electrons at 1145. Crown 4 passed instructions to remain feet wet until Border Clearance received. This delay was not received by Electron 510. However at 1153, Jolly Green 25 was released into the area and Jolly Green 28 remained off the coast. All arrived on the scene without incident, but were unable to obtain any response from the suspected survivor. At 1215 no response had been received although Jolly Green 25 had gone down to tree top level. No sighting or signal of any kind was received. Smoke was sighted but identified as brush fires with no evidence as having been man made.

8. At this time light ground fire to the north of the area was reported by Jolly Green 25. At 1217 SAR Forces began withdrawal.

9. At 1229 all SAR Feet Wet and Rescap released. All forces RTB. Crown 4 resumed normal orbit. At 1240 beeper again received for 30 seconds. Single plot indicated the same position as previously searched. Misty 31 and Covey

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62 also heard and again began to call Phantom 71 on guard, with no response. NO further direct action by Crown 4. At 1250 contacted Sandies 1,2,3, and 4 and briefed in the area description and plot. At 1312 Crown 5 briefed on situation and Crown 4 RTB, AT 0517

10. ~~AT 0517~~ Of singular significance was the accuracy of the Navy intelligence, in avoidance of ground fire. Although this particular area is shown on our maps to be completely covered by AA, Jolly Green 25 was able to ingress-egress under direction of Electron 510 without reporting any fire whatever, except that encountered in the immediate target area, and then only after an extended period of loiter,

- a. No delay in launching any forces
- b. GD fire as indicated in text.
- c. Wx not a factor
- d. Excellent cooperation from all forces
- e. Radio discipline normal
- f. Time of arrival as noted in text
- g. Forces withdrew at approximate time of encounter with GD fire.
- h. 1 helicopter(Jolly Green 25) under fire.
- h. Crew member not located
- i. N/A
- j. As noted in text
- k. Landing TUY HOA 1515H
- l. No battle damage known
- m. N/A
- n. Aerial refueling not used
- o. Unable to obtain further beacon, sighting, flare, or voice response

Wilton H. Crane
Wilton H. Crane, Lt Col, USAF
RCC

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