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(135)

Recd

29 OCT 1967

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FROM: 370/6104

~~CONFIDENTIAL~~

SUBJECT: MISSION NARRATIVE REPORT (1-3-173, 27 Oct 67) (U)

TO: 37C Krc

3rd ARRGp (JSARC) APO 96307

IN TURN

1. (U) This report is submitted IAW ARSM 55-2/3 ARRGp Sup 1 dated 15 June 1967.

2. (S) At 0055Z, 27 Oct 67, we were notified of a scramble by Queen. As standby crew, we did not have a cocked helicopter. We were off by 0125Z in JG 07, with JG 30 as the element leader. At this time the mission was one WIA to be picked up at 264/65 Ch 94. The launch and flight to the area were normal. At about the time JG 07 arrived in the area, we were told to proceed to Cigar due to the lack of inflight refueling capability. Shortly thereafter we were advised to remain in the area. At this point only JG 30 had direct communications with Queen. Since JG 30 was element leader, this presented no special problems. Contact was established with Covey 51 (FAC 02) and Lowe Warrior (the ground party) by JG 30. JG 30 started an approach at approximately 0155Z. The extraction point was on the west side of a ridge at an elevation of approximately 5800'. The canopy of the extremely dense jungle is estimated to have been 200'. Shortly afterward, the RS aboard JG 07 called out that JG 30 had crashed. We called Crown 4 on Guard, informed him that JG 30 had crashed, and requested RESCAP and more Jolly Green support. Contact with Hobo aircraft supporting JG 30 could not be made, both SAR primary and Guard frequencies were tried. Some time elapsed before any communications were established with the survivors. Also, Crown 4 apparently did not understand that JG 30 had actually crashed. After the co-pilot of JG 30 established contact, it was determined that the pilot and RS were injured, perhaps seriously. JG 07 attempted to determine the exact location of the crash site at this time. This was done with the assistance of Covey 51 and the co-pilot of JG 30. At about this time the co-pilot of JG 30 told us that he could not deploy smoke because he heard movement around the aircraft and could not establish it as being friendly. (Approximately one hour before, a fire fight occurred in this area.) About ten minutes later we were advised that a perimeter had been established around the crash site. At this time, a smoke flare was deployed, visual contact was made by JG 07, and an approach was made into the wind. JG 07 was in a hover at approximately 0205Z. The first two survivors were brought aboard 10 minutes later. The Flight Engineer of JG 07 reported that there was apparently difficulty in loading the survivors onto the penetrator. During the entire hoist operation there was intermittent contact with the co-pilot of JG 30 as he was apparently going off the radio to help load the

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survivors on to the penetrator. This did not present any difficulties since the Flight Engineer of JG 07 had visual contact through out the hoist operations. Because of the delay in making the pickups, terrain which made it extremely difficult to locate the crash site, the possibility of the area still being hostile, and the probability of severe injuries to the crew of JG 30, the possibility of staying on target to minimum fuel and proceeding the the nearest Lima Site was considered. However, at 0255Z the four crew members of JG 30 and the original WIA were on board and JG 07 departed the area with about 900 lbs of fuel remaining. It was determined that with proper fuel management, Channel 94 could be reached safely with an adequate fuel reserve. The mission terminated at 0335Z.

3. (C) Crew coordination aboard JG 07 was excellent. Capt Betancourt, the RCCP, did an outstanding job in coordinating with the SAR Forces, establishing voice contact with the CP on JG 30, and computing routes to the nearest landing sites with the remaining fuel. The Rescue Specialist, SSgt Stemple, performed his duties in a calm and efficient manner that greatly enhanced the chances of survival for the critically wounded crew member of JG 30.

4. (C) The survivors were:

a. Jolly Green 30 crew members:

RCC	R Richard Mulder, Capt (Compound arm fracture and multiple lacerations)
RCCP	Warren E. Walters, 1LT (Lacerations and shock)
FE	Smith Williams Jr, SSgt (Severe arm laceration)
RS	Michael L. Walker, A1C (Serious internal injuries and severe lacerations)

b. Lowe Warrior ground party:

Mickelson, SP/4, US Army (Stomach wound)

5. (U) Crew members of Jolly Green 07:

RCC	Gerald O. Young, Capt
RCCP	Ernest B. Betancourt Jr, Capt
FE	Robert Q. Rector, TSgt
RS	John H. Stemple, SSgt

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

GERALD O. YOUNG, Capt, USAF
Rescue Crew Commander

DOWNGRADED AT 3 YEAR INTERVALS

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DDO DIR 5800.10

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AROC # 680661

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FROM: RCC Brown, Ralph W. Major

2 November 1967

SUBJECT: Mission Narrative

TO: Commander
39 ARRS

1. On 27 Oct 1967, at approximately 1100 hrs, while flying Crown 4, was directed by Queen to move south abeam Channel 94 for possible refueling of Jolly Green 07 and /or 30, who were in process of picking up a wounded Army man. Location was the 264/65NM Channel 94.
2. At approximately 1130 Queen directed us to proceed to the scene in case refueling was needed. While enroute, Jolly Green 07 reported that Jolly Green 30 had crashed apparently not caused by enemy ground fire. 07 contacted the crew of 30 via radio, determined that 2 crew members were injured, one seriously, that they had crashed near the Army goup. Jolly Green 07 picked up the crew of JG 30, plus the injured Army man, proceeded to Channel 94. Since JG 07 had sufficient fuel, refueling was not required, and we returned to home base

RALPH W. BROWN, MAJOR, USAF
Rescue Crew Commander
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37 ARRSq Hist, Oct - Dec 1967

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As Jolly Green 07 departed the pickup area, ground fire was heard, but no hits were received.

(13) (C) 1-3-173, 27 Oct 1967, at 0055Z Jolly Green 30 and 07 were scrambled on a medivac mission to 264°/65/94, 65 miles West of Da Nang. Jolly Green 30 and 07 arrived in the area at 0155Z and established contact with a USAF O-2 and the ground party. The extraction point was at 5800' elevation. At 0200Z, Jolly Green 30 entered a hover over the team and was hit by hostile fire, one engine flamed out and Jolly Green 30 crashed into the trees. At 0210Z Jolly Green 07 established a hover over the crash and hoisted the crew of Jolly Green 30 and the wounded member of the ground party aboard the aircraft. The survivors were taken to Da Nang AB, RVN. The survivors were Captain R Richard Mulder, 1st Lt Warren E. Walter, SSgt Smith Williams Jr and Sgt Michael L. Walker of Jolly Green 30, and Sgt/4 Michelson, U.S. Army. This mission proved again the validity of the two aircraft concept.

(14) (U) 1-3-174, 29 Oct 1967, at 0245Z Jolly Green 29 was diverted from orbit mission to recover the pilots of a USMC F-4C at 360°/6/94, 6 miles North of Da Nang. At 0255Z Jolly Green 29 picked up Major Carroll, USMC, and returned him to Da Nang. The other pilot was recovered by a friendly surface craft.

(15) 1-3-176, 3 Nov 1967, at 0345Z Jolly Green 10 was scrambled to a point one mile North-East of the DMZ on an attempt to recover the pilot of a USAF O-2. Jolly Green 10 arrived at the scene at 0353Z and was advised the aircraft had been observed crashing by another O-2.

GROUP 4

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Downgraded at 3 year intervals; declassified after 12 years



Save #158 27 October 1967

R. Richard Mulder, Captain
Jolly Green RCC
RCC Capt Gerald O. Young
RCCP Capt Ernest B. Betancourt Jr.