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FROM: 370

DECLASSIFIED

30 November 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-188, 29 Nov 67) (U)

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

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

2. (C) Jolly Green 10 and Jolly Green 28 were scrambled from Quang Tri at 0150Z on report from Queen that Whisky 32, an F-4C, was down at 260°/33/Ch 85. The Jolly Greens were airborne at 0155Z with an ETA on scene of 0232Z. Covey 14, an O-1 FAC, was on scene and had established voice contact with one survivor. Covey 14 advised Jolly Green 10 that the pilot was located on the north edge of a ravine, next to a winding mountain stream. Elevation here was 1000 feet MSL, tree canopy of 150 feet with moderate underbrush. Covey further reported that no groundfire or enemy troop movement had been observed. The aircraft wreckage was located about 100 yards from the survivor and still burning. Jolly Green 10 arrived on scene only 5 minutes before Sandy 7 and 8 (USAF A-1E's) and therefore decided to delay the pickup attempt until the Sandys could be utilized. Sandy 7 made repeated low passes along the ravine, attempting to pin point the survivor's position. The survivor ignited the day end of a smoke flare, and after several minutes, Jolly Green 10 spotted the smoke slowly rising through the canopy. At this time Jolly Green 10 dropped the external tip tanks and initiated a 360 degree approach, coming to a hover where the smoke had been observed. The rotor downwash rapidly dissipated the smoke, and no one on the helicopter could see the survivor or detect any movement on the ground. The tree penetrator was lowered to the ground and the hover maintained until the survivor was seen making his way through the brush to the hoist. The survivor had previously stated he was not injured and would not require any assistance while on the ground. As the pilot was pulled aboard, Jolly Green 10 departed the area via the same route used during the approach. The pickup was completed after 10 minutes at 0305Z. Jolly Green 10 RTB to Khe Sanh to refuel and Jolly Green 28 went to DaNang AB. Upon landing at Khe Sanh, Jolly Green 10 lost its auxiliary servo system and hydraulic fluid covered both sides of the rear fuselage. The survivor began complaining of stiffness and a pain in his lower back. He was transferred to a C-130 for the return flight and medical examination at DaNang AB. The pararescue specialist from Jolly Green 10 accompanied the survivor as no other medics were available at Khe Sanh. Weather in the recovery was 76500 scattered and 15 miles visibility. Crew coordination and cooperation on Jolly Green 10 was commendable. All SAR forces worked well together and no problems or resistance was encountered. ✓

3. (C) The survivor was 1Lt Leo J. Lemoine, USAF,
Cam Ranh Bay, RVN.

, 558th TFS,

GROUP 4

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Downgraded at 3 year
intervals; declassified
after 12 years

Atch 3

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4. (U) Crewmembers of Jolly Greens:

a. Jolly Green 10:

RCC Captain Thomas E. Bair
RCCP Captain Gerald B. McDonald
FE SSgt Arthur T. Brand
RS Sgt Rodger A. Klenovich
AP Sgt Ronald S. Davis

b. Jolly Green 28:

RCC Captain Fred H. Otte
RCCP Captain John S. Baughman
FE SSgt Robert H. Baldwin
FE Sgt Dennis M. Richardson
RS Sgt James D. Locker

Thomas E Bair

THOMAS E. BAIR, Captain, 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

GROUP 2

Downgraded at 3 year
intervals; declassified
after 12 years

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scene at 0235Z and held off the coast while two USAF O-2s and a USAF F-100F conducted a search. The backseater was located one mile inland and at 0240Z Jolly Green 04 penetrated the coast, landed and picked up 1st Lt James Badly, 1st Lt, 480 TAC Ftr Sq. A search was conducted for the front seater with negative results.

(24) 1-3-186, 26 Nov 1967, at 0145Z Jolly Green 25 and 03 were scrambled from Quang Tri to attempt the recovery of the crew of a USAF F-4C at 326°/53/85, 53 miles North-West of Khe Sanh. A search was conducted in the area by Sandy 7 and 8, USAF A-1Es, with negative results.

(25) 1-3-186, 26 Nov 1967, at 0700Z Jolly Green 10 was scrambled from Da Nang AB, RVN to assist in the recovery of two drowning victims two miles North of Da Nang in Da Nang Bay. A search was conducted with negative results.

(26) 1-3-188, 29 Nov 1967, at 0150Z Jolly Green 10 and 28 were scrambled from Quang Tri, RVN, to 260°/33/85, 33 miles West of Khe Sanh, to attempt the recovery of the crew of a USAF F-4C. Sandy 7 and 8 provided RESCORT. At 0305Z Jolly Green 10 picked up 1st Lt Leo J. Lemoine, USAF, 588th TFS, Cam Ranh Bay, RVN. The other pilot was not sighted and presumed lost.

(27) 1-3-191, 4 Dec 1967, at 0625Z Jolly Green 03 was scrambled from Da Nang AB, RVN to 223°/21/94, 21 miles South-West of Da Nang to attempt the recovery of four members aboard a U.S. Army U-6A which had crashed. An O-1 and two UH-1E gunships provided RESCORT.

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Mission Narrative

29 November 1967

At approximately 0205Z Whiskey 31 called to say that Whiskey 32 in F-4 was downed at 260/33NM CH85. Besides Whiskey 31, on scene was Covey 14. Jolly Green 28 and 10 were launched from Cigar and Sandy 7 and 8 from Nakon Phnom.

Weather was good, no ground fire was reported. Whiskey 31 was in voice contact with the back seat pilot.

Misty 21 relieved Whiskey 32 on scene at 0215 and joined by CAP flight s Demon and Goose by 0225.

Jolly Green 28/10 arrived on scene at 0233 and Sandy 7 and 8 arrived by 0250.

At this point Crown 4 relieved Crown 1. Pickup thereafter of the back seat pilot was uneventful with no hostile fire. Search for the other pilot was fruitless.

Transfer of coordination duties from Crown 1 to Crown 4 in the middle of the mission was caused by the need to refuel Jolly Green 16 which near on its way to Lima 36. Although the circumstances of this transfer of control are complex, the fact is that control of the mission was assumed by Crown 1 rather than directed to by Queen or Compress. Since the scene was in Crown 1's normal scope of coverage, Crown 1, coordinating with Crown 4, assumed control. Better coordination between Queen and Compress would have prevented this, directing Crown 4 to the SAR Scene and alerting Crown 1 of the refueling task. The mission was in no way degraded by this transfer, but only because the mission was very clear cut and in an unopposed area although not a safe area. In another instance however Crown 1 might have become so involved that transfer of control might have been nearly impossible.

Gordon R. Flygare
Rescue Crew Commander

Crew
CAPT G.R. FLYGARE
CAPT J.T. MAY
CAPT W.L. BURTON
SMSGT D.D. BENERBROOK
MSGT W.H. MAY
TSGT B.G. SMITH
SSGT K.I. MARCOTTE

MN-39

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~~SECRET~~Mission Narrative ~~1090~~ 1-3-188

At 0243Z Crown 1 relinquished control of the SAR to Crown 4 and departed the scene. At this time (0245Z) JG 10 was cleared in to make the pickup. Up to this time and subsequently no hostile fire was experienced in the area. At 0259Z word was received that the "back seater" was picked up and was in good condition. At 0310Z Crown 4 descended to refuel JG 28 (High Chopper), just east of the border. At 0314Z King Bee (chopper) put two men on the ground to look for "front seater". The results were negative due to the wreckage being severely burned. At 0334Z refueling operations were completed. Sandy 7 and 8 remained in the area until 0412Z with negative results. Reports from the "back seater" and a Navy aircraft, who saw the crash and reported only one chute, indicated that the "front seater" went in with the aircraft.

At 0412Z the Sandies RTB and Crown 4 informed Hillsborough that the mission was closed. Crown 4 RTB to CH94.

Opinion: Some confusion was experienced at the outset as to who would control the mission. What is needed is clearly defined areas of responsibility or at least close coordination between Queen and Compress. Queen directed Crown 4 to take on scene command but Crown 1 beat him to the scene and had things organized by the time Crown 4 got within radio range of the SAR Forces. Thus Crown 1 became mission commander only to be called off by Compress without any prior motive, to refuel a Jolly Green. Crown 4 was not in position to take over having returned to the normal orbit for the strike. All things considered it should have been Crown 4's mission because of the requirement of Crown 1 to refuel in the Barrel Roll area. But the only agencies that could have known this was Compress as Crown 4 and Queen and even Crown 1 (I am told) were not aware that Crown 1 would be pulled off the SAR in the very middle of operations.

Also, with both Crown 1 and Crown 4 refueling choppers eventually now some thought should be given to staggering the refueling times when the forces goes both over land and over water. It is conceivable that both Crown's ~~own~~ would be out of position when a SAR arise in the Steel Tiger area (for example).

CAPT ROBERT I. ROSEMAN

MN-38

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Save #167 29 Nov 1967

RCC Capt Thomas E. Bair

RCCP Capt Gerald B. McDonald