

DECLASSIFIED

~~SECRET~~

133

MISSION NARRATIVE - Scotch 2 3 Oct 67

Crown 5 is proceeding to central orbit at 0834Z to relieve Crown 4 when advised that Scotch 2 is on fire at 343/102 of Ch 94. Scotch lead and Brown Anchor 51 report they have the distressed aircraft in sight.

Scotch 2 is forced to eject and lands at 336/96 of Ch 94. Brown 51 states he is circling the scene with the pilot, chute and dinghy in sight but the chute appears to be dragging the pilot. Crown 5 immediately descends to the position of Brown 51; however, Brown 51 has lost both the oil slick and pilot's position by our arrival. Crown 5 is too low to pick up Ch 94 so we replot the position as 031/46 of Ch 109. On proceeding out the 031° radial at 42NM Crown 5 relocates the oil slick and begins an expanding square search for the downed pilot. Jolly Green 04 arrives on the scene and begins to search at 0910Z. At 0912Z JG 04 spots the life raft but sees no pilot or chute. With 20ft seas and frequent white caps JG 04 lowers a pararescueman at 0945Z. This position is now UTM YE6537. At 1015Z the PJ reports the pilot and chute are attached to the underside of the raft. The pilot is drowned with shroud lines tangled around his neck. JG 04 is unable to affect a recovery because the PJ cannot untangle the body from the parachute in rough seas. The total weight (approximately 600 lb) is more than the chopper can lift, he feels.

JG is running short of fuel so Crown 5 refuels him at 1021Z. As insurance that Crown and Jolly can relocate the target after refueling, Crown 5 marks the target with a Mark 6, Mod 3 smoke prior to departing the area.

Crown 5 requests the aid of any naval ship in the area through Dodge Falls. The ships Neckwear, Bold & Rifleman are reportedly in the area but are never able to be located. At 1054Z Crown 5 picks up a ship 15 miles away on it's radar. We proceed to the ship, fly over, and attempt to make contact on all known frequencies given us by Dodge Falls. After all attempts fail my radio operator uses the Aldis lamp (aircraft high intensity light) to send him a message by code. The ship is told to come up frequency 277.8 on UHF and he acknowledges. He doesn't come up.

m N-6

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

~~SECRET~~

108

After many attempts Crown 5 gives up and returns to the crash site. At 1100Z Crown 5 establishes contact with Rapid City on freq 385.0; the same ship we have been previously orbiting. Rapid City agrees to help. Crown 5 gives him a vector to the site and completely briefs him on the situation.

JG 04 must RTB soon. Crown 5 requests him to send his PJ down and tie a strobe light on the dinghy before departing, since darkness is approaching. JG 04 states the seas are too rough for this. Therefore, Crown 5 instructs JG 04 to drop a marker by the dinghy. We advise them the marker should include the strobe light, a flotation device (a life preserver), and a drag object to give it the same drift rate as the body, chute & dinghy. The marker kit is comprised and dropped; it works nearly perfect. JG 04 is RTB'd at 1149Z.

The strobe light does not show up during fading light so Crown 5 is forced to continually mark the target with 40 min smokes. By Rapid City's arrival at 1250Z, Crown 5 has expended all it's 40 min and 10 min markers. At this time Crown 5 begins dropping SA-8 flares to illuminate the area. After exhausting it's own supply, Crown 5 requests another flare ship from Queen.

Rapid City states at 1305Z that he has picked up the "Dinghy" but no body or chute is attached to it. When asked by Crown 5 where he has picked up the "Dinghy" in relation to the strobe light he says this "dinghy" has a light on it. Now it is clear that he has recovered the "life preserver and strobe light" used to mark the target. After realizing his mistake, Rapid City drops the marker kit overboard. However, by now it is uncertain how close it is to the target, since he has been movin

Rapid City sets up a search pattern at 1318Z. Jolly Green 28 arrives on scene at 1428Z and begins search along with Crown 5. Basketball 808 (a C-47 flare ship) arrives at 1450Z to drop flares to illuminated the area. He drops a total of 87 flares with only 41 successfully igniting.

JG 28 is bingo at 1600 so he is RTB'd. Crown 5 requests and receives JG 26 to assist in the search. He arrives at 1615Z.

At 1645Z, after searching constantly with no sighting of the "dinghy" for over 6
m n - 6

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

~~SECRET~~

170

hours, Rapid City recommends the search be terminated for the night. This recommendation is passed by Crown 5 to Queen who approves. Crown 5 and JG 26 are released from the search area to their normal orbit at 1647A.

No migcap or rescap is requested during the entirety of this SAR effort due to Crown 5's conviction that this area is relatively safe.

The weather during this search is 1600 feet overcast with good visibility during daylight, with multiple layers above. The night is definitely one of the darkest on record. It's a strange sensation to have the whole area lit one second by flares and total darkness prevail the next second as the flares burn out.

James R. Fogg, Jr.
JAMES R. FOGG, Jr, Capt, USAF
RCC, Crown 5

MN-6

DECLASSIFIED

~~SECRET~~

The squadron was visited by Colonel Donald T. Smith, Commander Pacific Aerospace Rescue and Recovery Center (PARRC) on 30 November 1967. Colonel Robert E. Freshwater, Vice Commander, 3rd ARRGp, made an orientation and familiarization visit on 6 and 7 December 1967. Colonel P. Y. Williams, Vice Commander, (PARRC), made an operations staff visit on 11 December 1967.

8. MISSIONS:

(1) 1-3-152, 2 Oct 1967, Jolly Green 03 was scrambled at 2020Z from Da Nang Air Base, RVN, to search for the pilot of an overdue U.S. Navy F-8 Crusader. The aircraft's last known position was two miles North of Da Nang AB. Jolly Green 03 proceeded to this location and searched until 0145Z. No survivor or wreckage was sighted.

(2) 1-3-152, 2 Oct 1967, Jolly Green 03 was scrambled at 0315Z to continue the search for the pilot of the downed F-8. The search was terminated at 0944Z. No survivor or wreckage was sighted.

(3) 1-3-154, 3 Oct 1967, Jolly Green 03 was scrambled from Quang Tri at 0835Z on a downed USAF F-105 pilot. The position was 95 miles North of Da Nang (3550/95/94). Jolly Green 03 was in the area at 0905Z and set up a search pattern. At 0935Z the pilot's raft and chute were sighted. A2C Martin E. Roepstorff, the Rescue Specialist, was lowered by hoist into the water. The Rescue Specialist reported the pilot was suspended by his parachute fifteen (15) feet below the surface and was unconscious. Because of the rough seas it was impossible to recover the