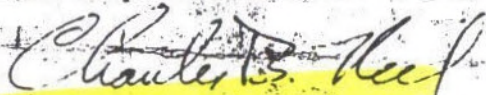


STATEMENT

I wish to recognize the outstanding professionalism and devotion to duty displayed by the crews of Jolly Green 04 and Jolly Green 07 at approximately 0910 on 8 November 1967. Without hesitation, they flew into a hail of hostile gunfire at great risk to their own lives in order to recover my co-pilot and me from certain capture by the enemy. Though we were barely one mile off the coast of North Vietnam and under intense ~~machine and automatic weapons attack~~, they effected our recovery in an absolute minimum amount of time after the onset of our emergency. As the one who was rescued, I offer my sincere gratitude. As a pilot, I feel the greatest admiration for their extraordinary courage, professional competence and devotion to duty.



CHARLES B. NEEL, Captain, USAF
Aircraft Commander, Misty 11

CREWS: JOLLY GREEN 04
RCC - Captain Blackwell
CP - Captain Bowers
FE - Staff Sergeant Baldwin and
Sergeant Bowers
PR - Sergeant Roepstorff

JOLLY GREEN 07
RCC - Major Anderson
CP - Captain Betancourt
FE - Staff Sergeant Holden
PR - Sergeant Hindman

~~SECRET~~

DECLASSIFIED

FROM: RCC Maj Morrissey

8 November 1967

SUBJECT: Mission Narrative (1-3-181)

TO: Commander
39 ARRS

Crown 4 took off from Tuy Hoa 8 Nov 67, at 0620L for the normal orbit mission. At 0845L after arriving at normal orbit, Crown 4 received word from "Machete" 1 that Misty 2 was down 10 miles northeast of Dong Ha, "Feet Wet" and two good chutes. The refined position was 330/58 miles from CH109. Machete 1 and 2 were used for Cap with Gunfighter 1,2,3, and 4 utilized later. Two Navy ALH's, Electron flight were asked to assist and arrived on scene at 0900L. Jolly Green 04 and 07 at Cigar were launched to assist and arrived on scene at 0900L.

A number of enemy surface vessels were seen proceeding from shore to the two survivors who were approximately $\frac{1}{2}$ miles and the second was 2 miles from shore. The surface craft were discouraged by the Fighter Cap and were reported to have reverse course and headed toward shore. Ground fire from the coast was suppressed by the Electron Flight. Jolly Green 04 landed on the water and picked up one survivor at 0918L. Jolly Green 07 also made a water landing and picked up survivor #2 at 0920L.

The Jolly Greens then proceeded to CH 109 with Jolly Green 04 taking both survivors to CH 94. The condition of both survivors was reported as good. Crown #4 proceeded back to normal orbit.

RCC Maj Morrissey
P Capt Stetton
N Capt Connell
RO SSgt Best
FE TSgt Coons
FE TSgt Bonner
LM SSgt Coskie

37 ARRSq Hist, Oct - Dec 1967

8.

The observing pilot reported there had been no chute and a search was conducted with negative results.

(16) 1-3-178, 4 Nov 1967, at 0430Z Jolly Green 25 and 26 were scrambled from Quang Tri to attempt the recovery of the crew of a USAF F-4C, at 310°/25/69, 25 miles North-West of Hue. Before the Jolly Greens could get to the scene, a U.S. Army UH-1D in the area had picked up both survivors.

(17) 1-3-180, 7 Nov 1967, at 0850Z Jolly Green 25 was diverted from orbit to 327°/68/109, 68 miles North-West of Dong Ha to recover the crew of a USAF F-4C. A USAF F-100F conducted a search for survivors while Jolly Green 25 held 3 miles off the coast. At 0900Z, the F-100F reported he had lost radio contact with the backseater and believed the pilot had also been captured. At 0945Z Crown 5, USAF HC-130P, advised there were no survivors and Jolly Green 25 returned to Da Nang.

(18) 1-3-181, 8 Nov 1967, at 0039Z Jolly Green 04 and 07 were scrambled to 330°/58/109, 58 miles North-West of Dong Ha, to recover the crew of a USAF F-100F. RESCORT was provided by two USN A-1Hs, four USAF F-4Cs and a USN S-2E. The RESCORT drove back enemy boats and suppressed shore batteries firing on the survivors until the Jolly Greens arrived in the area at 0113Z. Both Jolly Greens landed in the water and picked up survivors. During the recovery, hostile fire was heavy, but neither aircraft received any hits. The survivors were Lt Gary D. Garters, 416 TAC Fighter Sq Det-1 and Captain Charles B. Neel, 37th TAC Fighter Wing.

~~CONFIDENTIAL~~

FROM: 370 **DECLASSIFIED**

142 10 November 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-181, 8 Nov 67) (U)

TO: 37C *W*
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) At 0039Z, Jolly Greens 04 and 07 were scrambled from Quang Tri. The objective was a dual bailout from Misty 11, a F-100 aircraft. The two survivors were reported at 98/3300/Ch 109. Jolly Green 07L and 04H were airborne at 0043Z. Contact was established with Crown 4 who reported that Electrons 507 and 508 (A-1H's) were enroute to provide RESCORT. Aircraft on scene were Machete Flight (2 F-4C's), Gunfighter 01 the on scene commander and Gunfighter 02 (F-4C's), and Beefsteak 15 (S-2E). Gunfighter 01 reported enemy boat activity attempting to reach the survivors who were approximately two miles off shore. The F-4C's made repeated rocket and gunnery passes at the boats (at least one of the boats was engine powered and firing at the survivors) driving them back to shore. At 0105Z, JG 07 established contact with Electron 507 who reported land base firing in the area. The Electrons orbited the survivors while the F-4's suppressed the coastal batteries with bombing attacks. At 0113Z, JG 07L and 04H arrived at the scene and were directed to the survivors who were both in rafts approximately 200 yards apart about one and a half miles off shore. Since the sea state was extremely calm both Jolly Greens landed in the water to expedite the recovery. JG 07 experienced a short delay in retrieving the survivor because he did not separate himself from the raft. (The drag from the sea anchor made it difficult to pull him aboard.) The Pararescue Specialist was deployed to expedite the recovery. JG 07 completed the pickup at 0120Z. JG 04 completed his pickup without difficulty at 0117Z. During the pickup hostile fire from coastal batteries and automatic weapons fire was noted. Neither JG was hit as the automatic weapons fire was falling about 15 yards short and the artillery fire was generally impacting outboard of both helicopters. The Jolly Greens departed the area to the east and landed at Chamel 10Z at 0130Z. The survivor on JG 07 was transferred to JG 04 for transport to Chamel 9Z. JG 07 was washed down, refueled and returned to Quang Tri. Weather was not a factor since it was high scattered, visibility 15 miles and sea state one. Crew coordination on the Jolly Greens was excellent. Communications, discipline and coordination between all elements were excellent. Gunfighter 01 coordinated his forces to eliminate the threat of boats and also bombed the shore batteries while the pickup was in progress thus reducing the firepower directed at the helicopters to a great extent.

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DOWNGRADED AT 3 YEAR INTERVAL

DECLASSIFIED AFTER 12 YEARS

DOD LIR 5100.10

Reg #162468

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3. (C) The survivors were Lt Guy D. Gurters, 416 TAC Fighter Sq Det 1, picked up by JG 07, and Capt Charles B. Neel, 37 TAC Fighter Wing, picked up by JG 04.

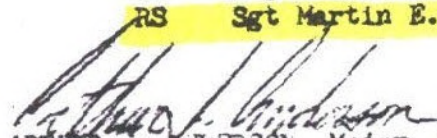
4. (U) Crew members of the Jolly Greens:

a. Jolly Green 07L

RCC	Major Arthur J. Anderson
RCCP	Capt Ernest D. Batancourt Jr
FE	SSgt Elmer L. Holden
RS	Sgt Ricky D. Hindman
AP	Sgt Thomas E. Altenburg

b. Jolly Green 04H:

RCC	Capt Walter R. Blackwell
RCCP	Capt Joseph H. Bowers
FE	SSgt Robert H. Baldwin
RS	Sgt Martin E. Roepstorff


ARTHUR J. ANDERSON, Major, USAF
Rescue Crew Commander