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145

FROM: 370

21 November 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-185, 20 Nov 67) (U)

TO: 37C *LPC*
3rd ARRGp (JSARC)
IN TURN

8 *91*
119

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 Jun 67.
2. (C) Jolly Green 04 completed Whiskey Orbit at 0145Z, 20 Nov 67, refueled from Crown 4 and was returning to Cigar to assume alert status. At 0220Z a call was heard from Crab Lead to Waterboy that Crab 2 (USAF F-4C) was down. JG 04 established communications with Crab Lead and was informed that a survivor was sighted at 3500/20 N.M. from Channel 109. JG 04 arrived at the scene at 0235Z. The original position was in error as the survivor was actually at 3400/25 N.M. from Channel 109. This position placed him one mile inland from the coast. Two Covey aircraft, one Misty aircraft and one Gunfighter aircraft were in the area. They had located the chute and had voice contact with one of the downed pilots but had not pinpointed his position. JG 04 orbited off the coast waiting for the survivor to be located. Crown 4 was the controller. The survivor was calm and had established excellent radio contact. He stated he had observed other people and had heard small arms fire in the area so he moved east from his chute to take cover in some small underbrush. Covey 108 located the survivor and as no hostile action was noticed requested JG 04 in for the pickup. Permission to penetrate the coast was granted by King. A high speed penetration at 1500' was made with a tactical letdown over the chute. The approximate position of the survivor was marked with two smoke flares from Covey. The survivor had set off a flare but had put it out when a burst of machine gun fire was fired over his head. At this time he began vectoring JG 04 to his position. Visual contact was not established until he stood up about 50 feet away from the helicopter. A landing was made, the survivor pulled aboard and a low level, high speed departure was made out to sea at 0248Z. Jolly Green 07, on alert at Cigar, was scrambled by Queen at 0226Z, airborne at 0230Z and arrived on the scene at 0250Z. An electronic and visual search was resumed for the aircraft commander of Crab 2. Covey had located an oil slick $\frac{1}{4}$ mile off shore and JG 07 was requested to check it out. A pass was made and an overturned, deflated raft was spotted. JG 07 was requested to attempt to recover the raft. A water landing was made but attempts to recover the raft were unsuccessful. It was determined that the missing pilot was not attached to it. JG 07 was then requested to check out a possible body in the water sighted by Covey. While checking this sighting JG 07 drew ground fire from the beach and received one hit in the tail rotor blade. JG 07 immediately departed the area. The sighting was identified by the RCCP as debris from the downed aircraft at which time all SAR forces were withdrawn. JG 04 departed for Channel 97 at 0310Z and arrived at 0410Z. JG 07 departed for Channel 109 at 0330Z and arrived at 0400Z.

DOWNGRADED AT 3 YEAR INTERVALS;
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DOD PER 6400.10

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3. (C) Weather in the area was 3000' scattered with no obstructions to visibility.

4. (C) Survivor: 1Lt James Badly, , 480th TAC Ftr Sq. The actions taken by the survivor were a definite asset in the success of the recovery. His excellent radio discipline, proper evasion techniques and use of a compass to vector JG 04 to his position were outstanding. ✓

5. (U) Crew members of Jolly Greens:

a. Jolly Green 04

RCC Major Herbert D. Kalen
RCCP Major Robert A. Bunker
FE Sgt William L. Carroll
RS Sgt Donald K. Claudius Jr

b. Jolly Green 07

RCC Capt Walter R. Blackwell
RCCP Capt John I. Patterson
FE SSgt Jimmy L. Dodgen
RS Sgt Donald J. Boushelle

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

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

DOWNGRADED AT 3 YEAR INTERVALS:
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DDP HIR 81-1-10

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SUBJECT: Mission Narrative, 20 November 1967, Msn #2-3-92

27 NOV 1967

TO: 3ARRGp (C)

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

2. (S)(GP-4) Jolly Green 56 and 55 were on alert at Lima 36. At 0225Z both Jolly Greens were launched by Compress for a SAR effort on Dazzle 2 reported down at 104°32"E, 20°30"N. Sandys 1 and 2 were in the area of the survivors and had voice contact. Jolly Green 56 was airborne at 0230Z and 55 followed. The weather was 500' overcast with tops at 5000'. JG 56 and 55 climbed through a hole in the overcast and were joined by Sandy 6 and 7 for escort direct to the survivors area. Upon arrival in the area Sandy 2 advised JG 56 to penetrate the overcast north of the area into a valley and Sandy 2 would lead them to the survivors position. JG 55 remained above the overcast and JG 56 descended through the overcast and broke out in a valley at 4500', with the tops of the surrounding terrain in the clouds. Sandy 2 led JG 56 through lower clouds into an adjoining valley where Sandy 1 had the survivors pinpointed. JG 56 quickly located the survivors by their smoke. They were on opposite sides of a mountain. The underbrush was so thick the crew on JG 56 could not see the first survivor until he was very close to the penetrator, however, the penetrator was lowered at the position of the survivors smoke and chute. At 0330Z a hover was established at 3800' MSL 15°C with 2000# of fuel aboard, requiring 95% of torque. After 5 minutes in the hover the survivor reached the penetrator and was brought aboard. An immediate search was made to the second survivor, the exact procedure was repeated, the elevation was 100' lower and it required only 90% torque. Both survivors were aboard by 0350Z and JG 56 departed the area by climbing through the overcast. A precautionary refueling was made with Crown 1, 48 miles east of Lima 36 due to weather conditions in the area. However, JG 56 proceeded to Lima 36 at 0445Z with no problem and the survivors were transferred to an Air America aircraft for transport to Udorn. As in previous SAR missions there was far too much radio conversation by all agencies concerned.

3. (U) Name of the survivors were: Lt Col Scholtz and Capt Giminero.

4. (U) Crews of Jolly Green 56 and 55 were:

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Jolly Green 56

Warner A. Britton, Lt Col, RCC
Maurice L. Wells, Maj, RCCP
Vincent D. Androwsky, SSgt, FE
Joseph M. Duffy, Sgt PJ

Jolly Green 55

Richard A. Orsini, Capt, RCC
Dean H. Williams Jr., Maj, RCCP
Harvey W. Keyes, SSgt, FE
Charley D. Smith, TSgt, PJ

Atch 6

GROUP 4

1-370ps 67-48
Cy 11 61 6 43
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DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

ARDC #

671338

67-AD-5504

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 7 FEB 1977
Upgraded to CONFIDENTIAL
1 JAN 2005-2

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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 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

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Save #166 20 Nov 1967

RCC Major Herbert P. 1
RCCP Major Robert A. B
Survivor: Middle
1 Lt James Badly, 480 T

