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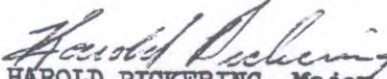
MISSION NARRATIVE: Det 10, 38th ARRSq Mission 10-38-43, 1 October 1967

Det 10, 38th ARRSq was notified at 1259Z by Binh Thuy AB Tower on primary crash circuit of a possible aircraft distress call on Paddy Control (Area GCI) frequency. Alert crew was on secondary status at this time (2059L) in the contonement area. Arriving at the alert facility at 1305Z, confirmation was received from tower of a downed aircraft, type unknown, approximately 5 NM south of Can Tho Airfield. Although weather at Binh Thuy AB was reported as 1500 scattered and 7 NM visibility, impending rain showers and lowering conditions made immediate response necessary. LBR mission fuel load of 780 pounds was considered sufficient due to closeness of the incident, approximately 10 NM from Binh Thuy AB. Pedro 39 was airborne at 1310Z and changed immediately to Paddy Control frequency for further mission information and course vectoring due to marginal 400 foot broken to overcast conditions encountered on climb out. Paddy advised that they had received a radio transmission on their operating frequency to the effect that the two-man crew of a U.S. Army OV-1, Delta Hawk 32, had ejected soon after departure from Can Tho Airfield. Pedro 39 requested immediate flareship and gunship support thru Paddy and shortly thereafter made contact with AC-47, Spooky 54, and requested flare drops in the area of reported ejection 4.5 miles south of Can Tho Airfield. After receipt of information from Paddy that a voice transmission had been received from one survivor, Pedro 39 used ARA-25 Homer to obtain an initial bearing. Weather conditions at this time were deteriorating rapidly with overcast conditions at 400 feet and visibility intermittently reduced to 1/2 to one mile in heavy rain. Pedro 39 advised Spooky 54 that entry into the search area was impossible under the circumstances and that Pedro would maintain a holding orbit over the city of Can Tho until conditions improved. Spooky 54 continued to drop flares on 270 degree magnetic heading runs across the area in an attempt to obtain a TACAN reference of the survivor's position from his sightings of the flares as they dropped thru the low overcast. Upon receipt of improving conditions in the search area, relayed by Spooky 54, Pedro entered the area and requested activation of the survivor's emergency beacon. Although activated immediately, no bearing was obtained despite several attempts and ARA-25 equipment aboard Pedro was considered inoperative, possibly due to heavy rain conditions effecting sensing equipment. As weather conditions improved, Spooky 54 was replaced by Spooky 51 and 800 foot broken conditions permitted occasional sighting of the flareship by both Pedro and the survivor. By voice instructions on guard channel and thru confirmation by the survivor of turning directions of Spooky 54, the flareship was able to more accurately pin point the survivor's immediate location. Pedro 39 entered the revised flare area at approximately 1335Z and advised the survivor to provide visual vectoring at first sighting. This was successful and although communications were lost for a short period it indicated he was close to a tree line on the west side of an extensive clear paddy area approximately 1/4 mile from a small river. Gunship helicopters requested by Pedro arrived on scene and set up a protective low orbit around Pedro who then turned to make an approach to attempt to firmly locate the survivor. A trip flare, ignited along the bank of the river, was later determined to be 350 yards west of the survivor. Contact was again made with the survivor and he advised Pedro to alter approach path 15 degrees to the left and that he was 200 yards in front of the aircraft. With final descent

initiated, floodlights were turned on momentarily and an individual was sighted running across a relatively dry paddy toward the helicopter from the tree line. The approach terminated with a floodlit landing at 1346Z as the survivor approached the cabin door and was bodily lifted headlong into the cabin by the flight engineer and pararescueman. An immediate low altitude turning takeoff was executed to avoid the tree line area where the trip flare had been sighted and climb out was continued to 700 feet MSL, just below the clouds. Approximately 3/4 of a mile from the pick-up position, Pedro was fired on by what appeared to be light automatic weapons and a hard left turn was initiated to clear the area. Although three distinct bursts were fired, all tracers passed either ahead of or behind the aircraft. After determining that no further information had been received on the other crew member's possible location, Pedro 39 proceeded to Can Tho Airfield for fuel and to release the survivor, although uninjured, to waiting medical authorities. Sea Wolf and Lancer helicopters continued to search under parachute flares for the other crew member and the downed aircraft. While awaiting fuel, Pedro 39 was visually inspected for possible battle damage and the loss of fabric covering from a right-hand blade flap and serious delamination of the plywood skin was noted. A minor deterioration of one of the two left-hand flaps was also discovered. Paddy Control was immediately advised of Pedro's grounded status and the Rescue Crew Commander proceeded to that facility to direct further search efforts thru Spooky 51. A creeping line search was established utilizing the flareship and the four remaining helicopters. It covered an area three miles square, centered 1/2 mile west of the point of the first recovery. Selected area was based upon aircraft heading before the ejection, strong westerly winds and the fact that the observer ejected approximately four seconds prior to the pilot. At 1605Z, before this search was completed, information was received at Paddy that the observer had been recovered by South-Vietnamese Popular Forces and was being brought to Can Tho Airfield by Knight 193, U.S. Army HU-1D helicopter. Search for the aircraft was continued, but was terminated shortly thereafter due to again lowering weather conditions and in view of the fact that both survivors had been rescued. Coordination of all participating aircraft was good. Flareship support was excellent and a key factor in mission success. No emergency beacon signals were reported received from the observer. Damage to Pedro control flap assemblies was concluded to have been caused by heavy rain despite reduction of helicopter speed to below 50 knots. Fabric loss probably accounted for vibration in cyclic control stick and corresponding effect in helicopter control noted during a turn immediately prior to pick-up. Det 10, 38th ARRSq direction of search terminated at Can Tho Airfield at 1405Z with RON due to grounding condition. One combat save made. Moderate to heavy ground fire conditions were encountered.

Crew of Pedro 39: (All assigned to Det 10, 38th ARRSq)

RCC - Major Harold Pickering
RCCP - 1st Lt Granville B Goza III
FE - A1C Bernard L Touchette
RS - A2C Ronald K Sholes


HAROLD PICKERING, Major, USAF
Commander

FROM: Det 6, 38th ARRS, APO 96227

9 October 1967

SUBJECT: Narrative Report (Mission Number 6-38-56-2 Oct 67)

TO: 3ARRGp (JSARC) APO 96307

1. This mission involved the recovery of a MACV team member from a 3500 foot level of a steep mountain side, located 61 miles northeast of Bien Hoa Air Base, Republic of Vietnam (11°17'N 107°48'E)
2. Two HH-43B helicopters from Det 6, 38th ARRS had been in this same area throughout the morning on an aircrew recovery mission involving the crash of a US Army L-19 aircraft (Ref mission #6-38-55-2 Oct 67). The L-19 had been downed by hostile ground fire. A twenty man MACV team had been landed one-half mile north of the crashed L-19 immediately after the crash. They were to attempt rescue or to secure the area against hostile ground forces so that an air rescue could be accomplished. The remains of the L-19 crew were recovered by the Det 6, 38th ARRS helicopters.
3. At 1320L, five minutes prior to the arrival of the helicopters back at Bien Hoa Air Base, word was received at Det 6 from 3rd ARRGp JSARC that a member of the MACV team had been injured and that an air-recovery would be necessary.
4. Because of mechanical difficulties with one of the two Det 6 HH-43's, an HH-43 from Det 14, 38th ARRS Tan Son Nhut AB RVN, was alerted to assist Det 6 on this mission. After refueling at Bien Hoa AB, Pedro 79 (Det 14) and Pedro 97 (Det 6) departed for the area at 1425L. To facilitate communications between the rescue helicopters and the MACV team, an AF FAC aircraft (Walt 72, 21st TASS at Bao Loc AB, RVN) was secured. The 155th Aviation Battalion furnished two UH-1 gunships for cover.
5. The man had suffered a compound fracture of the leg. His location on the mountain was such that he could not be moved. Movement was additionally restricted by the presence of unfriendly ground forces in the vicinity.
6. Enroute to the area, instructions from Pedro 79 were passed, through Walt 72 to the MACV team, concerning splinting of the leg and loading of the man into the stokes litter that would be lowered from the rescue helicopter.
7. At 1505L the rescue helicopters reached the area and the exact location of the man was immediately determined by a smoke signal; the man was in a deep ravine at the base of a nearly vertical cliff. A high hover close to the cliff allowed for lowering of the stokes litter into the ravine, and the man was quickly loaded by other members of the MACV team. The pick up was accomplished at 1510L. The injured man was flown directly to the 93rd Army Field Hospital at Long Binh, RVN and released to them at 1610L.

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CUB/30

4/30

Both helicopters landed at Bien Hoa AB at 1620L, terminating the mission.

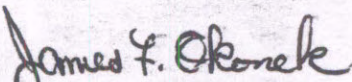
8. Weather delayed departure from Bien Hoa for ten minutes but had no detrimental effect after that. A total of three sorties and 3+25 hours were flown. The rescue crews consisted of:

Low Bird

RCC James F. Okonek Major	Det 6, 38th ARRS
CP Sheridan K. Hawk Captain	Det 6, 38th ARRS
FE Richard D. Almond SSgt	Det 6, 38th ARRS
RS Roger A. Porter ALC	Det 6, 38th ARRS

High Bird

RCC Charles W. Burrige Captain	Det 6, 38th ARRS
CP Joseph K. Dennis Captain	Det 14, 38th ARRS
FE Donald S. Kearton II SSgt	Det 6, 38th ARRS
FE Walter H. Westbrook ALC	Det 14, 38th ARRS
RS Terrence Treutel A2C	Det 6, 38th ARRS



JAMES F. OKONEK, Major, USAF
Operation Officer

Narrative Mission Report

(6-38-56-2 Oct 67)

1. This mission involved the recovery of a MACV team member from a steep mountain side 61 miles northeast of Bien Hoa. Two HH-43's from Detachment 6 had been in this same area throughout the morning on an aircrew recovery mission involving the crash of an Army L-19 aircraft (mission 6-38-55-2 Oct 67). The L-19 had been downed by hostile fire and a twenty man MACV team had been landed one-half mile north of the crash immediately afterwards. They were to attempt rescue or to secure the area against hostile ground forces so that an air rescue could be accomplished.
2. At 1320L, five minutes prior to the arrival of the helicopters at Bien Hoa, the Joint Search and Rescue Center advised a member of the MACV team had been injured and an air recovery would be necessary. Due to mechanical difficulties with one of the HH-43's, an HH-43 from Detachment 14, Tan Son Nhut Air Base, was alerted to assist in the recovery. After refueling at Bien Hoa, Pedro 97 and Pedro 79 (Det 14) departed for the area at 1425L. To facilitate communications between the helicopters and the ground party, an Air Force Forward Air Controller was secured. Cover was supplied by two Army gunships.
3. The man had suffered a compound fracture of the leg. His location on the mountain was such that he could not be moved due to terrain and the presence of unfriendly ground forces in the vicinity. Enroute to the area, instructions were passed from Pedro 79 through the FAC to the MACV team concerning the splinting of the leg and loading of the man into

(6-38-56-2 Oct 67 Cont.)

the litter that would be lowered from the helicopter.

4. At 1505L, the rescue helicopters reached the area and the exact location of the man was immediately determined by a smoke signal. He was in a deep ravine at the base of a nearly vertical cliff. A high hover close to the cliff allowed the litter to be lowered into the ravine. The man was quickly loaded by other team members and he was raised into the helicopter at 1510L. The injured man was flown directly to the Army's 93rd Field Evacuation Hospital at Long Binh, arriving there at 1610L. Both helicopters terminated the mission upon landing at Bien Hoa at 1620L.

CREWMEMBERS

PEDRO 97

Major	James F. Okonek	RCC	Det 6
Captain	Sheriden K. Hawk	CP	Det 6
SSgt	Richard D. Almond	FE	Det 6
A1C	Roger A. Porter	RS	Det 6

PEDRO 79

Captain	Charles W. Burrridge	RCC	Det 6
Captain	Joseph K. Dennis	CP	Det 14
SSgt	Donald S. Kearton	FE	Det 6
A1C	Walter H. Westbrook	FE	Det 14
A2C	Terrence A. Treutel	RS	Det 6

VICTIM

Sp4 Marion R. Smith

(6-38-55-2 Oct 67 Cont.)

PEDRO 69

Major James F. Okonek	RCC
Captain Sheriden K. Hawk	RCCP
SSgt Richard D. Almond	FE
A1C Roger A. Porter	RS

~~SECRET~~

MISSION NARRATIVE - JOLLY GREEN 27, 2 OCT 67 23-75

~~CONFIDENTIAL~~

(S)(GP-4) Jolly Green 27 was scrambled at 1411 for two downed crew members at 19°10'N 104°04'E. The weather at launch was visual flight condition with cloud coverage increasing as we crossed into Laos. The weather in the area consisted of a top layer of clouds at 11000 feet, middle layer at 8000 feet, and a low layer which covered the mountain tops and settled into the valleys. The ceiling in the pickup area was 400 feet with the sides of the canyon in the clouds.

(U) The only problem encountered in route was pin pointing the site. The UHF direction finding equipment on Jolly Green 27 proved to be unreliable and we missed the area. On one occasion a Sandy aircraft was giving us directions based on visual contact which later proved to be a H-34 instead of Jolly Green 27. Sandy 02 then took over and by taking DF cuts on us, joined up and let Jolly Green 27 into the area.

(C)(GP-4) By this time Jolly Green 15 had attempted to hover at the survivor's location and found it impossible. The H-34 was in the canyon and found it impossible to make the pickup with his aircraft. The area was reported safe from hostile activity and we computed that by removing 500 lbs from the aircraft, we could make the pickup with Jolly Green 27. This was based partly on the fact that from experience every pilot in the unit knew that Jolly Green 27 was the best performing aircraft assigned. All ammunition, flak suits, armor breast plates, tool kits, chocks, and water bottles were thrown off the aircraft. Five parachutes and most of the rescue equipment was also thrown off.

From this point on the teamwork of Jolly Green 15, Hotel 30, Sandys 2, 3, and 4), Compress, and Crown 2 was perfect.

(U)(GP-4) Compress had Air America transport fuel to STOL site 11 for an emergency recovery site and relocated Crown 2 into the pickup area.

(U) When we broke out below the clouds, Sandy 01 saw us and gave us a vector to the canyon. As soon as we crossed a ridge into a large canyon, Jolly Green 15 sighted us and he led us to the smaller canyon where the two survivors were.

(U) When we entered the small canyon, Hotel 30 pin pointed the exact location of the front seat pilot. The tips were jettisoned but the right one did not release. All fuel was transferred from that tank into the main cells and the main tanks dumped to 500 pounds each.

(U) A hover out of ground effect power check was made while inbound to the first pilot. Power was adequate and a hover at 6100 feet was established over the smoke from the front seater. Tree canopy prevented any visual contact with the pilot and he stopped talking to us after the penetrator was fully extended. We raised the hoist after a minute or two and he was on the penetrator.

~~CONFIDENTIAL~~

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

ARODC # 671384

Det 1 370PS 67-6

67-AD-4469

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS 25 DEC 76
(DECLASSIFIED)

Downgraded to CONFIDENTIAL

14W AFR 205-3

25 DEC 1970

(Date)

~~SECRET~~

(U) The second man reported he was up the canyon on the same side as the front seat pilot, only in a ravine. We asked for smoke but still flew over him twice before the smoke was seen. The trees on the side of the ravine prevented us from getting low enough for the hoist to reach the ground. Two attempts were made at different angles into the wind but tail rotor clearance could not be maintained. A third approach was made down wind to allow more tail rotor clearance. By lowering the main rotor 20 feet below the trees on each side, we got the cable to the ground, and a normal pickup was made.

(U) We made an immediate exit from the area with 700 pounds showing on the fuel quantity gauges.

(U) Sandy one saw us when we came out of the larger canyon and immediately got a DF bearing on crown two and gave both of us headings to intercept. I rolled out on heading and Crown 2 was at 12 o'clock level for two miles. Crown instructed us to make a 180° turn and took lead 1000 feet below us within two minutes. A hookup was made within three minutes and everything worked perfectly. When our gauges read 1700 pounds we could no longer maintain position and fell off the drog. The altitude was 9500 feet. Crown 2 and Sandy aircraft escorted us to Channel 86 where medical personnel were waiting. Arrival time was 1740.

(U) Both survivors had back injuries. The back seat man appeared to be injured more seriously than the other pilot. Both men got on the hoist and came up alone. Both men had lost their helmets and the front seat man received facial abrasions coming up through the trees.

(U) Lotto 2 was the wing man and assisted greatly in the initial location of the downed pilots. The back seat pilot showed great self discipline while we were recovering the front seater. He did not make one radio transmission until we called him that we had number one and were coming for him. His directions were very precise and his self control as we were forced to pull off on two attempts helped the mission.

(U) Crown 2 did an outstanding job of being available at the right place and completing a join up without loss of time. Compress did an outstanding job of getting fuel into a back up location for us.

(U) We did not have a photographer aboard the aircraft, but had one been aboard, we would have had to land outside the area and off load him for another helicopter to pickup before the mission could have been accomplished.

Gerald C Haynes

GERALD C. HAYNES, Maj, USAF
Rescue Crew Commander

RCC, Maj Gerald C. Haynes, FV3009423
RCC, 1/Lt James Barton, FR3173013
FE, SSgt Vincent D. Androwsky, AF13563196
RS, ALC Roy A. Taylor, AF12759225

Downgraded
25 DEC 1970
25 DEC 1970
CONFIDENTIAL
EXEMPT FROM 205-2

Classified by
EXEMPT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 25 DEC 76

~~SECRET~~

~~FOR OFFICIAL USE ONLY~~

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1967

SUMMARY TABLE OF RESCUES

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 Brabboni
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

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SECRET

FROM: RCC Morrissey

3 Oct 67

SUBJECT: Mission Narrative #2-3-76

TO: Commander

39 ARRS

AT 0623Z a message was received that Dodge ^{Falls} ~~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~~ 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~~ ^{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's original request not one flight had actually been assigned for the mission. Crown 2 contacted flights so identified and each time was ^{informed} ~~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

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~~in~~ 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 ~~cycles~~ ^{cycles} 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 propeller, 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 ~~Lima site 36~~ (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~~ ^{Completed refuel} Computed refuel speed for Crown 2 was a minimum of 106 KIAS. Rendezvous was effected 18NM 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 remained 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.

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

Plus.

ALL MEMBERS OF CREW #14

MP-5

~~SECRET~~

~~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 ARRSM 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

ARODC #

671388

ACM

~~SECRET~~

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

25 JUL 1970

Atch 3

67-00-537-5

~~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

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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

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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.

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168

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 moving.

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 illuminate 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
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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

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 t.

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



4.3K(2)

REPLY TO
ATTN OF:

37 OPS/6104

SUBJECT:

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

8 OCT 1967

TO:

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

AWB/30

1/30

3+15

1. (U) This report is submitted IAW ARRSN 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. (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

2 c/ Reps by AAS/DOOR/3M-73
Dist. 1 c/ To USAF Hqwp Monck
1 c/ 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

3

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3. (C) Participating SAR Forces

Jolly Green 29	HH-3E	USAF
Electron Flight	A-1H	USN
Big Mother	SH-3A	USN
Olds Flight	F-4C	USAF
Vampire Flight	F-105	USAF
Hatchet Flight	F-4C	USAF
Steel Hauser	DLG-13	USN
Red Crown	DLG-9	USN
Harbor Master		USN SAR Commander

4. (U) Crew members of Jolly Green 29

RCC	McGhan, Standley A., Capt
RCCP	Walter, Warren E., 1st Lt
FE	Carroll, William L., A1C
RS	Locker, James D., A2C

Standley A. McGhan
STANDLEY A. MCGHAN, Captain, USAF
Rescue Crew Commander

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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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CHECO USAF SAR JUL 66 - NOV 67 PUBLISHED 19 JAN 68

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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, 2172165, 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, 4733217, 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)				

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FROM: Detachment 6, 38th ARRS, APO 96227

9 October 1967

SUBJECT: Narrative Mission Report (6-36-57-4 Oct 67)

TO: 3rd ARRSgp

1. At 1030L, 4 October 1967, Det 6, 38th ARRS, Bien Hoa AB, RVN was informed by 3rd ARRSgp JSARC that a mid-air collision had occurred at 106°30'E, 11°10'N (24 miles northwest of Bien Hoa AB). At the same instant, via the primary crash net, Det 6 was informed of an airborne emergency on a C-7, 15 miles northwest. The C-7 had unknown damage to the tail section and planned an immediate landing at Bien Hoa AB. Third ARRSgp JSARC requested we launch 2 HH-43's to the site of the mid-air. The second alert crew was recalled and necessary preparations completed while the first alert crew covered the emergency landing of the C-7. At 1100L two Det 6 HH-43's departed for the position of the incident. At that time, the only information known was that there had been a mid-air at the above location involving the C-7 and another unknown aircraft.

2. While enroute, contact was established with Pedro 46, a Tan Son Nhut AB HH-43. He reported that he was close to the crash site and that an Army CH-47 had placed a man on the ground who had made a hasty check of the wreckage, but was unable to locate any personnel. Upon the arrival at the crash scene of the two Det 6 HH-43's (Pedro 77 and 97), the Army CH-47 departed the area. Two UH-1's were orbiting the area, searching, and soon a second HH-43 from Tan Son Nhut AB (Pedro 79) joined in the effort. Pedro 97, from Det 6, assumed on-scene command and Pedro 46 and 77 were directed to return to Tan Son Nhut and Bien Hoa respectively. The Army aircraft were asked to remain clear of the immediate area of the wreckage, and Pedro 97 lowered a pararescueman to the ground. This man remained on the ground for approximately 20 minutes and then was retrieved when he reported no evidence of the crew.

3. Knowing the C-7 had landed at Bien Hoa, details about the incident were requested through Hawk Control (3 TFW Command Post) by Pedro 97. In addition, an intelligence report on the area was requested. The area consisted of thick second-growth jungle, with the ground visible through 15 - 20 foot young trees. The area was criss-crossed with many trails, and tunnel entrances were noted as close as 75 yards from the wreckage. Pedro 79 observed a small group of unfriendly 1/2 mile west of the crash site. No ground fire was encountered.

4. While the pararescueman was searching the wreckage, and for 30 minutes after that, the area within a two mile radius of the wreckage was searched by Pedro 79 and 97. Nothing of significance was noted. At about 1220L, Issue Control at Cu Chi (10°59'N, 106°30'E) advised they had information about the accident and that JP-4 fuel was available there. Pedro 97 had been unable to obtain any information as to exactly what had happened from the Bien Hoa Command Post, so both Pedro helicopters departed the area for Cu Chi. While refueling there, we were informed that the mid-air occurred at 3000' and a crew member on the C-7 observed an O-1 type aircraft spin straight in, minus one wing, and had not seen anyone exit the aircraft. It was also learned a U-10, known to be in that area at the time of the mid-air, was missing. This U-10 had only one man aboard. He wore no parachute.

5. Positive information as to whether the pilot was in the wreckage was essential. The pararescueman felt quite positive there was no one in the wreckage, but stated that by himself and without tools, he could not investigate the wreckage as thoroughly as he desired. Authority was obtained to again place the rescue men on the ground at the crash site, and this was soon accomplished. Pedro 79 lowered a Tan Son Nhut fireman and Pedro 97, the pararescueman that had previously searched the wreckage. A thirty minute search by these two men failed to reveal any evidence of the missing men. The immediate surrounding area (consisting of nearly impassible under-growth) for a distance of 15 to 20 feet was also searched with negative results. No articles of personal clothing or any weapons were located.

6. The Army man that first investigated the wreckage reported seeing no foot prints in the soft ground about the wreckage. There was no reported reception of radio beacon signals. The Army helicopter pilot that lowered a man to the wreckage transmitted on UHF radio "We're getting a man out now". The pilot was referring to the fact that he was about to lower a man to the ground. At no time was a man ever seen at the crash site (other than the rescue crews).

7. When the two rescue men were recovered by Pedro 97, the search was terminated, and all aircraft departed the area. The probability of a person surviving such a crash is considered small. The probability of locating anyone in such terrain is even less. Because of the insecure state of the area, further search efforts are considered impractical. Pedro 79 and 97 terminated at Tan Son Nhut and the search suspended. A total of 8 sorties and 7+55 hours were flown by the Pedro helicopters.

The crew of Pedro 97 was:

RCC	Maj James F. Okonek	Det 6
CP	Capt Sheridan K. Hawk	Det 6
FE	SSgt Donald S. Kearton II	Det 6
RS	A2C Terrence A. Treutel	Det 6

YES PJ

The crew of Pedro 79 was:

RCC	Maj Phillip L. Rice	Det 14
CP	Capt Joseph K. Dennis	Det 14
FE	SSgt Orby F. Whitaker	Det 14
RS	A2C Jerry R. Evans	Det 14

James F. Okonek
JAMES F. OKONEK, Major, USAF
Rescue Crew Commander

2 OCT 1967 02 51

MISSION NARRATIVE - 4 OCTOBER 1967

2-3-77-4 OCT

(20)

At 0630Z, 4 Oct 67, Compress reported that two T-28 aircraft, Yellow Flight Lead and his wingman, had been downed at 19°09'N, 103°43'E (098/47 NM on South Station) and asked JG 56 if he could proceed in a direct route from his operating site (LS-36) to the area without having to circumvent known hostile territory. They were advised that, if Sandy escort was provided, a direct route would be feasible since the Sandy's intelligence information would keep them clear of known "hot" areas. JG 56 and 09 were immediately launched. The time was 0630Z. Ten minutes later our two additional Jolly Greens, 53 and 15, were launched from Channel 89 to the same area. Jolly Green 56 (Low) and 09 (High) held on the 200 degree radial of North Station at 43 NM until contact with the Sandy escort (Firefly 16) was made at 0715Z. Nearly 20 minutes had been exhausted before visual contact was made. On his advice, they proceeded 10 NM due East to the 180 degree radial of North Station, hence due South to the rescue scene. At 0735Z, all Sandys, Jolly Green 56 and 09 and Jolly Green 53 and 15 were RTB'd. The position of JG 56 and 09 was 180 degrees at 58 NM from Channel 97; that of JG 53 and 15, 355 degrees at 87 miles from Channel 89. A Raven aircraft on scene at the time reported that the survivor had been taken into friendly custody and was being delivered to a nearby site where he could be picked up by another aircraft and returned to his station. Jolly Green 56 and 09 landed at LS-36 at 0755Z; JG 53 and 15 landed at Channel 89 at 0835Z.

Weather at the time of launch and enroute to the rescue scene was 7500' scattered to broken with excellent visibility. Mission coordination of all resources by Crown 2 was good; the radio discipline by all forces involved was also good, although somewhat more congested than normal since four, rather than 2, rescue helicopters were involved in the effort. No hostile fire was experienced by any of the four helicopters.

James A. Colyer
 JAMES A. COLYER, Capt, USAF
 Rescue Crew Commander

Channel 89

Low 53

RCC, Capt Colyer
 RCCP, Lt Sichterman
 FE, SSgt Warmack
 RS, A2C Allaire

High 15

RCC, Capt Walker
 RCCP, Maj Moore
 FE, SSgt Thacker
 RS, A2C Smith

LS 36

Low 56

RCC, LC Britton
 RCCP, Maj Wagner
 FE, A1C Jaynes
 RS, A2C McComb

High 09

RCC, Capt Etzel
 RCCP, Capt Hall
 FE, SSgt Zerbe
 RS, A1C Fraboni

38th ARRSq Hist, Oct - Dec 1967

CHAPTER III

OPERATIONS

Mission/Saves

Detachments of the 38th ARRSq flew 4330 rescue and support missions during the period and accounted for 147 saves, of this number 103 were combat and 44 were non-combat.¹

Combat Losses

There were no combat losses during the period.

Safety of Operation

On 5 October 1967, HH-43F 64-17559, from Detachment 12, Nha Trang AB, RVN, was damaged and classified as a major aircraft accident. Cause of the accident was engine failure due to FOD. The aircraft is currently being repaired at Tan Son Nhut AB, RVN. Estimated in commission date is parts plus thirty days. There were no minor accidents during the period.

Awards and Decorations

The previous Commander, Lt Col John A. Price, was awarded the Legion of Merit at ARRS Headquarters, for service as Commander, 38ARRSq, from 4 September 1966 to 3 September 1967.

The Commander, 7th AF, has approved the award of the Silver Star to Lt Col John W. Schafer, Squadron Operations Officer, for Gallantry in Action during the mortar attack on Da Nang AB, RVN on 15 July 1967.²

1. Narratives included in Detachment histories.

2. Hq 7th AF SO G-2166, 4 Dec 1967

~~SECRET~~

172

FROM: Major Gerald R. Morrissey

SUBJECT: Mission Narrative #2-3-78

DRAFT

5 OCT 67

TO: 39 ARRS
Commander

1. Crown I airborne 2145Z reported on station at 2335Z. At 2353Z a MAY-DAY call was received from Bear III (F-105). Bear III reported that Bear II had flamed out, and Bear II's approximate position was 240/48 from channel 97.
2. At 2356Z, Bear II bailed out at position 240/40 from channel 97. Bear III reported good chute and requested SAR immediately. Crown I requested Bear III to change frequency from guard to 282.8 for further mission progress.
3. Crown I immediately contacted Brigham (OCI site) for any available air-to-air equipped fighters for Mig cap. Crown I was advised that Jersey flight (F-102) was in the immediate area and that their assistance was granted.
4. Bear III advised Crown I that Bear I & III would cap provided they could be refueled. Brigham advised Crown I that Green anchor 30 was at Crown I's disposal for cycling of the fighters.
5. At 2358Z, Crown I received a strong beeper on the Cook tracker and Bear flight also reported a beeper. Bear flight immediately began orbiting the downed pilot's position.
6. The Sandys (ALE's) were on their normal orbit and close to the down pilot's position. Sandys reported over the area within two minutes.
7. Jolly Green's 15 & 27 (HH-3E) were launched from L-36. (Lima Site, Laos) the Jolly Green's reported that it would take them five minutes to get to the area.
8. The Sandy's notified Crown I that no ground fire was observed and

MA-8

~~SECRET~~

SECRET

173

that the area was quite safe. Therefore, the Sandys requested that the Jolly Green be committed for the pick-up.

9. Sandys reported that two Air America helicopters, Hotel 53 & Hotel 39 Foxtrot, were in the area and that they had voice contact with the survivor.

10. Bear III reported he had visual contact with the survivor, and reported that he was going to direct the Sandys to the survivor.

11. The Sandys established visual contact and directed Hotel 39 Foxtrot to pick up the survivor.

12. At 0017Z, the survivor was picked up and Hotel 39 Foxtrot was directed to take the survivor to Lima-36. Hotel 39 Foxtrot reported that the survivor was in very good condition.

13. Compress advised Jolly Green 15 & 27 to return to L-36 and for Jolly Green 15 to pick-up the survivor. At L-36, Jolly Green 15 reported that he had no APU; and no AC power if the engines were shut down. Due to these malfunctions, Jolly Green advised he could not ground refuel.

14. Compass directed Jolly Green 15 to proceed to Lima -98 and for Jolly Green 27 to ground refuel and to remain on cockpit alert at L-36.

15. Due to the fact that the pilots of Jolly Green 15 were not air-to-air refueling qualified, Compress launched Jolly Green 09 & 53 from CH-89 to L-98. Compress directed the crew of Jolly Green 09 to exchange aircraft with Jolly Green 15, since the of 09 were air-to-air refueling qualified; and for Jolly Green 53 to pick-up the survivor and to proceed to CH-86. Compress further directed for Crown I to refuel Jolly Green 15, and there after for 15 to RTB at CH-89.

16. Moments after the SAR mission on Bear II, the front gear door was observed partially opened through the driftmeter by the navigator.

17. During the refueling rendezvous, Crown I requested Jolly Green 15 to survey the front gear door as to its condition etc. Jolly Green

mn-8
~~15 reported no damage, but that the door was partially~~

SECRET

~~SECRET~~

Jolly Green reported on damage, but that the door was partially opened as observed. As Crown I took the lead, Jolly Green 15 advised Crown I's (IC-130) nose gear was down. Crown I observed that the landing gear indicators and lights in the cockpit reflected all portions of landing gear up and locked. Due to the low altitude plus the loss of HF, Crown I could not immediately relay to Compress the situation. The RCC of Crown I elected to refuel Jolly Green 15 as planned; refueling was accomplished with no incident.

16. Crown I gained sufficient altitude and Compress was contacted on VHF and notified of the gear situation plus the loss of one UHF and both HF's radios.

17. Compress notified Crown I's unit of the situation. Crown I advised Compress that in case of another mission, Crown I would be airspeed limited due to the gear malfunction and also that due to the lack of one UHF and HF radio, mission efficiency would be reduced.

18. Due to the conditions above, Crown I suggested to Compress that Crown III be alerted for possible launch.

19. Weather conditions at home station were unfavorable; however, excellent at channel 86. On this basis, the pilot decided to check the entire landing gear system. The main gear was lowered and all indications checked down and locked. The gear was left down for the remainder of Crown I's mission.

20. At 0340Z, Crown III was launched and Crown I was RTB to Channel 83.

21. Crown I landed at 0610Z with no further incident. Mission Accomplished.

CREW NO. 14

RCC GERALD R. MORRISSEY MAJOR
PLT STRETTON, LYNDON J. CAPT
NAV ZERTUCHE, LEOPOLDO JR. 1LT
RO BEST, WALTER P. SSGT
FE BONNER, HARLAND TSGT
FE COONS, LEON JR. TSGT
LM COSKIE, ANTHONY J. JR. SSGT
m n - 8

~~SECRET~~

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



REPLY TO
ATTN OF:

37 OPS/6104

SUBJECT:

MISSION NARRATIVE REPORT (1-3-156, 5 Oct 67) (U)

TO:

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

Cub/30

100A

B/2

436

4th

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

2. (C) Jolly Green 03 was scrambled from Da Nang AB by Queen through 37th OPS at 0205Z. The objective was a Marine Medivac located at 242/12/CH 94. JG 03 was airborne at 0210Z and arrived in the area at 0220Z. Two USMC UH-1E gunships, Deadlock 30 (callsign of second gunship unknown), met us in the area. They provided cover and led us into the ground party. Difficulty in locating the ground party was due to the ground party's FM radio. Crewcut (ground party) was below a ridge line at about 1800'. Trees were about 75' to 100' high. JG 03 was in a hover over Crewcut at 0240Z. One Marine was brought aboard with three Bee stings about the right eye. The Marine was evacuated to Charlie Med at 0248Z. There was no hostile fire. Crew coordination was excellent. Communication with Deadlock 30 was good, but communication with Crewcut was very poor. Weather was no factor, being 2500' scattered. Auxiliary fuel tanks were jettisoned. Mission terminated at 0258Z.

3. (C) The survivor was: Cpl John Reason, 2172165.

4. (U) Crew members of Jolly Green 03:

RCC Major Herbert D. Kalen
CP 1st Lt Edward W. Hutchison
FE SSgt Paul D. Kreider
RS TSgt John L. Hennessey ✓

Herbert D. Kalen
HERBERT D. KALEN, Major, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO FEDERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 DEC 1973

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

~~CONFIDENTIAL~~

FROM: Det 9, 38ARRSq(38-9/Capt Butler/2824)

124
101A
9 October 1967

SUBJECT: Mission Narrative 9-38-20 - 6 Oct 67

TO: 3rd ARRGp(RGRC)

1. Det 9 was alerted by the Det operations UHF radio, Holloway Tower called on gaurd that a helicopter had crashed on take-off from Holloway, approximately 3 miles southeast of Pleiku AB (1400L).
2. At 1401, Pedro 56 was airborne with firefighters, FSK and a pararescueman.
3. Upon reaching the crash scene, large explosions were taking place as the aircraft was a UH1C gunship fully fueled and armed. Pedro 56 circled until the violent explosions had diminished and made an approach to the scene. Holloway tower could not furnish any information regarding the crew so the FSK, firefighters and PJ were dispatched. There were continous explosions and tower advised that two rockets hadn't gone off yet. The Det firemen extinguished most of the fire while Pedro 56 provided cooling air. The crashed aircraft was in a mine field just outside the perimeter fence and EOD personnel were disconnecting the electrical wiring during the fire fight. Holloway aircraft were being evacuated from the field and at least one adjacent aircraft was damaged by flying debris. FSK agent ran out and white hot magnesium was still flaring up so fire fighters were instructed by public address to back off and Holloway water trucks took control of small fires, expended and unexpended ammunition scattered all around the scene.
4. Pedro 56 then landed and the pararescueman and Holloway medics had a Vietnamese fireman prepared for med evac. He had been injured by exploding debris, quite seriously. Pedro 56 took him to the 18th Surgical Hospital and returned for the co-pilot who was being splinted for a broken arm and deep gash in his right thigh. The co-pilot was med evaced to the 18th Surgical Hospital. The pararescueman treated both patients on route to the hospital.
5. Pedro 56 then returned to Holloway to retrieve FSK, hoses and firefighters.
6. Pedro 56's crew members were:

Capt Jack V. Butler	RCC	Det 9, 38ARRSq
Capt Robert L. Osborne	RCCP	"
A2C David R. Berrio	PJ	"
AlC Eric W. Nielson	RS	"
AlC Felipe A. Quiroz	RS	"

Det 9, 38ARRS Hist, Jan - Mar 68

SAFETY OF OPERATION

On 13 March aircraft HH-43F serial number 63-9717 suffered a control rod bearing failure while on a training flight. The failure occurred while Major Robert W. Hastings, the training pilot, was performing a 90 degree autorotation landing. The failure caused the aircraft to become nearly uncontrollable, however Captain Billy J. Johnson, the instructor pilot, assumed control and was able to land the aircraft with no injury to the crew. The nature of the failure caused the rotor blades to strike each other in flight, causing extensive damage to the rotor system. Captain Johnson received a "well done" message from General Wilson, deputy commander of Military Airlift Command, for his superior airmanship while dealing with this inflight emergency.

AWARDS AND DECORATIONS

During this quarter Sgt David R. Berrio was awarded the Silver Star for gallantry in connection with military operations against an opposing armed force near Pleiku, Republic of Vietnam on 24 Nov 1967 (SO G-591, 23 Feb 1968, Hq 7AF). Sgt Berrio was also awarded the Distinguished Flying Cross for heroism while participating in an aerial flight at Camp Holloway, Republic of Vietnam on 6 Oct 1967 (SO G-338, 30 Jan 1968, Hq 7AF). Sgt Felipe A. Quiroz was awarded the Airman's Medal for heroism involving voluntary risk of life at Camp Holloway, Republic of Vietnam on 7 Oct 1967 (SO G-636, 27 Feb 1968, Hq 7AF), and he was awarded the Bronze Star Medal for heroism

DECLASSIFIED

~~SECRET~~

43K(3)

2-3-79-7 OCT 67

MISSION NARRATIVE

~~CONFIDENTIAL~~ JOLLY GREEN 15 15 OCT 67

(S)(GP-4) Jolly Green 15 (Low) and 27 (High) were alerted by Compress at 0700Z to scramble from L-36 at 0735Z. Both aircraft were off L-36 at 0735Z, and gave an ETA of 0840 to the orbit point (100°/50NM Channel 97). The Jollies were asked by Crown 1 if they could reach the orbit point at 0825Z; the course to the orbit point was altered, and the Jollies rendezvoused with Sandys 1 and 2 at 0830Z, 100°/50NM Channel 97. The weather enroute was approximately 8000 feet overcast, and both Jollies flew on top at 9000 feet. The initial coordinates of the downed pilot, Falcon Lead, were 080°/75NM Channel 97. The bingo time at launch was 1005Z, and this was revised at 0930Z to 1030Z.

(S)(GP-4) Jolly Green 15 had intermittent UHF radio operation, an inoperative FM radio, and used VHF SAR Primary, and HF to communicate. Jolly Green 27 had operating UHF and VHF radios, an inoperative FM radio, and was unable to transmit on HF. Radio discipline appeared very good throughout the effort. Crown 2 took the responsibility for keeping all unnecessary chatter off the radios, and did an excellent job. At 0840Z, Jollies and Sandys moved to a new orbit point of 075/75NM Channel 97. Arrival at 075/75 was 0910Z.

(U) The general area of the downed pilot indicated that JG-15 would have difficulty hovering with sufficient fuel to return to North Station. Therefore, JG-15 removed the most accessible armor from the transmission and flight control section, and was prepared to throw this armor, parachutes, breast plates, M-60's, ammo, and the PJ's flack suits out of the aircraft in order to hover, make a pickup, and have sufficient fuel to return to North Station.

(S)(GP-4) At 0930Z, Sandys 7 and 8 low advised they had not located the survivor, that the visibility below the overcast was deteriorating, and that they would only be able to search for an additional 15 minutes. At this point, Jolly Green 15 advised that if he were to attempt a pickup, he could not arrive L-36 before sunset, and would have insufficient fuel to proceed all the way to L-98.

(S)(GP-4) At 0945Z, Compress RTB'd the Jollies and Sandys, and the Jollies departed the orbit area at 0950Z. ETA for L-36 was 1040Z. Both Jollies landed at L-36 at 1045Z and took off before sunset. Jollies 15 and 27 landed at L-98 at 1150Z.

Henry C. Conant
HENRY C. CONANT, Capt, USAF
Rescue Crew Commander

Downgraded to CONFIDENTIAL \

25 MAR 1970 IAW AFR 205-2
(Date)

~~CONFIDENTIAL~~

JG-15 Classified by

JG-27

ARODC 671244

RCC, Capt. Etzel
RCCP, Capt. Bradley
FE, SSGT. ALC O'Neal
RS, A2C Smith

DECLASSIFIED ON FEB

~~SECRET~~

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

1, 270PS 87-0

~~CONFIDENTIAL~~

Headquarters
37th Aerospace Rescue & Recovery Squadron
3rd Aerospace Rescue & Recovery Group (MAC)
APO San Francisco Calif 96337

4.3K(2)

8 OCT 1967

REPLY TO
ATTN OF: 37 OPS/6104

SUBJECT: MISSION NARRATIVE REPORT (1-3-158, 7 Oct 67) (U)

TO: 37C *kpe*
3rd ARRGp (RGRC) APO 96307
IN TURN

Cub/30
4/30

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1967.
2. (C) Jolly Green 29 was positioned 15 miles due north of Channel 20 for the Romeo orbit. At 0900Z Pistol 02 called that his wingman Pistol Lead had gone down at 355°/55 DME from Channel 40. One minute later he changed this to the same fix only from Channel 20. Steel Hauser repositioned Jolly Green 29, Big Mother 70, and Electron Flight (4 USN A-1H's) to the 050°/50 from Channel 20. This position was established as 21° 03'N, 107° 36'W which is east of an island, over the water. Pistol 02 had observed a good chute and was receiving a chute beeper. Electron 01 was directed into the area by Steel Hauser, using Pistol Flight as high cover. At 0950Z, Electron 01 arrived in the area, observed the chute, and also received the beeper. At 0955Z, Jolly Green 29 was notified by Electron 01 to attempt the recovery. At no time was voice contact made with Pistol Lead. Electron 02 and 03 led JG 29 across the coast at 6000 feet. Immediately after crossing the coast JG 29 received 37mm AAA fire in the 6 o'clock position, estimated distance ½ mile. JG 29 continued on into the interior with the two Electrons and actually heard the chute beeper. At 1015Z the beeper stopped. Electron 01 was questioned as to whether or not he still had the beeper. The reply was negative and the parachute had also disappeared. Electron 01 then called for the SAR force to withdraw. This was prompted by a radio advisory from Red Crown that MIG's were heading into the vicinity. At 1030Z JG 29 made the water and began to hold in order to cover Electron 01's egress. At 1040Z Vampire 01 crossed the coast northbound and heard a ground station on Guard frequency say, "I'm alive! Come rescue me". Vampire 01 stated that he firmly believes that this was a recording. At 1045Z Electron 01 crossed the coast and the SAR effort was terminated. Jolly Green 29 proceeded to air refuel with Crown 5 and landed at Da Nang AB at 1300Z.

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

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

~~CONFIDENTIAL~~

~~SECRET~~

MISSION # 1-3-158

7 Oct 67

At approximately 0915Z, Crown 5 heard Pistol Flight calling on guard that Pistol Lead was bailing out. Pistol 2 gave the position of ejection as 2116N 10653E. He reported a chute beeper but no voice contact. Pistol 2 further stated that Lead had ejected at over 500 knots and was probably unconscious. Pistol Two's call was also heard by Steel 1 Howzer (SAR Destroyer) who began setting up Navy SAR forces. He had Jolly Green 29 and Big Mother 70 join on his 050/10 channel 20. He sent Electron 1 and 3 toward the position of the downed pilot and sent Electron 2 to join up with Jolly Green 29 and Big Mother 70.

During the initial phase of the SAR, Crown 5 and Red Crown began recycling strike aircraft coming off tankers to join in the SAR effort as RESCAP. The first flight off tanker and on scene was Vampire (F-4C's), later joined by Olds (F-4C's) and Hatchet (F-105's). Upon arrival, Vampire Flight relieved Pistol 2 and 3 after sighting the chute of the downed pilot. After being relieved, Pistol Flight headed for a tanker and was later RTB'd. Vampire Flight directed Electron 1 and 3 to the scene. Shortly after arriving on scene, Electron 1 determined the area was safe for a SAR effort and called for the helicopters to be sent into the area. At this time Jolly Green 29 and Electron 2 went 'feet dry' heading for the scene. Electron 1 reported he was getting a continuous beeper, had the chute in sight, but still no voice contact. At 1008Z Electron 1 reported the beeper had stopped and that the chute had disappeared. He again called on guard but without response. At this time Electron 1 recommended all SAR forces be RTB'd because it was apparent Pistol Lead had been captured. Harbor Master (Navy SAR Commander) concurred with Electron 1 and had all forces RTB. As the forces withdrew, Vampire Flight reported hearing on guard, "I'm alive", "I'm alive", but that it sounded like a recording. After repeated attempts no further voice or beeper contact could be made with Pistol Lead. All SAR forces proceeded to 'feet wet' without further incident.

mn-9

~~SECRET~~

OPERATIONS

MISSIONS

1. Mission 1-3-159, 7 October 1967. Pedro 95 was scrambled by Queen on an F-105 airborne emergency. The emergency developed into a bail-out of the F-105's crew approximately 20 miles North of DaNang. Pedro 95 crew responded and recovered Captain George Shamblee, F-105 pilot, by night water pick-up. One combat save was recorded.
2. Mission 1-3-169, 16 October 1967. The Rescue Control Center at OL-1 scrambled Pedro 95 on a crashed O-1 aircraft, 14 miles South of DaNang. The crew of Pedro 95 recovered the O-1 pilot, Major M. H. Alexander, and was credited with one combat save.
3. Mission 7-38-7, 31 October 1967. Pedro 93 was scrambled by the tower and responded to the emergency with fire suppression kit. An F-8 aircraft had lost its nose gear on take-off and had also suffered damaged main gear. In attempting to land, the F-8 went out of control and caught fire. Pedro 93 firemen deployed the fire kit and suppressed the flames. The pilot escaped injury and was recorded as one combat save.

COMBAT LOSSES

None

127

13

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



REPLY TO
ATTN OF:

37 OPS/6104

~~CONFIDENTIAL~~

11 OCT 1967

SUBJECT:

MISSION NARRATIVE REPORT (1-3-163, 10 Oct 67) (U)

TO:

37C *10*
3rd ARRGp (RGRC) APO 96307
IN TURN

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

2. (C) JG 26 was scrambled from DaNang AB by Queen through 37 OPS at 0553Z, 10 Oct 67. The objective was a Marine MEDIVAC, located at 2370/8/CH 94. JG 26 was airborne at 0605Z and arrived in the area at 0615Z. Contact was established with the ground party, callsign Beacon Light Bravo, on FM. RESCAP was not immediately available. The area was not secure so JG 26 orbited until the arrival of Deadlock 40 and 42 (UH-1E Huey gunships), at 0635Z. At 0640Z, JG 26 was in a hover over the ground party. The pick-up area was on a rocky knoll covered by scrub trees and brush. The elevation was 1200' MSL. The trees and brush were 25' high and 35 feet of cable was used. The wounded Marine was picked up by use of the semi-rigid litter. The pick-up was completed at 0650Z. The Marine was in fair condition with multiple wounds and was flown to NSA.

3. (C) Communications with Deadlock and Beacon Light Bravo were good. Deadlock cover during the pick-up was excellent. No ground fire was received. Crew coordination through out the flight was excellent. The weather was clear and not a factor. The mission terminated at 0700Z.

4. (C) The survivor was L/Cpl D. J. Legalley, 2318405, 1st Marine Recon.

5. (U) Crew members of Jolly Green 26:

RCC Capt Walter R. Blackwell
RCCP 1st Lt Robert Levins III
FE TSgt Robert Q. Rector
RS A2C Donald J. Boushelle

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

DOWNGRADED ON 7 FEB 1977
DECLASSIFIED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DDC DIR 5200.10

Walter R. Blackwell
WALTER R. BLACKWELL, Captain, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

atch 5

FROM: Det 9, 38ARRSq(9-38C/Maj Smith/2824)

16 October 1967

SUBJECT: Mission Narrative 1-3-162 - 8 Oct 67

TO: 3rd ARRGp(3JSARC)

1. Det 9 was notified by JSARC at 1140L on 10 Oct that two pilots had been visually sighted 036 degree at 52 nautical miles from Pleiku. JSARC requested confirmation that both HH-43F's were ready to launch and was informed they were. However, Pedro 56's crew was presently at lunch. JSARC then gave approval for both aircraft to launch. Pedro 74 was airborne at 1145L and Pedro 56 airborne at 1150L.

2. Delay on Pedro 56 was in part caused by lack of communication with crew during meals, and the fact that the aircraft on primary alert had a partial fuel load in order to perform the local base rescue mission. Until two months ago this detachment used Motorola non-tactical radios to keep contact with each alert crew member during the 24 hours of alert, seven days a week. It consisted of 6 FM radios and one battery charger with an assigned discrete frequency. Use of these radios enabled crews to be recalled and launched in minimum amount of time and allowed greater relaxation of crewmembers. Without the radios, alert crewmembers can not attend movies, USO shows, hobby shops, or snack bar, etc., and must remain in their quarters. The request for authorization of these radios was disapproved by 1964th Communications Group, APO 96307. In lieu of these radios we are presently ordering a PRC 41 UHF radio and will install it in one of the alert vehicles. This radio is quite costly to the government (approx \$8,000), and yet will allow us partial recall of crews during meal hours. Recommend that the 1964th Communications Group reconsider the authorization of non-tactical radios for rescue detachments in RVN or the possibility of command funds to provide them.

3. The only difficulty encountered enroute was ground fire directed at Pedro 56 seven miles southwest of reported pilots' position. No aircraft hits were encountered. The broken sky condition forced both helicopters to fly beneath the clouds to facilitate navigating and within close proximity to the ground which made it vulnerable to ground fire. If the aircraft were equipped with TACAN they could have flown VFR on top to the location and avoided exposure to hostile ground fire.

4. Pedro 74 was joined by an Army UH-1B "Alligator 356" and attempted to pin point location of pilots by voice and smoke. Pedro 56 arrived at the scene about four minutes later and took a position of high cover for both Pedro 74 and Alligator 356. After the survivor was directed to pop a second smoke flare, Pedro 56 observed the smoke in front and slightly below the aircraft. Then Pedro 56 made an approach to a hover over the position and found the aircraft commander, Lt Col Earle G. Weaver,

1066A
Can we do anything about this?

FR52152, of the 12th Tactical Fighter Wing, on the side of a knoll with 10 foot high elephant grass. He was hoisted aboard by the forest penetrator and was in good condition except for pain in his back. Later x-ray showed a compression fracture of the vertebrae, most probably caused by ejection.

5. Pedro 74 spotted a chute approx $\frac{1}{2}$ mile to the north and made an approach to a hover. The parachute was caught in some trees about 30 feet tall with other trees nearby approx 90 feet tall. The pararescue-man was lowered to the ground using approx 100 feet of cable. He observed the pilot to be hanging head down with his right ankle caught in the suspension lines. No heartbeat or pulse could be detected. "Crown 2", the on-scene commander approved Pedro 74's request to recover the body. Pedro 74 requested the pararescueman from Pedro 56 to assist in the recovery, so he was lowered by hoist. The following is a description of what they found. "When we got there the pilot was hanging upside down. His right ankle was wrapped by shroud lines. It appears that the pilot was alive after landing because his survival gear was on the ground below him. He had also taken off his parachute harness. His pen gun flare was below him and had been fired twice. His radio was on the ground, but appeared not to have been used. His knife (long leather sheaf type) also was lying below him. Apparently he had tried to cut himself loose, but died before he could do so. His helmet and oxygen mask were on the ground."

6. After the body was hoisted by litter, both pararescuemen were hoisted and Pedro 74 returned to Pleiku. Pedro 56 landed 1335L and Pedro 74 landed 1401L. The deceased pilot, Lt David Erick Wieland, FR3163529, was turned over to Graves and Registration here at Pleiku and was transported to the U.S. Mortuary at Tan Son Nhut.

7. Crewmembers were:

Pedro 56

Maj Richard A. Smith	RCC	Det 9, 38ARRSq
Capt Robert L. Osborne	RCCP	"
SSgt Paul W. Noble	FE	"
A2C David R. Berrio	PJ	"

Pedro 74

Capt Jack V. Butler	RCC	Det 9, 38ARRSq
Capt Francis B. Gilligan	RCCP	"
SSgt Arthur L. Wood	FE	"
A2C David B. Ortiz	PJ	"

Richard A. Smith
RICHARD A. SMITH, Major, USAF
Commander

~~SECRET~~

196

FROM:

10 October 1967

SUBJECT: Mission Narrative

TO: Commander
39 ARRS

Crown 7 took off from Tuy Hoa at 2205Z 10 Oct 67 to control the following missions: 1-3-153, 2 October 67 (Spooky 12), 1-3-160, 8 Oct 67 (Etta 02), 1-3-161 8 Oct 67 (Seabat), and 1-3-162, 8 Oct 67 (Boxer 12).

The following aircraft participated in SAR activities under Crown 7's control: Big 07(O-1), Term 52 (C-130), Rage 01 and 02 (O-2B), Hobo 25(Alb), Bookie 43 and 64(C123), Hades 72(C123), Hash 10(C47), Basketball 246 (and 687 (C130), Misty 21(F100), Wasp 94(C130) and Jolly Green 26. In addition several ~~unk~~ unidentified Hobos and UH-1 gunships participated though they were not under Crown 7's control.

At 0139Z, Hash 10 reported wreckage at UTM coordinates ZD1444. Rage 01 was directed to the scene as soon as he had located the wreckage Hash 10 was released to his own control. Jolly Green 26 was launched from CH94 at approx. 0250Z and he arrived on scene at 0310Z. He identified the wreckage as Etta 02. As of Crown 7's RTB, no survivors were found. Jolly Green 26 received Rescap from Misty 21 and UH-1 gunship (call sign unknown).

At 0159Z Basketball 246 was directed to an area between the 035-045 radials and the 045NM and 053NM DME of CH107, because of a reported beeper at that position. Boxer 12 was suspected of being down at this position. Basketball 246 reported strong beeper and red smoke at 36/52NM of CH107. Subsequently, he also reported minor flashes. Crown 7 reported that 246 contact Pleiku Rescue for Pedro helicopters. The Pedros were airborne 0350Z and shortly thereafter at 0430Z, Crown 7 relinquished control of the mission to Crown 2.

At 0347Z, Big 03 reported the wreckage of a C47 at the UTM coordinates, ZC136958, which he spotted at 0230Z. It was suspected that this was the wreckage of Spooky 12. At 0410Z, Term 52 was directed to the area. He reported that the weather made visual sighting of the wreckage impossible. At 0500Z he was directed to another search area. At 0515Z, Big 07 was requested to proceed to the area of the wreckage. At approx 0530Z, Big 07 proceeded to the area. At 0547Z Crown 7, RTB'd turning control of the SAR forces over to Crown 5.

Search areas are not included ~~in~~ since all search objectives were subsequently final.

Rescue Crew Commander

MN-13

~~SECRET~~

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277

FROM: RCC CAPT G.R. Flygare

9 Oct 67

SUBJECT: Mission Narrative 1-31160,1-3-161,1-3-162

TO: Commander
39 ARRS

When Crown 5 took off at 0945H, 3 SAR efforts were in progress. These efforts were still in progress when Crown 5 RTB'd at 2015H. Individual efforts and progress are:

Etta 02, C-130 departed Hue for Danang with no further contact. Cloud bases remained at 2000' with rainshowers and turbulence near mountains throughout the afternoon. Jolly Green 04 and 07 did some searching between Hue and Danang but were too limited by weather for any determined effort.

Sea Bat 701, a E-1 aircraft was also lost in the same general area, last position 295/10NM CH94. Weather in this area was about the same, with 2000-2500' basis. Since Sea Bat 701 was flying 4000' search in this area was not too effective. Big 07, a O-1 did search at 8383, hill 868 but only below about 1800'. Locketts 512 and 504, A-1's, conducted a route search on the CH94 340 radial, Sea Bat's proposed route of flight.

The only results of searches between CH 69 and 94 was the discovery of old F-4 wreck at 100/16 CH 69. Boxer 12, a F-4 was searched for around a position 165/39NM CH50. Occasional beepers were reported in this general area throughout the day, but other results were negative. Shark 3 and UH-1C's and Helix 25 searched area BS 6030-6050-7030-7050. At 1507H Magicstone 416 was down 5NM east of CH26. Big Mother 68 picked up the pilot at 1515H.

RCC Capt G.R. Flygare
PLT Maj R.E. Wallace
NAV Capt W.L. Burton
FE SMSgt D. Benbrook
FE MSgt W. May
LM ~~118~~ ~~K. Marcotte~~ J. Wadleigh
RO Ssgt K. Marcotte

mn-11

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~~SECRET~~

CROWN 2
Mission Narrative
Mission Number 1-3-162
8 October 67

CROWN 2 was enroute to orbit, estimating on orbit at 0405Z. While enroute the beginnings of a SAR effort was heard on 364.2. CROWN 2 stated to CROWN 7 that they were in the area of the search and was asked to assume Mission Command.

The downed aircraft was BOXER 12, reported down on 8 October 67. The SAR effort described took place on 10 October 67.

At 0303Z a beeper was heard and reported by Basketball 246 (C-130) who had pin-pointed the area as 036/52 from Channel 107. Soon after arriving in the area Basketball 246 sighted red smoke and flashed from a signal mirror. CROWN 2 contacted BASKETBALL 246 and was briefed on the situation. PEDRO's 56 and 74 were scrambled from Channel 107 at 0325Z, and through PEACOCK two HOBO's (01 and 02) were also scrambled. Because BASKETBALL 246 was low on fuel, WASP 94 (also a C-130) replaced him on station. CROWN 2 was overhead controlling the other aircraft.

The weather in the area was scattered clouds with bases about five thousand feet. Wind was calm.

Cooperation and coordination was excellent. There was no delay getting support aircraft, or information. Adding to the search, in addition to the aircraft mentioned, was ALLIGATOR 536, an H-1H with machine guns and enough fuel to stay in the area for 1+30 minutes.

Once contact was established with the back seat man of the aircraft, who directed PEDRO 56 to him for a pickup. After he displayed another red smoke flare, the pickup was made. PEDRO 56 drew ground fire on the way in for the pickup but the location could not be pinpointed and was not a factor in the actual rescue. No fire suppression was used in the area because the front seat man had not been located, although we knew he was in the same area. Pickup was at 0428Z.

The survivor was in good condition, with only a sore back.

Soon after the first pickup, PEDRO 74 spotted the other man, hanging in his chute. He lowered his PJ and found the man KIA. The body was recovered. Cause of death unknown.

At 0445Z PEDRO 56 departed the area, leaving his PJ to help with the other man. He flew to Channel 107 where his survivor was picked up by WASP 94, who diverted, and flown to his home station...Channel 71.

At 0510Z PEDRO 74 recovered the body of the other man and departed the area for Channel 107.

All aircraft concerned did a fantastic job of searching the area and working together. One PEDRO always had the HOBOS for protection and the other had ALLIGATOR 536. Thanks was extended to all crewmembers by CROWN 2 and the mission was terminated at 0515Z.

Glen E. Nemecek
Rescue Crew Commander
m n - 10

~~SECRET~~

~~CONFIDENTIAL~~

3. (C) Participating SAR Forces

Jolly Green 29	HH-3E	USAF
Electron Flight	A-1H	USN
Big Mother	SH-3A	USN
Olds Flight	F-4C	USAF
Vampire Flight	F-105	USAF
Hatchet Flight	F-4C	USAF
Steel Hauser	DLG-13	USN
Red Crown	DLG-9	USN
Harbor Master		USN SAR Commander

4. (U) Crew members of Jolly Green 29

RCC	McGhan, Standley A., Capt
RCCP	Walter, Warren E., 1st Lt
FE	Carroll, William L., A1C
RS	Locker, James D., A2C

Standley A. McGhan
STANDLEY A. MCGHAN, Captain, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE

37th AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF:

37 OPS/6104

107A

13 OCT 1967

SUBJECT:

MISSION NARRATIVE REPORT (1-3-164, 12 Oct 67) (U)

TO:

37C KAC
3rd ARRGp (RGRC) APO 96307
IN TURN

Cub/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 29 departed DaNang AB, RVN, 12 Oct 67, on a fraggd orbit mission. At 0750Z, Queen directed JG 29 to join with Oakgate 40 and 41 (UH-1E gunships) and proceed to 110°/15 DME Hue/Phu Bai Tacan. The objective was a Marine MEDIVAC for a UH-1E helicopter crew that had crashlanded. Contact was made with Ball Bearing 14 (a ground party on FM radio) located on a mountain side near the crash site at 2000'. Trees in the area were approximately 75 feet high. JG 29 was in a hover over the survivors at 0820Z. At the request of the ground party the horse collar rescue device was used in lieu of the forest penetrator. Four ambulatory survivors, in good condition, were hoisted into JG 29 and taken to Hue/Phu Bai Airport, arriving at 0855Z. Weather in the rescue area was not a factor. Enemy groundfire was not noted in the area. Communications with the ground party and RESCORT were good. Crew coordination was excellent. The flight terminated at 0935Z upon landing at DaNang AB.

3. (C) The survivors were:

Lt Col G. F. Garrant, OF106114, 8th RRFS
Maj E. J. Acton, FV1864576, 77th TAS
2nd Lt T. M. Kenyon, 095618, VM03, USMC
Cpl M. W. Miller, 2219579, VM03, USMC

4. (U) Crew members of Jolly Green 29:

RCC Capt Gerald O. Young
RCCP Lt Edward W. Hutchison
FE SSgt John H. Mazzard Jr
RS A2C Charles P. Vogeley

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. "
DECLASSIFIED ON 31 DEC 1973

GERALD O. YOUNG, Captain, USAF
Rescue Crew Commander

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

~~CONFIDENTIAL~~

~~SECRET~~

278

At 1625L we were climbing to FL240 after refueling Jolly Green 29 when we heard Dream Hour 46, a FAC, talking to a Black Ace about a downed pilot. We overheard on guard that the position was 350°/15NM Channel 109. Black Ace 175-1 an F-4 was down and the pilots' chutes landed in a "T" shaped gully that ran east-west. At 1636 Dream Hour said one pilot was captured by North Vietnamese Army and he thought the second pilot was 200 meters on the north side of the gully. We headed south when we first heard Dream Hour searching for the pilots.

When we got close enough for good UHF contact we requested all forces come up 364.2, SAR primary. By this time other aircraft were on the scene. They were Gladiator 1, 2, Huey gunships, Packard, 2F4's, Oxford, 2F4's, Buckshot 2F4's, Silver, 3F100's, Hope Gate 1-0 a FAC and Covey 62 a FAC.

At 1650 Dream Hour 46 had to leave for fuel and would return. Hopegate 1-0 and Covey 26, two FAC's, made numerous sweeps down the gully without sighting the second survivor. Jolly Greens 03 and 07, from Cigar, had positioned themselves feet wet until either voice or visual contact with the second survivor was made. Lockets 502 and 506, ALH8s, were released for our control by Proud Fox and were enroute.

All jet fighters except Packard and Chain 02 and 19, A-4s, were sent to 282.8 and held high to cycle off tankers Tan Anchors 52 and 53. Packard and Chain were held low to act as rescap in case the survivor was located.

Nail 20 and 74 also joined the search. At 1711 what was thought to be a mirror flash proved to be a reflection from a piece of metal on the ground. At 1715 Dream Hour 46 returned and after numerous passes saw no sign of the survivor.

Boulder Blue and Holly Green 612, A-3 tankers, were headed south to be used as tankers after Tan 52 and 53 were Bingo; also Tan 55 was on the way. At 1711 the gunships, Gladiator 1, 2 RTB for fuel. At 1726 Dream Hour 46 thought he saw smoke but it proved not to be the survivor. There were numerous people on the ground and the search aircraft were receiving small arms and some 37MM fire.

At 1745 Dream Hour 46 thought that further efforts would have no positive results.

m N-12

~~SECRET~~

~~SECRET~~

176

Queen asked us our opinion and we concurred with Dream Hour. All the forces were released to their Tactical Control agencies at 1745 local except the Jolly Greens 07 and 03 who continued to hold feet wet, and we held at 170 North.

Up until 1700L cuts were being made on a beeper in the gully area but no voice contact was ever established. The weather was good and moderate small arms and some 37MM was encountered. Once we assumed control of the mission and got everyone on UHF SAR primary and secondary, the radio discipline was good.

At 1804 Queen RTB the Jolly Greens and we RTB at 1830.

RCC*Eichorst
PLT*Delony
NAV*Howard
RO*Ward
FE*Puryear
FE*Ortiz
LM*Jones

DOUGLAS W. EICHORST, Capt, USAF
RCC, Crown 5

~~CONFIDENTIAL~~

4.3J(2)

DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO San Francisco 96337

REPLY TO

ATTN OF: 37 OPS/6104

16 Oct 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-166, 14 Oct 67) (U)

TO: 37C *KDC*
3rd ARRGp (RGRC) APO 96307
IN TURN

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

2. (1) (C) At 0425Z, Jolly Green Operations was informed by Queen of a possible medical evacuation of 2 wounded and 2 killed-in-action US Marines at 318°/18 DME off DaNang Tacan. At 0450Z, Jolly Green Operations was directed to scramble two helicopters. Jolly Green 03, primary DaNang AB alert helicopter, was airborne at 0505Z with Jolly Green 25, secondary alert aircraft, airborne at 0515Z. While enroute to the area Jolly Green 03 contacted Landshark Alpha on 225.3 UHF and was referred to Blackcoat 11, O-2A, on 262.7 UHF, who was the Airborne Mission Commander. Jolly Green 03 jettisoned the tip tanks over water and was in the rescue area at 0530Z. Two UH-1E gunships, Deadlock 40 and 42, were to act as RESCORT for the Jolly Greens. Information received from War Cloud, the Marine ground party, was that 12 Marines required evacuation and at present there was no ground fire. Purple smoke would be used to mark the ground party's position. It was decided that Jolly Green 03 would recover 6 Marines first with Jolly Green 25 recovering the remaining 6 Marines. Jolly Green 03 turned south on final approach heading at 0545Z with the Marine gunships as RESCORT. As Jolly Green 03 came into a hover the flight engineer informed the pilot that ground fire was being received. Ten seconds later, the flight engineer reported that a round had entered the cabin and severed the utility hydraulic lines. Hydraulic fluid poured over the cabin and cockpit, soaking the flight engineer and pararescue specialist. At this point, 0550Z, Jolly Green 03, with rescue hoist inoperative, departed the area. An emergency was declared for landing at DaNang due to loss of utility hydraulic pressure, Number 1 aft boost pump failure, and other unknown battle damage. The landing gear was lowered using the emergency system but the left main and nose gear showed an unsafe condition. Jolly Green landed safely, after maintenance personnel installed the gear pins with the aircraft in a hover. Weather was not a factor and cooperation and coordination with RESCORT was excellent. Radio discipline was good. Once on the ground, fifteen rifle fire hits were found in the fuselage of

CLASSIFICATION CANCELLED

Or Changed to *Unclass*
By Authority of *GDS*
By *WJW* (Date) *11/3/75*

~~CONFIDENTIAL~~

DOWNGRADED AT 3 YEAR INTERVAL

DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

~~CONFIDENTIAL~~

Jolly Green 03. No survivors were taken on board by JG 03 due to loss of hydraulic hoist capability and the intense ground fire from all directions.

(2) (C) JG 25 arrived in the area of the ground party at 0534Z and established communication with Blackcoat 11, JG 03 and Deadlock 40 and 42. JG 25 held 2 or 3 miles north of the ground party at 4500 to 5000 feet. After JG 03 was hit and left the area with battle damage, JG 25 moved to a position 5 miles north and held over the bay. Deadlock 40 and 42 expended their ordnance on the reputed enemy position and Deadlock 42 departed the area. Blackcoat 11 then called in four F-4s, Cowood 04-1, 04-2, 05-1, and 05-2, who made air strikes with bombs and napalm against the enemy positions which were very close to War Cloud. War Cloud reported that their grenades were almost all gone and only 5 clips of ammunition remained per man. Deadlock 30 arrived on-scene during the fighter strikes and Deadlock 30 and 40 escorted JG 25 in for the second pickup attempt at 0625Z. The tip tanks were dropped and fuel was dumped as JG 25 departed the holding area. War Cloud was sighted and a hover established over it. Immediately after the hover was established, several small arms hits were heard and the FE and RS advised that JG 25 was taking hits. Within 30 seconds both advised that JG 25 was taking a large number of hits. About 30 seconds later the FE advised that War Cloud had waved JG 25 off. JG 25 left the hover, advised Deadlock 30 and Blackcoat 11 of the wave-off and ground fire and that the origin of the ground fire was very close to War Cloud's position. Damage assessment indicated probable fuel tank puncture from rounds through the floor but no serious leak indicated by fuel quantity gages. Engines and control responses were normal. JG 25 proceeded to Channel 94 and main gear was checked visually before landing at 0645Z. APU start after landing was aborted because of smoke. Ten hits were taken under the cockpit, in the fuel tank area and in the transmission area. JG 25 was waved off by ground party because of ground fire before survivors could be picked up.

3. (U) Crew members:

JOLLY GREEN 03:	RCC	Capt William E. Brennan
	RCCP	1st Lt Warren E. Walter
	FE	SSgt Smith Williams Jr
	RS	A2C Joseph S. Standaland

CLASSIFICATION CANCELLED
Or Changed to Unclass
By Authority of GD3
By [Signature] (Date) 4/3/75

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD LTR 010.11

~~CONFIDENTIAL~~

CONFIDENTIAL

JOLLY GREEN 25: RCC 1st Lt Rodney G. Parks
RCCP Capt Robert E. Hicks Jr
FE SSgt John H. Hazzard Jr
RS A2C Richard H. Garlie

William E. Brennan

WILLIAM E. BRENNAN, Captain, USAF
Rescue Crew Commander

(7) -3-158, 7 Oct 1967, Jolly Green 29 was on North Orbit. At 0955Z he was directed to proceed to 21°03'N/107°36'W to attempt the recovery of the pilot of a USAF F-105. Immediately after crossing the coast at 6000! Jolly Green 29 received 37MM AAA fire in the 6 o'clock position, estimated distance $\frac{1}{2}$ mile. At no time was voice contact established and the SAR forces were withdrawn from the area when Red Crown advised that MIGS were heading into the area. No survivor was recovered. JG 29 air refueled on the way back to base.

(8) 1-3-164, 12 Oct 1967, at 0750Z Jolly Green 29 was diverted from an orbit mission to 15 miles East of Hue, 110°/15/69, on a Marine Medivac mission. The objective was a USMC UH-1E crew which had crashed. At 0820Z Jolly Green 29 picked up Lt Col G. B. Gurrant, OF106114, 8th RRFS, Maj E. J. Acton, 77th TAS, 2nd Lt T. M. Kenyon, 095618, VMO3, USMC, and Cpl M. W. Miller, 2219579, VMO3, USMC, and evacuated them to Hue/Phu Bai Airport.

(9) 1-3-166, 14 Oct 1967, Jolly Green 03 and 25 were scrambled at 0510Z on a Marine Medivac 18 Miles North-West of Da Nang, 318°/18/94. Two UH-1E gunships, were RESCORT and an O-2A was Airborne Mission Commander. Jolly Green 03 began his approach at 0545Z after being advised by the Marine groundparty that twelve wounded Marines were in need of air evacuation. As Jolly Green 03 entered the hover it was hit by ground fire which severed the utility hydraulic lines, rendering the hoist inoperative. An emergency landing was made at Da Nang and fifteen rifle fire hits were Jolly Green 03. Jolly Green 25

attempted the pickup at 0625Z after the two UH-1E gunships and 4 USAF F-4Cs made napalm, bomb, and gunnery passes on suspected enemy positions. As Jolly Green 25 came into the hover he started taking a large number of hits and was waved off by the ground party. Jolly Green 25 made an emergency landing at Da Nang and ten hits were found under the cockpit and in the transmission area. No survivors were recovered. No personnel were injured in either of the Jolly Greens.

(10) (U) 1-3-167, 15 Oct 1967, at 0345Z Jolly Green 04 and 26 were scrambled from Quang Tri to 330°/35/109, 35 miles North North-West of Dong Ha to recover the crew of a USAF F-4C. Jolly Green 04 and 26 arrived in the area at 0415Z and recovered Col Robert Malloy, Commander, 366th TFW, and Capt William Paul, 480 TFS.

(11) (U) 1-3-170, 17 Oct 1967, at 0310Z Jolly Green 07 and 10 were scrambled from Quang Tri to recover the crew of a downed US Army UH-1D at 310°/15/69, 15 miles North-West of Hue, RVN. At 0335Z, Jolly Green 07 landed next to the downed helicopter and picked up WO Richard A. Tuke, WO James M. Wilbar, W315/954, PFC Roy L. Larson, and Sp/4 Paul E. Laffler, of the 190th Asslt Helio Co. The survivors were taken to Hue.

(12) (C) 1-3-171, 18 Oct 1967, at 0425Z Jolly Green 07 and 10 were scrambled from Quang Tri to 26 miles North-East of Saravan, Laos to recover the pilot of a USAF RF-101. At approximately 0605Z two USAF A-1Es, arrived in the area and Jolly Green 07 in for the pickup. The survivor was Major Nicholas A. Pishvanov, 20th TRS, NKP.

GROUP 4

Downgraded at - year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON
APO San Francisco 96337

125
OK

REPLY TO

ATTN OF: 37 OPS/6104

17 Oct 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-167, 15 Oct 67) (U)

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

1. (U) This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1 dated 15 June 1967.
2. (C) Jolly Green 04 and 26 were scrambled from Cigar at 0345Z, 15 Oct 67, on an emergency call from Stilleto Lead. Their aircraft had been hit by enemy ground fire. The first position given was eight miles south of Dong Hoi, North Vietnam. This was later changed to 330°/35/Ch 109. Two chutes were spotted at this position with both survivors landing in the water. JG 04 and 26 proceeded to this position, arriving at 0415Z. Both survivors were immediately spotted floating in their liferafts. JG 04 picked up one and JG 26 got the other. Both survivors remained in their life rafts and were blown about by rotor down wash. The Rescue Specialist from each helicopter was lowered to the water to assist the survivors into the horse collar. JG 04 and 26 then returned to DaNang with the survivors, arriving at 0530Z.
3. (C) The weather was clear and not a factor in the mission. Sea state was approximately 5 foot swells with whitecaps. Radio discipline was good and no problems were encountered during the mission.
4. (C) The survivors were Col Robert Malloy, 366th TFW, picked up by JG04 and Capt William Paul, 480th TFS, picked up by JG 26.
5. (C) Aircraft involved in mission were:

Stilleto Two - USAF F-4C	Jolly Green 04 - USAF HH-3E
Misty 11 - - - USAF F-100	Jolly Green 26 - USAF HH-3E
Crown 4 - - - USAF C-130	
6. (U) Crew members of Jolly Green 04 & 26:

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 3 FEB 1977

~~CONFIDENTIAL~~

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

~~CONFIDENTIAL~~

JOLLY GREEN 04: RCC Capt Otte, Fred H.
 RCCP Capt Betancourt, Ernest B. Jr
 FE SSgt Smith Williams Jr
 RS A1C Klenovich, Rodger A.

JOLLY GREEN 26: RCC Capt Bair, Thomas
 RCCP 1st Lt Mutchler, Mark H.
 FE A1C Harris, Charles M.
 RS A1C Eyrich, Peter H.



FRED H. OTTE, Captain, USAF
Rescue Crew Commander

~~SECRET~~

102

FROM: RCC Capt Delony, Billy G.

16 October 1967

SUBJECT: Mission Narrative

TO: Commander
39 ARRS

At 1135L on 15 October 1967, Crown 4 received a "Mayday" call from Stiletto Lead which was relayed by Misty 21. Stiletto Lead was hit by AAA in RB-1 and was downed at a position 330/35NM from Channel 109, 5-7 miles off shore. Misty 21 was over the scene and reported two good chutes. He continued to supply information to Crown 4 throughout the mission. Stiletto 2 was low orbiting the two survivors and was not in contact with Crown 4. Nail 74 and Covey 67 reported on scene and were used to recce for hostile surface vessels between the survivors and the beach. The Jolly Greens were scrambled and estimated on scene at 1215L. Proud Fox sent Canasta 402/406 over to Crown 4 for Rescap and they arrived on scene at approximately 1215L. Other Rescap used was Detain flight(2/F4) and Lariat flight(2/F4).

Misty 21 reached Bingo at approximately 1150L and had to cycle on Brown 11P tanker. While Misty 21 was on tanker Covey 67 was assigned on scene commander. Covey 67 and Nail 74 had both survivors in sight from the time of their arrival on scene until the pick-ups were made. Jolly Green 26 made the first pick-up at 1215L, and reported his survivor appeared in good shape but had a possible leg injury. Jolly Green 04 and his pick-up at 1226L and reported his survivor in fair condition with a possible back injury. It was determined neither survivor required immediate medical attention and both Jolly Greens returned to Danang.

Delony, Billy G. Capt, USAF
Rescue Crew Commander

Plt Eichorst, Douglas W. Capt, USAF
Nav Howard, Robert C. Capt, USAF
RO Ward, Robert ALC
FE Clardson, Charles W.
FE Ortiz, Ernest J. JR.
LM Creer, Eddie B.

mn-15

~~SECRET~~

attempted the pickup at 0625Z after the two UH-1E gunships and 4 USAF F-4Cs made napalm, bomb, and gunnery passes on suspected enemy positions. As Jolly Green 25 came into the hover he started taking a large number of hits and was waved off by the ground party. Jolly Green 25 made an emergency landing at Da Nang and ten hits were found under the cockpit and in the transmission area. No survivors were recovered. No personnel were injured in either of the Jolly Greens.

(10) (U) 1-3-167, 15 Oct 1967, at 0345Z Jolly Green 04 and 26 were scrambled from Quang Tri to 330°/35/109, 35 miles North North-West of Dong Ha to recover the crew of a USAF F-4C. Jolly Green 04 and 26 arrived in the area at 0415Z and recovered Col Robert Malloy, Commander, 366th TFW, and Capt William Paul, 480 TFS.

(11) (U) 1-3-170, 17 Oct 1967, at 0310Z Jolly Green 07 and 10 were scrambled from Quang Tri to recover the crew of a downed US Army UH-1D at 310°/15/69, 15 miles North-West of Hue, RVN. At 0335Z, Jolly Green 07 landed next to the downed helicopter and picked up WO Richard A. Tuke, WO James M. Wilbar, PFC Roy L. Larson, and Sp/4 Paul E. Laffler, of the 190th Asslt Helio Co. The survivors were taken to Hue.

(12) (C) 1-3-171, 18 Oct 1967, at 0425Z Jolly Green 07 and 10 were scrambled from Quang Tri to 26 miles North-East of Saravan, Laos to recover the pilot of a USAF RF-101. At approximately 0605Z two USAF A-1Es, arrived in the area and Jolly Green 07 in for the pickup. The survivor was Major Nicholas A. Pishvanov, 20th TRS, NKP.

GROUP 4

Downgraded at 7 year
intervals; declassified
after 12 years

Narrative Mission Report

(6-38-58-16 Oct 67)

1. At 1925L on 16 October 1967, Bien Hoa Tower notified Det. 6 an Army UH-1 helicopter had lost power and gone down in a rice paddy three miles southeast of Bien Hoa, with a crew of two. Pedro 69 launched immediately and while enroute learned another UH-1 had gone down in the rice paddy after suffering a transmission failure while attempting to assist the first helicopter.
2. Pedro 69 landed in the paddy and picked up the three crewmembers of the second UH-1 and returned them to Bien Hoa. The remaining two crewmembers remained with the helicopters to secure them until Army CH-47's could arrive and remove the UH-1's by airlift.
3. Pedro 69 was advised further assistance was not required and the mission was terminated.

CREWMEMBERS

Captain James A. Darden, Jr. RCC

1st Lt Jon C. Long CP

SSgt Donald S. Kearton FE

A2C Terrence A. Treutel RS

OPERATIONS

MISSIONS

1. Mission 1-3-159, 7 October 1967. Pedro 95 was scrambled by Queen on an F-105 airborne emergency. The emergency developed into a bail-out of the F-105's crew approximately 20 miles North of DaNang. Pedro 95 crew responded and recovered Captain George Shamblee, F-105 pilot, by night water pick-up. One combat save was recorded.
2. Mission 1-3-169, 16 October 1967. The Rescue Control Center at OL-1 scrambled Pedro 95 on a crashed O-1 aircraft, 14 miles South of DaNang. The crew of Pedro 95 recovered the O-1 pilot, Major M. H. Alexander, and was credited with one combat save.
3. Mission 7-38-7, 31 October 1967. Pedro 93 was scrambled by the tower and responded to the emergency with fire suppression kit. An F-8 aircraft had lost its nose gear on take-off and had also suffered damaged main gear. In attempting to land, the F-8 went out of control and caught fire. Pedro 93 firemen deployed the fire kit and suppressed the flames. The pilot escaped injury and was recorded as one combat save.

COMBAT LOSSES

None

attempted the pickup at 0625Z after the two UH-1E gunships and 4 USAF F-4Cs made napalm, bomb, and gunnery passes on suspected enemy positions. As Jolly Green 25 came into the hover he started taking a large number of hits and was waved off by the ground party. Jolly Green 25 made an emergency landing at Da Nang and ten hits were found under the cockpit and in the transmission area. No survivors were recovered. No personnel were injured in either of the Jolly Greens.

(10) (U) 1-3-167, 15 Oct 1967, at 0345Z Jolly Green 04 and 26 were scrambled from Quang Tri to 330°/35/109, 35 miles North North-West of Dong Ha to recover the crew of a USAF F-4C. Jolly Green 04 and 26 arrived in the area at 0415Z and recovered Col Robert Malloy, Commander, 366th TFW, and Capt William Paul, 480 TFS.

(11) (U) 1-3-170, 17 Oct 1967, at 0310Z Jolly Green 07 and 10 were scrambled from Quang Tri to recover the crew of a downed US Army UH-1D at 310°/15/69, 15 miles North-West of Hue, RVN. At 0335Z, Jolly Green 07 landed next to the downed helicopter and picked up WO Richard A. Tuke, WO James M. Wilbar, PFC Roy L. Larson, and Sp/4 Paul E. Laffler, of the 190th Asslt Helio Co. The survivors were taken to Hue.

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GROUP 4

Downgraded at - year
intervals; declassified
after 12 years

SECRET

183

FROM: RCC CAPT NIQUETTE

18 October 1967

SUBJECT: Mission Narrative 1-34171

TO: Commander
39 ARRS

1. This mission narrative is submitted IAW ARRS 55-1 3RD GP SUPP 55-22

2. SAR mission on Goblin (RF 101). Crown 1 was on normal SAR orbit when a message was received from Compress that Brown Anchor had received a beeper for a short while on the 065/065/CH 51. Crown 1 began moving to that area to perform an electronic search. While in route Compress called at 0405Z and stated that Goblin an RF-101 from Udorn RTAB, was missing and his fuel exhaustion time was about 0400Z. Crown 1 arrived in the area at approx 0410Z and started the search. At approx 0421Z beeper contact was made using VHF-DF equipment, the beeper was tracked to approx 320/25/CH 72. At this time Crown 1 began asking questions of the survivor by means of using short beeps or long beeps for yes and no respectively. By doing this it was determined that the survivor was Goblin and that he was not injured. At this Crown 1 made voice contact. This entire mission was greatly hampered by a FAC mission on guard channel. They used call signs of Bonny and Dead Lock. At this time all DF equipment on Crown 1 was unreliable so Crown 1 asked Crown 2, who was nearing the area, to use his equipment. At first voice contact Crown 1 had Compress launch the Sandie 788 from CH 89 and 5-6 CH 86. Also Queen launched Jolly Green 10-07 from CH 109. Crown 2 tracked the beeper to 030/18/72. Crown 1 moved to that area and began asking authentication questions which Goblin answered correctly. The Jolly Greens arrived on the scene before the Sandies. Also at that time Sandy -8 developed engine trouble and had to return to CH 89 with Sandy -7 escorting him back. Since it would be another 35 minutes before Sandies 5-6 would arrive, Crown 1 called Hillsboro and asked if there were any Hobos that could be used. Hillsboro stated that Hobo 33-34 were in the area and could be used. Crown 1 ask that they contact Crown 1 on 030/18/72. The weather in the area was broken to overcast from 3500 MSL to 6500 MSL; terrain was from 2500 to 4000 MSL. Crown 1 orbited the area talking to Goblin to be assure him that help was on the way. Jolly Green 07 found a hole in the clouds and dropped down to take a closer look. He was fired upon, so he move back up on top of the clouds. Crown 1 dropped down to 9,000 and asked Goblin if he could hear a C-130 or the helicopters. He said that he could just bearly hear a C-130. Crown 1 flew back and forth across the area asking Goblin if the sound grew louder or fainter. Then Goblin started giving Crown 1 directions to fly. This was done for about 10-15 minutes till Goblin stated, "You are right over me Crown". This was the 036/26/72 15-58N 106-47E. The Hobos arrived and Crown 1 vectored both Jolly Greens and the Hobos to the area. Hobo 33-34 went down and made visual sighting of the down pilot and checked out the area, for possible ground fire. Then Hobo 33 came back and escorted Jolly Green 07 down while Hobo 34 stayed in the area of the down pilot to maintain visual contact. Jolly Green 07 made a hoist pick up of the pilot at 0627Z and stated that he was in good condition. At this time Jolly

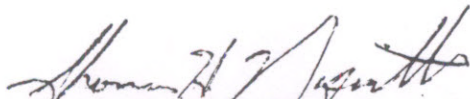
mn-16

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104

stated that he was being fired on from the ridge. As Jolly 07 climb back up Hobo 33-34 went in to hose down the ridge. Sandy 5-6 arrived and escorted Jolly Green 07-10 and Crown 1 back to CH 109. Enroute Crown 1 refueled the Jolly Green 10. Hobo 33-34 were returned to Hillsboro's control.



Thomas H. Niquette, Capt, USAF
Rescue Crew Commander

Plt	Brandt, Larry J. Capt USAF
Nav	Thompson, Harry A. Capt, USAF
RO	Richardson, Charley W. Ssgt,
FE	Nelson, Charles A. Msgr
FE	Clements, Robert D. Ssgt
IM	Fletcher, Finis W. Msgr
MM	SCAIRPILLI, ALGER L. SGT

attempted to pickup at 0625Z after the two UH-1E gunships and 4 USAF F-4Cs made napalm, bomb, and gunnery passes on suspected enemy positions. As Jolly Green 25 came into the hover he started taking a large number of hits and was waved off by the ground party. Jolly Green 25 made an emergency landing at Da Nang and ten hits were found under the cockpit and in the transmission area. No survivors were recovered. No personnel were injured in either of the Jolly Greens.

(10) (U) 1-3-167, 15 Oct 1967, at 0345Z Jolly Green 04 and 26 were scrambled from Quang Tri to 330°/35/109, 35 miles North North-West of Dong Ha to recover the crew of a USAF F-4C. Jolly Green 04 and 26 arrived in the area at 0415Z and recovered Col Robert Malloy, Commander, 366th TFW, and Capt William Paul, 480 TFS.

(11) (U) 1-3-170, 17 Oct 1967, at 0310Z Jolly Green 07 and 10 were scrambled from Quang Tri to recover the crew of a downed US Army UH-1D at 310°/15/69, 15 miles North-West of Hue, RVN. At 0335Z, Jolly Green 07 landed next to the downed helicopter and picked up WO Richard A. Tuke, WO James M. Wilbar, PFC Roy L. Larson, and Sp/4 Paul E. Laffler, of the 190th Asslt Helio Co. The survivors were taken to Hue.

(12) (C) 1-3-171, 18 Oct 1967, at 0425Z Jolly Green 07 and 10 were scrambled from Quang Tri to 26 miles North-East of Saravan, Laos to recover the pilot of a USAF RF-101. At approximately 0605Z two USAF A-1Es, arrived in the area and Jolly Green 07 in for the pickup. The survivor was Major Nicholas A. Pishvanov, 20th TRS, NKP.

GROUP 4

Downgraded at 7-year
intervals; declassified
after 12 years

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 Sp/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

Downgraded at 3 year
intervals; declassified
after 12 years

FROM: Det 2, 37ARRS(2-37C/Lt Col Dixon/2727)

20 Oct 1967

SUBJECT: Naming of the HH-53B

TO: All Personnel, Det 2, 37ARRSq

1. The HH-53B has no name. The clamor for a name has risen to such a pitch that the matter can no longer be ignored.
2. Regulatory requirements for naming of aircraft establish the following criteria:
 - a. The name must consist of one word.
 - b. It must be symbolic of the aircraft mission or characteristics.
 - c. It must conform to recognized standards of public acceptability.
3. Requirement 2a, above is universally ignored, the US Navy being the worst offender.
4. A long list of proposed names has been submitted for consideration. From that list a few have emerged as serious contenders for the name which will be selected. These suggested names and arguments concerning them are listed as follows:
 - a. "Big Daddy," suggested by SSgt Mejia and strongly advocated by our SAR buddies, the Sandy's. Sergeant Mejia's entry reflects the large size of the aircraft, its authoritarian posture in the sky and our mission interest in looking after the welfare and safety of our charges. It has also been pointed out that the Navy rescue counterpart is known as "Big Mother" and from that standpoint the name "Big Daddy" would be a natural. This name would satisfy all but the requirement for one word and a unit emblem would not be difficult to design. Sergeant Mejia's entry has considerable merit and should be given serious consideration.
 - b. "King Bee," suggested by Lt. Panza. Lt. Panza correctly points out that the word "King" is representative of the superior and commanding rescue posture that we will assume and it also reflects the large size of the aircraft. The word "Bee" is appropriate because the aircraft is the "B" model of the HH-53. Additionally, the aircraft has a very effective "stinger" in the form of the minigun armament. The unit emblem could depict a Bee (with stinger) wearing a crown which symbolizes our control aircraft as well as royalty. Lt. Panza's suggested name definitely has strong appeal. It meets all regulatory requirements except the first which can be ignored anyway.
 - c. "St. Bernard" suggested by Capt. Montrem. The St. Bernard has traditionally played many an heroic role in the rescue of hapless alpine travellers. Thoughts of this noble animal (and his trusty keg of brandy)

have sustained many victims of tragedy in their darkest hours. The size of the St. Bernard in comparison to other canine species favorably reflects the size relationship of the HH-53B to other helicopters. The unit emblem could be the head of the benevolent St. Bernard with appropriate inscription. A sculptured head of the St. Bernard could be mounted over the club bar with the number of the current rescue placed on the keg suspended from his neck. Unit tradition could be established by furnishing a bit of brandy to those we save. Capt. Montrem's suggestion is most appropriate and should be carefully considered.

d. "Super Jolly Green," suggested by the illustrious team of Donohue and Lawrence (Major and Captain respectively). Motto: "Super Green Makes the Scene." This name, while not too original, reflects the desires of 3ARRG personnel who understandably wish to retain the horticultural motif of our predecessors. The emblem can be the same Jolly Green Giant in a more advanced state of muscular development, wearing a Superman patch on his chest and sporting a flowing cape. Aside from the historical association of the name with air rescue, this name does not meet the requirement of 2b. It is not a bad choice though but since we are unique the desirability of dissociating our name from the "jollies" should be carefully weighed.

e. "BUF" or "BUFF," proposed by our envious neighbors, the Pony Express riders, of whom it has been said that they frequently ride side-saddle. The word "BUF" is an acronym for a descriptive appellation of (off) color that can never meet the essential requirement of paragraph 2c above. Major Donohue, who strongly supports this name, despite its original derogatory (though good-natured) intent, correctly points out that the name does conform to the one word requirement of paragraph 2a and to make it acceptable, the acronym can stand for any number of things, e.g., (1) Big Ugly Friend, (2) Big, Ugly, Fast Friend, (3) Brave, Unequaled, Fast, (4) Big, Ugly Flying Fools, (5) Big, Ugly, Fat _ _ _ , or (6) BUFF, an abbreviation for buffalo. Major Donohue states that the name "Buff" would gain added significance if we adopt the Water Buffalo of Thailand as our symbol since (1) it is symbolic of the country we operate in, (2) it is a large beast of burden that always gets the job done in a dependable manner (with some prodding) and (3) it doesn't sweat. Major Donohue continues his argument thus: "There are numerous wood carvings of water buffalo available. These could be presented to members as mementos or to rescued flyers as a token of remembrance for those who saved them. A Buff of the week program could be established. Large carvings could be placed outside offices, quarters, etc., and finally a "Buff" head could be placed over the club bar with a large tag suspended from its neck or horn which would show the current number of saves." The water buffalo is neither noted for its speed nor superior intellect but these are strong arguments. The beast can carry a big load a long way but it is sluggish and must stop frequently to bathe. As for speed, strength, courage, cunning, etc., the African Cape Buffalo has few peers. Now, there is a symbol to consider; one that will match the name. Major Donohue has also correctly observed that HH-53B crew members are referred to as "Bufs" with increasing

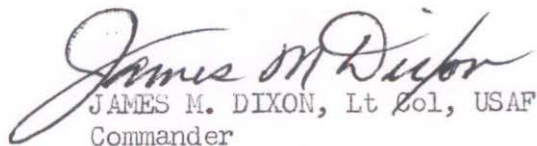
frequency. In fairness it must be said that Major Donohue's arguments concerning symbology can also be extended to the other candidates.

5. As previously promised, the selection of the name for our helicopter will be according to democratic process. Accordingly, each individual is requested to select one name from the foregoing list, write it on the ballot that will be provided, fold it and drop it in the ballot box that will be located on the mail clerk's desk. Each ballot must be signed (to avoid stuffing the box). Voting will begin Thursday 26 Oct 67, and the "polls" will close at 1400 hours Friday, 27 Oct 67. The results will be announced as soon as the votes are counted.

6. Consider the individual "candidates" carefully before you cast your vote. Keep in mind that the name we adopt will be the one that endures for better or for worse. The ultimate choice must be a name that we can embrace and point to with pride; one that we can write home about; one that will appear in all subsequent news releases Air Force and Nationwide. For these reasons, do not regard the selection process lightly. Make your choice a truly good choice.

7. Let the action begin! Electioneering is encouraged.

8. Spread the word and get out the vote.


JAMES M. DIXON, Lt Col, USAF
Commander

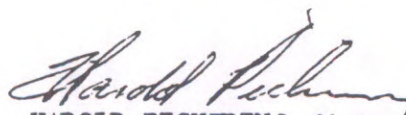
MISSION NARRATIVE REPORT, 10-38-44, 21 October 1967:

One combat save, negative hostile fire. Det 10, 38th ARRSq was notified at 0003Z by US Navy Operations Center Binh Thuy that they had one wounded USN personnel requiring evacuation. The man had been shot through the left leg slightly above the knee and was bleeding badly. Two HH-43F's were dispatched for the pick-up; Pedro 39 off 0005Z, Pedro 91 (High Rescap) off 0020Z. The man was taken from the zone of hostile contact to a small boat, "Boston Whaler", and was being brought up-stream for hoist pick-up by Pedro 39. A flight of USN UH-1B armed helicopters "Seawolf 15 and 17", were scrambled from a LST downstream and joined Pedro 39 near Tra On. The boat with the injured man was three nautical miles south on the Song Hau Giang at coordinates 9 degrees 55 minutes north 105 degrees 57 minutes east. Pedro 39 made visual contact with the boat and directed him to beach on the east river bank, near a friendly outpost, for the hoist pick-up. Landing area was not available. The UH-1B's flew low fire suppression cover over Pedro 39 during the recovery. Hoist pick-up was completed at 0025Z. Pedro 91 and the flight of "Seawolves" were released to return to home stations. First aid was given by the pararescue technician and man released to 3d Field Hospital, Dong Tam (9th Infantry Division) at 0105Z. FM radios were a major factor in achievement of excellent pick-up and fire coverage coordination.

CREWS: (All Assigned to Det 10, 38th ARRSq)

Pedro 39 - RCC: Capt Donald E Van Meter
RCCP: Capt Laurence W Conover
RS: MSgt Ted R Hawkins
FE: Sgt Larry E Hawkins

Pedro 91 - RCC: Maj Harold Pickering
RCCP: Capt William P Shea
FE: SSgt William L Crawford
RS: ALC James L Parks


HAROLD PICKERING, Major, USAF
Commander

FROM: Det 2, 37ARRS/Captain Cayler/2687

2 November 1967

SUBJECT: Mission Narrative (2-3-81, 23 Oct 67)

TO: Det 2, 37ARRS (Operations) *Kdy*
Det 2, 37ARRS (COMMANDER) *CWO*
3rd ARRG (RGRC) APO S.F. 96222

1. This report is submitted in accordance with ARRSM 55-2, 3rd ARRG Supplement 1, dated 15 June 1967.

VCS6 2. → Quid 13, an HH-53B, was scrambled at 0915 on the 23rd of October 1967 to assist in the recovery of the survivors of two F-105s at 215/82 of the Udorn RTAFB TACAN. Enroute to the area the crew of Quid 13 contacted Compress on UHF for further instructions. They were then turned over to Crown 1. The TACAN broke lock before they reached the area, and Crown vectored them the remaining distance. Crown advised that they had contact with one survivor, Wildcat 1, who stated that he had a broken arm and leg, and was badly tangled in the underbrush. No contact had been established with Wildcat 2. At 1000 Quid 13 arrived at the crash site. Crown had marked the area with smoke flare, and some smoke was visible from the wreckage of the two aircraft. Crown also had the exact location of the two survivors. Quid 13 was vectored to the nearest survivor, Wildcat 1, and elected to send down two (2) Para-Rescue men because of the difficult terrain and severe injuries to the pilot. The pilot was able to ignite a smoke flare to further identify his exact position. The pilot was located about one fourth of the way up the gentle slope of a small ridge. The terrain had high trees and a low layer of heavy underbrush. The PJs were lowered about 30 yards down slope in a small clearing. When they reached the pilot, they found him still in the seat, with the seat belt fastened. The extended arms of the forest penetrator became entangled in the underbrush, causing some difficulty as it was being raised. Quid 13 hovered in the area for a few minutes waiting for a report from the ground party. When it became apparent that they would be longer on the ground, the helicopter circled the area to reduce fuel consumption. Communications with the ground party were hampered by the signal from the survivor's emergency beacon. The PJs could not shut the beacon off until they could clear the pilot of the brush and the ejection seat. By this time Jolly Green 09 and Pedro 33 had arrived on the scene, and Jolly Green 09 recovered the other pilot. The ground party did not want to move the survivor any more than was necessary, so the stokes litter was lowered directly to their position, which was again marked by smoke. As they were cutting the pilot free, Crown advised that Pedro 33 would leave a Flight Surgeon in a clearing for them to pick up. After getting the Flight Surgeon on board, Quid 13 returned to the site to recover the survivor and the two PJs. At 1130 they departed the crash area for Korat AB, the closest base to that position. Enroute to Korat, a Chip Detector Light was observed on Number 2 engine. All other cockpit indications were normal. This helicopter had a history of electrical problems in the Chip Detector System, and since it was essential to get the survivor to a hospital, the RCC decided to keep the engine in operation.

Crown escorted them to the base as a precautionary measure. Quid 13 arrived at Korat AB at 1200, a normal landing was made, and an ambulance was on hand to pick up the injured pilot. The return trip to Udorn RTAFB was uneventful. Radio discipline was good during all phases of the mission.

3. The survivor was Major E. B. Freeman, USAF.

4. Crew of Quid 13:

- a. Captain Russell L. Cayler, RCC.
- b. 1st Lt Joseph A. Panza Jr., RCCP.
- c. Sgt Gene A. Sellers, FE.
- d. MSgt Howard T. Favour, RS.
- e. Sgt Alan N. Thompson, RS.

Russell L. Cayler
RUSSELL L. CAYLER, Captain, USAF
Rescue Crew Commander

CHAPTER III

OPERATIONS

Detachment 2 has come into its own under the direction of Lt. Colonel James M. Dixon, Commander and Lt. Colonel Garland A. York, Operations Officer. During this reporting period the HH-53Bs have been put to limited combat use due to a low operational rate and a high NORS rate. This interval saw some experimenting in new rescue procedures. Crew qualifications were completed in aerial refueling, hoist work, and minigun training.¹

On 23 October 1967 the first rescue by an HH-53B was accomplished.

At 0915 on that day Captain Russell L. Cayler and crew were alerted to assist in the recovery of two downed F-105 pilots who had suffered a mid-air collision southwest of Udorn Royal Thai Air Force Base, Thailand; however, upon arrival at the crash scene, the crew learned that only one of the pilots survived the crash. The survivor, Major E. B. Freeman USAF, had suffered a broken leg, a broken arm and multiple lacerations during the accident and subsequent bailout. His lap belt did not open and the seat did not fall away from him after ejection. His chute did deploy, however. Showing great professionalism

Master Sergeant Howard T. Favour and Sergeant Alan N. Thompson

skillfully cut the ejection seat away from the injured pilot and gently placed him in a stokes litter with minimum pain being experienced by the pilot. He was then hoisted into the HH-53B and taken to Korat RTAFB for hospitalization.

1. TAB 2. Report of Unit Activities, part C. Operations paragraphs (3) and (4).

, part C. Operations

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

~~SECRET~~

23-82-260567

109A

MISSION NARRATIVE - JOLLY GREEN 37, 26 OCT 67

~~CONFIDENTIAL~~

(S)(GP-4) At 1640, Jolly Greens 37 and 09 were directed to pickup a downed pilot at 090 degrees for 50 miles from Channel 79 (19°09'N 103°44'E). We were airborne at 1642 and joined with Sandys 5 and 6 at 10,000 feet on top of a solid cloud layer from 7000 to 9500 feet. Sandys 5 and 6 led us around the antiaircraft artillery positions and informed us of when we were clear to make a descent. In the pickup area there were breaks in the overcast and both Jolly Greens descended to 6500 feet.

(U) Raven 49 was orbiting the downed pilot and after a five minute search we spotted Raven 49. A pass was made over the position and the parachute was sighted in the trees on the side of a steep ravine. I requested the downed pilot to tell me his location relative to the parachute but he came back with a beeper. When I established a hover over the parachute the beeper went off and I asked him to talk to me. He did not reply but my Flight Engineer called visual contact with the survivor near the parachute. The hoist was dropped to him and a normal pickup completed. As I was flying out of the hover I spotted a day flare one hundred yards up the ravine. I reported this to Jolly Green 09 and informed him that I was going to investigate. Someone asked if I had the pilot or a member of the ground party that had been dropped in to find the pilot. My Rescue Specialist checked the recovered man and found he was from the ground party.

(U) A hover was established over the day flare. The hoist was lowered to the pilot and a fire warning light for number one engine came on while the pilot was getting in the penetrator. By the time he was in the penetrator, the light had gone out. As we were flying out of the ravine I called Jolly Green 09 and asked if he had received clearance to dump fuel and pick up the other three members of the ground party

(C)(GP-4) Crown 2 informed me that Compress had directed that Jolly Green 09 not dump fuel to a level requiring air refueling for recovery. Compress had directed that if Jolly Green 37 could pick up the other three, we were cleared to do so. I was at 600 lbs of fuel and informed Crown 2 that I needed a safe area very close by to drop off the two survivors we had recovered, then I could get the other three, but that I could not pick up 600 more pounds at 5500 feet elevation, without off loading some weight. Raven 40 was the Chief of the ground party and he informed me there was a Lima site two miles from our position. I saw the site and started a rapid descent to a down-wind leg. I called for the copilot to retard speed selectors and monitor rotor and NF tachometers.

Downgraded to CONFIDENTIAL

Classified by 1-370ps 67-31

1970

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 1652

JUL 1970

AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS.

DECLASSIFIED ON

25 JUL 76

ARODC#

671397

~~SECRET~~

~~CONFIDENTIAL~~

GROUP 1

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

67-15-5362

Atch 2

~~SECRET~~

~~CONFIDENTIAL~~

(U) When I was about 500 feet above the ground, my copilot called that number two had flamed out. I confirmed this by torque and NF indication, checked fuel panel and found cross-feed on, four boost pumps on, 200 lbs of fuel in forward tanks, and 350 lbs in the aft tank. I directed a restart attempt and the start looked normal as I leveled off on down-wind. The copilot called that the engine had flamed out again. I was topped out on number one engine and the rotor speed was dropped to 96%. I lowered the collective to regain RPM and directed a restart attempt. The second restart looked normal at first and the aircraft was flying at 80 knots, one hundred feet above the rice paddys when the T-5 raised above 1100 degrees and the engine again flamed out. At this time, I was approximately one hundred feet below the runway elevation and had over-flown a turn to final.

(U) I informed Jolly Green 09 that I was going to swing on down-wind for a down-wind single engine landing. By giving up thirty knots of airspeed I attained an altitude fifty feet above the approach end of the runway and started an approach. The landing was normal and Jolly Green 09 landed behind us. Jolly Green 37 was secured in an area clear of the runway and all weapons and folders removed from the aircraft. The equipment, crew, and rescued pilot were loaded onto Jolly Green 09 which grossed his aircraft for operation at a 4850 foot field. Jolly Green 09 received air refueling from Crown 2, dropped the recovered pilot at Channel 86, and returned to Channel 89.

(C)(GP-4) No further attempt to recover the three ground party members was possible because darkness had arrived and Jolly Green 09 had five recovered crew members to return to Thailand.

Gerald C Haynes

GERALD C. HAYNES, Maj, USAF
Rescue Crew Commander

JG-37 (Low)

RCC, Maj Gerald C. Haynes
RCCP, 1/Lt James H. Platt
FE, ALC Daniel L. Allen
RS, ALC Joseph M. Duffy

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

JG-09 (High)

RCC, Capt Henry C. Conant
RCCP, Maj Dean H. Williams
FE, SSgt James T. Brooks
RS, ALC John Pighini

DECLASSIFIED ON 25 Jul 74

~~CONFIDENTIAL~~

25 JUL 1970 AFR 205-2
(Date)

~~SECRET~~

~~CONFIDENTIAL~~

~~SECRET~~

105

FROM: RCC CAPT PURVIS

7 NOVEMBER 1967

SUBJECT: Mission Narrative (26 Oct 67)

TO: Commander
39 ARRS

At 0905Z a conversation monitored on VHF between Cricket and a FAC, RAVEN 41, indicated that an aircraft under their control was down. More information was requested and it was determined that a T-28, call sign RAVEN, was down. The position was 090/50 from CH 79. The area was friendly, a ground party was enroute to the scene, and RAVEN 41 was overhead. There was hostile activity to the west of the downed pilot.

Jolly Green 09 and 37, at Lima 36, were advised of the situation at 0907 and Compress came on with the usual "Standby." At 0936, Compress cleared Crown 2 to launch the two choppers and Sandy 5 & 6 for the area. The ETA for the four aircraft was 10050Z.

The ground party, four people, call RAVEN 40, was within one hundred yards of the survivor by 0950Z, but rugged terrain made climbing very difficult.

The downed pilot was near the top of a ridge, elevation approximately six thousand feet. There were peaks to eight thousand five hundred within ten miles. Weather in the area was broken with bases at seven thousand five hundred and tops at nine thousand five hundred. This information was passed to the Jolly Greens, Crown 2 was orbiting the area and maintained contact with the ground party, RAVEN 41, and the rescue force.

Jolly Green 37 advised that both choppers would have to dump fuel to make the pickup and would need refueling to proceed to CH 86. Both aircraft were AR equipped and both crews qualified. JG 37 revised ETA on scene to 1040Z.

Compress instructed that only the downed pilot would be picked up. The reason given was concern for both aircraft dumping to a quite low fuel state. Crown 2 had visual contact with JG 37 at 1023Z, position 090/44 of CH 79. Communications were established between JG 37 and RAVEN 49, who was now over the survivor.

The first pickup by JG 37 was a member of the ground party. At 1050Z the downed pilot was onboard and reported in good condition. At 1052Z JG 37 experienced a flameout on #2 engine and started for a friendly site in the immediate area. A safe landing was accomplished and JG 09 also landed. JG 37 was left at the site. The crew and the survivor transferred to the other chopper. At 1123Z JG 09 was airborne and enroute to CH 86. Sandy 5 & 6 had previously returned to CH 89. Crown 2 descended to escort JG 09 until he was ready for fuel. Due to terrain and weather, the first attempt was made at ten thousand feet. The chopper could only indicate eighty knots in level flight, so an attempt was made to hook up in a descent at one hundred knots. This was not successful. On the second attempt our position was somewhat further south. Terrain and weather conditions allowed a refueling altitude of eight thousand feet to be used. A successful fuel transfer was accomplished. JG 09 was escorted by Crown 2 until visual contact with CH 86 was established at 1210Z, and Crown 2 returned to base.

mn-26

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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 ARRSM 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

ARODC #

680661 *40M*

Atch 1

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25 JUL 1975
DOWNGRADED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5200.10

CY 1 OF 6 CYS

68-AD-301 67-37-00324

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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

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 7 FEB 87

GERALD O. YOUNG, Capt, USAF
Rescue Crew Commander

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5800.10

~~CONFIDENTIAL~~

~~SECRET~~

ARODC # 680061

SECRET

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 group. 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

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 Sp4 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

Downgraded at 3 year
intervals; declassified
after 12 years

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MISSION NARRATIVE

103

Mission No. 2-3-84

28 Oct 67

At approximately 0715L Hatchet flight made a call on guard that Hatchet 2 had a flameout and was attempting an air restart. A few seconds later Hatchet 2 ejected and Crown 1 proceeded toward the scene. The downed position was 165°/35NM from Ch. 86. A Pedro was scrambled from Udorn RTAFB to make the pickup. Hatchet 3 remaining over the scene established voice contact with the survivor, who was hanging in the trees. Crown 1 arrived over the site established visual contact with Hatchet 3 and Pedro 09 and gave vectors to the scene for Pedro. Pedro 09 made the pickup at 0802L and reported the survivor in excellent condition. The survivor was taken to Udorn RTAFB.

~~CONFIDENTIAL~~

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B

FROM: 370/6104

30 October 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-174, 29 Oct 67) (U)

TO: 37C Kde
3rd ARRGp (JSARC) APO 96307
IN TURN

1. (U) This report is submitted IAW ARRS 55-2/3 ARRGp Sup 1 dated 15 June 1967.
2. (C) Jolly Green 29 had just taken off from DaNang AB at 0245Z for a fragged orbit mission. During the turn to crosswind the crew heard a call from the tower that Black Ace 3 was low on fuel, twelve miles north of the field and wanted to make an immediate landing. The pilot advised the Flight Engineer and Pararescueman to prepare for a possible water pick up. Black Ace 3 reported that he was off the mouth of DaNang Harbor and that he had flamed out and was ejecting. Two chutes were seen to open over DaNang Bay and Jolly Green 29 began dumping fuel. The pilot noticed that the parachute of one survivor was descending in the midst of ships anchored in the harbor but the other parachute was coming down further out and he elected to recover this survivor first. Jolly Green 29 rolled in on final approach just as the survivor touched the water and the crew chief began directing the pilot over him. A hover pickup was made at 0255Z. By this time the other survivor had been recovered by a boat. Jolly Green 29 flew direct to DaNang AB, disembarked the survivor at 0315Z, and proceeded on the original fragged mission. Communications and crew coordination were satisfactory.
3. (C) The name of the survivor was Major Carroll, USMC.
4. (U) Crew members of Jolly Green 29:

RCC/IP	Major Herbert D. Kalen
RCC	Major Vernon A. Dander
RCCP	Captain Frank M. Zahrobsky
FE	SSgt Elmer L. Holden
RS	Sgt Peter H. Eyrich

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

Herbert D. Kalen
HERBERT D. KALEN, Major, USAF
Rescue Crew Commander

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

~~CONFIDENTIAL~~

Atch 7

137

BE
9/13

FROM: Det 6, 38th ARRS, APO 96227

6 November 1967

SUBJECT: Narrative Mission Report (6-38-59-29 Oct 67)

TO: 38th ARRS

913

1. This mission (Mission Number 6-38-59-29) is a combat save involving the recovery of Captain Garet L. Nenninger. Captain Nenninger was forced down by engine failure in his OLE in the hostile southern mountainous region of Two Corps. The rescue was accomplished by the crews and HH-43F helicopters of Det 6, 38th ARRS Bien Hoa Air Base, RVN. At 0630Z (1430L), 29 Oct 67, Bien Hoa tower reported to Det 6 receiving a MAY DAY transmitted by Walt 72 stating he was "going down" 5 miles west of Bao Loc. Bao Loc was known to be a small out-post 60 miles NE of Bien Hoa. Third Group JSARC and Three Corps Direct Air Support Center were alerted and stated they knew nothing of the MAY DAY. At 0645Z all necessary preparations were completed, and Pedro 97 and 95 were scrambled. Rescue Combat Air Patrol, Forward Airborne Controller support and Army gunships were requested through III DASC, and they forwarded the request to II DASC, as Bao Loc is located in II Corps.

2. Enroute Pedro 97 and 95 maintained contact with III DASC and the call signs and frequencies of the CAP and FAC (Walt 20) were obtained. No further details were available while enroute. Just prior to arrival in the area, communications were established between Walt 20 and the Pedro flight. It was learned at that time that immediately after the crash of the OLE, a Army aircraft in the area had had contact with the pilot of Walt 72, and that since that time (a period of one hour and 15 minutes) there had been only faint beeper signals. During this same period, a heavy rain shower had passed through the area. The Army aircraft that had contact with Walt 72 had not obtained the pilot's condition or location. The Pedro flight was able to home in on Walt 20 (on the ARN-25 UHF Homer) and fly directly from their enroute position to the area being searched. Upon arrival (0740Z), on-scene command was assumed by Pedro 97; the immediate area was divided up for search by the aircraft on scene and all aircraft were instructed to maintain radio silence and a listening watch on 243.0 MC. Weak beeper signals were received, but no bearings could be obtained. At 0805Z, Walt 20 reported that an Army aircraft with whom he was in contact had sighted the wreckage, but could not see any sign of the pilot. Immediately after that Pedro 97 sighted the wreckage and voice contact with the downed pilot was established. He reported he was not injured and was hidden a short distance from the wreckage (position YT 9985 or 11°37'N, 107°43'E). The wreckage was located in a jungle clearing (previously farmed area) on a steep mountain side at the 2800 foot level. The downed pilot was asked for his exact position, and he responded by firing a flare and igniting a MARK-13 smoke signal. His position was at the high side of the clearing in high jungle growth. As Pedro 95 and the support aircraft circled over head, Pedro 97 made an approach over the OLE

14 Dec 10

wreckage. At 100 feet altitude, the OLE pilot was observed running into the clearing. The jungle penetrator was lowered from a 40 foot hover, and the pilot was quickly brought aboard the helicopter. The time was then 0820Z (1620), one hour and 50 minutes after the MAY DAY was transmitted.

3. The Pedro flight and light aircraft departed the area for Bao Loc and the Rescue CAP F4C aircraft returned to Cam Rahn Bay. The Pedro flight landed at Bao Loc at 0830Z, returning the OLE pilot to his home base. The mission was closed upon arrival of Pedro 95 and 97 at Bien Hoa AB RVN at 0950Z (1750L). There was no ground fire observed by any of the rescue aircraft. No hostile forces were seen. The downed pilot reported he could hear people working (pounding) in the nearby jungle. There were dwellings and farm plots throughout the area. This area is classified insecure and hostile. A total of 4 sorties and 5+30 hours were flown by the Det 6, HH-43F aircraft. The rescue crews effecting the recovery consisted of:

Low Bird Pedro 97

RCC Major James F. Okonek
CP Major Lawrence W. Heflin
FE SSgt Richard D. Almond
RS Sgt Roger A. Porter

High Bird Pedro 95

RCC Capt James A. Darden
CP 1/Lt Jon C. Long
FE SSgt Donald S. Kearton
RS ALC Terrence A. Treutel

FOR THE COMMANDER

James F. Okonek
JAMES F. OKONEK, Major, USAF
Operations Officer

OPERATIONS

MISSIONS

1. Mission 1-3-159, 7 October 1967. Pedro 95 was scrambled by Queen on an F-105 airborne emergency. The emergency developed into a bail-out of the F-105's crew approximately 20 miles North of DaNang. Pedro 95 crew responded and recovered Captain George Shamblee, F-105 pilot, by night water pick-up. One combat save was recorded.
2. Mission 1-3-169, 16 October 1967. The Rescue Control Center at OL-1 scrambled Pedro 95 on a crashed O-1 aircraft, 14 miles South of DaNang. The crew of Pedro 95 recovered the O-1 pilot, Major M. H. Alexander, and was credited with one combat save.
3. Mission 7-38-7, 31 October 1967. Pedro 93 was scrambled by the tower and responded to the emergency with fire suppression kit. An F-8 aircraft had lost its nose gear on take-off and had also suffered damaged main gear. In attempting to land, the F-8 went out of control and caught fire. Pedro 93 firemen deployed the fire kit and suppressed the flames. The pilot escaped injury and was recorded as one combat save.

COMBAT LOSSES

None