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



REPLY TO
ATTN OF:

37 OPS/6104

4.3K(2)

8 OCT 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-155, 6 October 1967) (U)

TO:

37C *KK*
3ARRGp (RGRC) APO 96307
IN TURN

CWB/30

9/30

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

2. (C) Jolly Green 28 was launched at 2100Z from Da Nang AB, RVN, followed closely by Jolly Greens 03 and 30. The mission was a recovery attempt on Ozark Lead. Normal navigation led the flight to the Tango ARCP at 2315Z where all three Jolly Greens accomplished air refueling without problems. Jolly Greens 28 and 03 proceeded to an onstation position of 20° 30'N, 107° 10'W, arriving there at the briefed time of 0015Z. Jolly Green 30 held at 20°N, 107°W. At 0020Z, Jolly Greens 28 and 03 began moving northwest to a point 21° 05'N, 107° 40'W which was the point briefed by intelligence as offering the best ingress penetration point. JG 28 held at this point at 6,500 feet in company with three Locket aircraft (USN A-1H). Locket 01 penetrated the coast and arrived over the suspected position at 0110Z and began a visual and electronic search. Locket 01 heard a beeper and made voice contact with someone that used the callsign of "Zark", and who kept repeating "I'm alive. I'm alive; come rescue me". The ground party failed to respond to any questions asked by Locket 01. Locket 01 considered it to be a trap and terminated the SAR effort after concurrence with all participating SAR forces. All effort was terminated at 0200Z and Jolly Greens 28 and 03, who had remained over the water the entire time, were RTB'd to Da Nang. Jolly Greens 28 and 03 proceeded to Willow and received "Hi Drinks". Jolly Green 30 was directed to orbit point Whiskey and was RTB'd to Dong Ha RVN at the termination of this orbit.

3+15

3. (U) Crew members of the Jolly Greens:

a. Jolly Green 28

RCC Capt Standley A. McGhan
RCCP Capt John I. Patterson
FE SSgt Robert H. Baldwin
RS A2C Richard H. Garlie

*24 Reps by AAS/DOOR/31173
Dist. 10/1 To USAF Hqwp MASH
10/1 To FT Belvoir VA*

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 9 FEB 1977

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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This again indicates that to survive such a hostile environment, speed is an essential element. Speed alone is not the complete answer to survivability, but speed coupled with Electronic Countermeasures (ECM) would assure a lower loss rate. The ECM must provide a capability equal to, or better than that programmed for strike, reconnaissance, and penetration aircraft, and for operation during the CARA time frame to allow a penetration and loiter over highly defended areas.

In addition to ECM, another very important feature CARA must have to be completely useful is night and all-weather rescue capability. ^{26/}

12. The Greatest Effort

Possibly one of the greatest rescue efforts to date developed on 3 October 1967. Ozark 01, the lead aircraft of a flight of F-105s out of Korat AB, Thailand, received hits, forcing him to eject in a populated coastal area south-southwest of Haiphong. At 1716 hours, a few minutes after 01 ejected, Ozark 02 saw the chute on the ground. Four minutes later, Pistol Three, an aircraft in another flight, had radio contact with 01, who relayed, "I'm in good shape." Twenty-five minutes later, and with a total of ten aircraft participating in the SAR effort, a message was received from Ozark 01 telling all aircraft to leave the area because of intense ground fire. The search was then suspended until 0630 hours on 4 October, due to a combination of an unlivable environment and approaching darkness. A rescue task force, consisting of one Crown (HC-130), a Jolly Green (HH-3E), and a Big Mother (Navy SH-3) proceeded into the area with the Crown aircraft holding 30 miles off shore. Dakota, one of the RESCAP aircraft, began picking up a personal

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locator beacon, then voice contact with an authentication, but he could not obtain a visual on Ozark 01.

Another RESCAP flight, Electron, south of the area, started receiving ground fire and Electron 1 took a hit in the canopy while in the process of pinpointing Ozark's position prior to arrival of the rescue helicopter. Two other Electrons were escorting the rescue helicopters to the area from the north due to 37/57-mm fire south of the area. At 0834 hours, Electron 504 reported he had the pilot in sight, but as Clementine (the rescue chopper) and the four A-1s were proceeding into the area for the pickup, Ozark 01 recommended, "Do not come in at this time, keep feet wet, stay over water." At 0856 hours, Ozark 01 advised, "I have troops in the area and feel the rescue forces are giving my position away. Pull out at this time." Temporarily, Harbor Master, the SAR destroyer, withdrew all the forces.

At 1220 hours, Electron 505 in the search area received a signal from Ozark and then he spotted the pilot. As Clementine arrived, Electron requested from Ozark a daylight smoke. Ozark was out of smoke so Electron made a low pass to drop a smoke charge for a position for Clementine. As Clementine approached the downed pilot, hits in the helicopter and more critically in the fuel tank, caused Clementine to pull out and attempt to reach the water before flaming out. Just two minutes after taking the hits, Clementine reported, "Out of gas, not going to make it." Clementine successfully ditched ten miles offshore, and shortly thereafter Big Mother 70, a Navy SH-3, recovered all of its crew members safely. All forces withdrew at 1337 hours.

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At 1020 hours on 5 October, the Seventh Air Force stated that a maximum search effort for Ozark would commence in the afternoon at 1636 hours. An F-4 flight, Call Sign Vespa, while in the rescue area, picked up a beeper and voice contact with Ozark 01. Vespa now positioned Ozark five miles west of his original position. A report from the Navy stated that the area was very hot. A request was made of the Navy for use of four A-1s and a Big Mother in the morning to support the upcoming rescue effort, which would coincide with an Air Force strike package. An F-105 pilot in the area heard the conversation between Vespa and Ozark, recognized Ozark's voice and submitted this information at flight debriefing, where it was passed on to JSARC. At 1902 hours, a fix on Ozark was obtained by Vespa when Ozark transmitted, "I'm alive, I'm alive, come rescue me." Passes on this area revealed no flak; in fact, the area was very peaceful, with no villages, an unpopulated ridge, and one road, Route 184, in the area. Due to approaching darkness, the effort had to be suspended for the night.

That evening, Seventh Air Force drew up a plan to provide a SAR task force of 16 F-4s, two Jolly Greens, a Crown, four Navy A-1s and a Big Mother. The timing of this force would coincide with Navy and Air Force strikes at 0900 hours the following morning. Crown Four would be at the North SAR point and two Jolly Greens ready to ingress at 0815 hours. An Iron Hand Flight would go in at 0850 hours to locate and establish voice contact with Ozark 01 prior to committing the force.

As it developed on 6 October, Jolly Green picked up voice contact and told Ozark 01 to keep talking in order to establish a fix on his position.

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The F-4s also had voice contact and established a position moments later. Locket, the Navy A-1s, heard Ozark say, "I'm alive," and Jolly Green recorded Ozark minutes later as saying, "Alark, Alark, get me some food, then gave the code word, "Advance." A check revealed no significance of such a code word. Locket reported that he didn't think it was the pilot and that it was a bad area for helicopters due to high, hilly, rough terrain. The next transmission from Ozark was recorded as, "Zark, Zark, come and rescue me."

At this point there was little doubt left that this voice wasn't Ozark 01. To be absolutely certain, Locket asked him his wife's name and home town. The response was "I'm alive, I'm alive send me some food," plus the code words "Lamb and Advance." Locket finally spotted the man and relayed to Crown: "Taking fire, RESCAP going in to suppress, I'm sure this is not the man. He is the wrong color." At that point Queen recommended pulling out.

At 0951 hours, on 6 October, almost three days later, Lt. Gen. William W. Momyer, Seventh Air Force Commander, after much consideration, pulled all the forces out. Miraculously only Clementine was lost, as the crew was subsequently picked up. Though every A-1 that took part in the effort received battle damage, all were recovered safely. This valiant rescue attempt vividly brought to the forefront a serious deficiency in the lack of a night rescue capability. ^{28/}

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(4) 1-3-155, 6 Oct 1967 Jolly Greens 28, 03, and 30 were scrambled from Da Nang AB, RVN, at 2100Z in an attempt to recover the pilot of an F-105. The pilot's last known position was approximately 20 miles north-north east of Haiphong, North Vietnam. After air refueling, Jolly Green 28 and 03 held at $21^{\circ}05'N/107^{\circ}40'W$ and Jolly Green 30 held at $20^{\circ}N/107^{\circ}W$ while an electronic search was conducted. A Navy A-1H conducted the electronic search and determined the voice contact made with the ground party was a trap since the person would not give the proper responses to his personal authenticator questions. After concurrence with all the participating SAR forces, the Jolly Greens returned to base.

(5) 1-3-156, 5 Oct 1967, Jolly Green 03 was scrambled from Da Nang at 0205Z on a Marine Medivac located at $242^{\circ}/12/94$, 12 miles South-West of Da Nang. Jolly Green 03 was in the area at 0220Z. Two USMC UH-1E gunships directed Jolly Green 03 to the ground party and provided cover. Cpl John Reason, USMC,, was hoisted aboard Jolly Green 03 and taken to Charlie Med, a Marine Medical Center, two miles West of Da Nang AB, for treatment of three bee stings about his left eye.

(6) 1-3-157, 7 Oct 1967, Jolly Green 29 was scrambled at 0150Z on a Marine Medivac 11 miles North-West of Da Nang, $325^{\circ}/11/94$. Two USMC UH-1E gunships provided cover. J. L. Jackson, USN,, was evacuated to Charlie Med with a sprained knee.

688	26 Aug 1967	A-26A	LAOS	Jensen B. A.	LtCol	KIA		Smiley F. E.	Capt	KIA
689	2 Sept 1967	F-105D	NVN	Bennett W. G.	Maj	KIA				
690	3 Sept 1967	F-105D	NVN	Moore H. W.	Capt	MIA				
691	4 Sept 1967	F-4D	NVN	Miller C. D.	Maj	MIA		Hanson T. P.	1Lt	MIA
692	5 Sept 1967	A-1G	LAOS	Gassman J. O.	Maj	Rescued	VNAF Helo			
693	5 Sept 1967	F-4C	NVN	Downing D. W.	Capt	MIA		Raymond P. D.	1Lt	KIA
694	7 Sept 1967	O-1E	SVN	Sayer A. F.	Capt	KIA		Cappel J. J.	Capt	Rescued
695	10 Sept 1967	B-57	NVN	Overly N. M.	Maj	POW (returned)		Peterson G. D.	Capt	MIA
696	12 Sept 1967	RF-4C	Sea	Birmingham J. E.	Capt	Rescued	USAF Helo	Kopp R. A.	1Lt	Rescued
697	14 Sept 1967	O-2	SVN	Brewer G.	Capt	KIA				
698	15 Sept 1967	F-100D	SVN	Munsch A. E.	Maj	Rescued	Army Helo			
699	16 Sept 1967	RF-101C	NVN	Bagley B. R.	Maj	POW (returned)				
700	16 Sept 1967	RF-101C	LAOS	Patterson R. E.	Capt	Rescued	USAF Helo			
701	16 Sept 1967	RF-4C	NVN	Neelans W. L.	Maj	KIA		Grubb P. A.	1Lt	MIA
702	17 Sept 1967	RF-4C	NVN	Stavast J. E.	Maj	POW (returned)		Venanzi G. S.	Lt	POW (retur
703	19 Sept 1967	F-4D	THL	Boothby L.	Maj	Rescued	USAF Helo	McKinney	1Lt	KIA
704	21 Sept 1967	O-1	SVN	Bennett J. H.	Capt	KIA	USAF Helo	u	u	
705	23 Sept 1967	F-105D	THL	Aunapu D. S.	Maj	Rescued				
706	2 Oct 1967	AC-47	SVN	Newville V. H.	LtCol	KIA		Coughlin A. R.	Capt	KIA
707	3 Oct 1967	F-4D	NVN	Moore J. D.	Maj	Rescued	USAF Helo	Gulbrandson S. B.	1Lt	Rescued
708	3 Oct 1967	F-105D	NVN	Barnett R. W. ROBERT	Maj	POW (returned)				
709	5 Oct 1967	F-105F	NVN	McDaniel M. L.	Maj	MIA		Lillund W. A.	Capt	MIA
710	5 Oct 1967	F-105D	NVN	Trautman K. W.	Capt	POW (returned)				