

DECLASSIFIED

~~SECRET~~

186

FROM: RCC Morrissey

3 Oct 67

SUBJECT: Mission Narrative #2-3-76

TO: Commander
39 ARRS

AT 0623Z a message was received that Dodge ^{calls} ~~Perce~~ (Navy destroyer in the Gulf Tonkin) had observed an "emergency IFF squawk", position was given as 20-02N 104-40E which plotted to be 115/60NM from Channel 97. Crown #2 queried Brigham (local GCI) concerning the emergency and requested call sign of any aircraft known to be egressing from missions inside North Viet-Nam.

Brigham supplied two call signs: Newark and Spitfire. Crown #2 began a communications search on emergency guard channel and "Newark Flight reported they were alright; however, an immediate call from Spitfire two(F-4) revealed that Spitfire Lead had been hit by Migs and was on fire and bailing out. Spitfire 2 had received ~~on~~ a very short beeper; also that he had one engine shot out but was still progressing south, position 036/149 miles from channel 86. At the same instant Newark flight (F105) reported joining Spitfire 2 to escort him. They needed a tanker fast; therefore, Crown 2 contacted Invert Control(GCI) and immediately obtained a tanker, call sign Red Anchor 56. The fighter and tanker were provided a common frequency by Crown 2 and GCI directed their rendezvous.

Crown 2 queried Brigham Control, Invert Control, Cricket Control and Compress as to the availability of any fighter aircraft, preferably F4 type equipped for air-to-air combat, to proceed to the location of the downed crew to conduct a ~~common search.~~ ^{communications}

All agencies reported that there were no aircraft so equipped in the vicinity; however, F4's were being scramble from Ubon. (Venom Flight) Also, Crown 2 was advised that two more flights would be made available, Honda and Nash flights. Meanwhile, two Firefly(A-1E) aircraft were forty minutes from the scene and proceeding to that point. The Sandy(A-1E) ^{were} being scrambled and the Jolly Green(HH-3E) were alerted. Crown 2 requested the helicopters not be launched until a communications search had been conducted and Mig Cap provided. Unfortunately the Jolly Green aircraft were launched with Bingo fuel at 0930Z. Crown 2 directed the Firefly aircraft to proceed north but to remain in a safe area until Mig Cap was available. Crown 2 continued desperately ~~trying~~ to obtain tactical aircraft to conduct a communication search and Mig Cap. Many aircraft were promised; however, thirty five minutes from the onset of Crown 2, original request not one flight had actually been assigned for the mission. Crown 2 contacted flight, so identified and each time was ^{informed} by Compress to release these flights to their original missions. They were Nash, Honda, and Jersey (F102) Venom flight apparently never got off the ground. Crown 2 coordinated with Brigham to obtain an F105 with "pod" to escort Jerseys to scene; again denied use of the Jerseys(F102's). Certain fighter aircraft in the form of Scotien and Wild Cat Spare(F105) were promised to Crown 2 upon completion of refueling. As the mission progressed the Firefly aircraft arrived in the area at 0745Z; but lacking Mig Cap.

At 0804Z Crown 2 received beeper on the Cook Tracker; however, it wasn't until 0810Z that the Firefly aircraft reported voice contact, both survivors in good condition and in near proximity of each other. This was followed by information that the conditions were excellent for recovery of the downed flyers and requested the Jolly Green helicopter, who had been orbiting in a safe area, to proceed to the scene. The Jolly Greens, (JG 09 and JG 56) estimated fifteen

mn-5

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

~~SECRET~~

167

~~10~~ minutes enroute and proceeded toward the scene escorted by Sandy ^{One} and ^{Two} Mig Cap (Scotch Wild Cat Spare F105) did arrive on scene at 0805Z and further coordination for ~~Stiletto~~ ^{Stiletto} flight (4 F4's) and Black Jack (2 F4's) was effected by Crown 2 and ~~cyclic~~ ^{cyclic} for refueling to provide continuous Cap.

At 0824Z Firefly 15 reported visual contact and proceeded to brief and direct JG 09 (low helicopter). The ~~extension of~~ ^{extension of} extraction of the downed flyer was ~~well~~ ^{well} coordinated and effected with minimum delay (0845Z). The SAR forces proceed toward Lima site 36 and Mig Cap was retained during egress. Crown 2 was experiencing propeller fluctuation with number one propellor, however analysis revealed the problem to be within the normal governing system and operations was continue in the "mechanical" position.

Simultaneously Compress advised that it would be necessary for Crown 2 to ~~refuel~~ ^{refuel} Jolly Green 09. Crown 2 discussed the situation with JG 09 and further requested Stiletto flight to continue to provide Cap as the refueling would be performed far north near Channel 97. Stiletto flight agreed; however, advised Bingo fuel as 0930Z. Crown 2 proceeded toward ~~Channel 97~~ ^{Channel 97} for rendezvous with Jolly Green 09. Both VHF ~~DF~~ ^{DF} homing devices aboard Crown 2 were inoperative and JG 09's UHF radio was defective. JG 09 requested to refuel at 9000 MSL as near 100 KIAS as possible and ~~deserved~~ ^{required} 2000 lbs of fuel. ~~Completed refuel~~ ^{Computed} refuel speed for Crown 2 was a minimum of 106 KIAS. ~~Rendezvous~~ ^{Rendezvous} was effected 18 NM west of Channel 97 and ~~refueling was~~ ^{refueling} began on a heading of 300 degrees ~~of~~ because of sunglare; JG 09 reported he was down to 300 lbs of fuel. JG 09 elected to disconnect after transfer of 1000 lbs because of fuel leaks within his refueling system. During the refueling, Stiletto flight reported Bingo fuel but retained an extra five minutes, which provided Cap during the refueling. Also both refueling aircraft were escorted by the Sandy aircraft during the refueling operation. Compress directed that JG 09 land and remain overnight at Lima site 98 and advised that two survivors would be moved to Udorn AB via C47.

Crown 2 proceeded south and entered normal orbit without further incident.

Summary:

1. Again many many problems in obtaining communication search and Mig Cap aircraft were experienced.
2. Refueling between HC-130 and HH3E aircraft should be pre-planned and designated safe areas ~~should~~ ^{should} be established.

The current activities of the Mig aircraft coupled with topographical features and usual weather near Channel 98 render that area as highly undesirable for these activities.

Signed R. Morrissey
Gerald R. Morrissey, Major, USAF
Rescue Crew Commander

Plus.

ALL MEMBERS OF CREW #14

MP-5

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

~~SECRET~~

2-3-76

123

SUBJECT: Mission Narrative, 3 October 1967

21 NOV 1967

TO: 3ARRGp (C)

~~SECRET~~

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

2. (S)(GP-4) Jolly Greens 09 (Low) and 56 (High) were scrambled from LS-36 at 0740Z to recover Spitfire lead who was down within an 8NM radius of 20°02'N, 104°40'E. Firefly 15 and 16 were already in the area. Because of known concentrations of hostiles enroute, both Jolly Greens elected to fly over a broken cloud layer at 9000 feet. At 0810Z Firefly 15 reported contact with both survivors and listed their condition as good. Furthermore, he reported no hostile activity. Compress cleared the Jolly Greens into the area; they arrived on scene at 0825Z. Radio contact with the survivor was good and the survivors were easily located. Their altitude was 4300 feet (temperature 18°). The survivors suggested and Jolly Green 09 concurred that they meet each other prior to pickup. Both men were on board at 0845Z. Compress directed Jolly Green 09 to refuel with Crown 2 and return the survivors to Channel 86; Jolly Green 56 was to proceed to LS-36. Rendezvous with Crown 2 was made at 0930Z but refueling terminated after 1000 pounds of fuel was transferred because of a fuel leak in the refueling system of Jolly Green 09. The refueling altitude was 9000 feet. Jolly Green 09 elected to proceed to LS-98 for additional fuel and permission was granted by Compress for both JG's to land at that destination. Landing time was 1005Z. Transportation for the survivors to Channel 86 was provided by Air America. There was no known hostile reaction throughout the mission. Weather at launch and at recovery was not a factor, but the broken cloud deck at 7000-8000 feet was used for concealment enroute to and from the pickup point. Cooperation and coordination of escort and controlling agencies as well as radio discipline was good, in spite of the fact that other SAR missions were in progress and secondary SAR frequencies were used. The actual pickup was at 20°03'N, 104°39'E. Throughout the effort the two survivors were very collected, talking to each other, the Fireflies and Sandys on their radios. Their decision to join up on the ground greatly simplified the hoist pickup. Captain Johnny H. Hall flew the entire mission from the right seat as part of his Rescue Crew Commander upgrading checkout, even to the extent of making the actual pickup. Overcoming a hoist malfunction the FE and PJ handled their part of the mission expertly and competently. Furthermore, the combat cameraman on board was able to shoot almost the entire mission.

3. (U) Names of the survivors were Maj Joe Moore and 1st Lt Steve Gulbrandson.

1-370ps 67-34

Cys 1 of 6 Cys

GROUP 4

25 JUL 1970
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

25 JUL 1970

~~SECRET~~

ARODC # 671383

DECLASSIFIED

Atch 3

DECLASSIFIED

~~SECRET~~

4. (U) Crewmembers participating in the effort were:

Jolly Green 09

Gregory A.M. Etzel, Capt, IP
Johnnie H. Hall, Capt, FP
Theodore A. Zerbe, SSgt, FE
Michael R. Fraboni, Sgt, RS
John H. Munson, SSgt, AF

Jolly Green 56

Warner A. Britton, Lt Col, RCC
Richard A. Wagner, Maj, RCCP
William J. Jaynes, Sgt, FE
Randy S. McComb, Sgt, RS

Gregory A.M. Etzel
GREGORY A.M. ETZEL, Capt, USAF
Rescue Crew Instructor Pilot

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

~~CONFIDENTIAL~~

DECLASSIFIED

~~SECRET~~

~~FOR OFFICIAL USE ONLY~~

424
DECLASSIFIED

SUMMARY TABLE OF RESCUES

1967

DATE	RESCUE NO.	SURVIVOR	CREW ACFT	SERVICE	LOCATION	JOLLY GREEN CREW
2 Oct	203	Maj Miller	RF4C	USAF	Laos	Maj Haynes Lt Barton
2 Oct	204	Maj Brown	RF4C	USAF	Laos	SSgt Androsky A2C Taylor
3 Oct	205	Maj Moore	F4C	USAF	Laos	Capt Etzel Capt Hall
3 Oct	206	Maj Gulbrandson	F4C	USAF	Laos	SSgt Zerbe Sgt Braboni
23 Oct	207	Capt McLean (Deceased)	F105	USAF	Thailand	Maj Haynes Lt Platt SSgt Keyes Sgt Smith
26 Oct	208	Lt Sanchi	T28	RTAF	Laos	Maj Haynes Lt Platt
26 Oct	209	Unknown	T28	RTAF	Laos	Sgt Allen Sgt Duffy
5 Nov	210	Capt Sparks	F105	USAF	North Vietnam	Capt Walker Lt Col Lowe MSgt Boles TSgt Smith
8 Nov	211	Capt Gordon	F4	USAF	North Vietnam	Capt Richardson Lt Barton SSgt Brooks Sgt Lombard
11 Nov	212	Maj Griffith	A1E	USAF	Laos	Lt Platt Lt Sichterman SSgt Negrette A1C Taylor
18 Nov	213	Lt Col Reed	F105	USAF	Laos	Capt Richardson Lt Privette SSgt Warmack A1C Taylor
20 Nov	214	Lt Col Scholtz	RF4	USAF	North Vietnam	Lt Col Britton Maj Wells
20 Nov	215	Capt Simenero	RF4	USAF	North Vietnam	SSgt Androsky Sgt Duffy
29 Dec	216	Capt Altman	F4	USAF	Laos	Capt Etzel Maj Wells
29 Dec	217	Capt Coburn	F4	USAF	Laos	SSgt Thacker Sgt Sowell

HISTORY DET 1 37 ARRS 1 OCT - 31 DEC 67

DECLASSIFIED

~~FOR OFFICIAL USE ONLY~~