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SUBJECT: Mission Narrative, 8 November 1967; Msn # 2 - 3 - 86

TO: 3ARRGp (C)

27 NOV 1967

1. (U) This report is submitted in accordance with ARRSM 55-2/3ARRGp Sup 1, 15 June 1967.

2. (S)(GP-4) At 0120Z, unable to contact Crown 1 on HF from LS-36, an Air America H-1 flew and relayed instructions to launch. JG 55, the second helicopter, was still at LS-98 with mechanical difficulties. When airborne contact was made with Sandy 3 on FM he advised that Olds 3, an F-4 with 2 pilots, was down on the 040/64 of Channel 97/ (21°17'N, 104°28'E). He also advised JG 56 to climb to 10,000' in order to stay out of ground fire on the way to the target. Since the survivor seemed in imminent danger of capture, and the climb was limiting speed, JG 56 elected to level at 8,500', and penetrated the North Vietnamese border without incident. JG 56 arrived in the area at 0220Z. The initial position proved accurate. Sandy 1 dropped a smoke bomb on the aircraft wreckage as a reference point. JG 56 descended toward the wreckage and requested that the survivor ignite his smoke flare. The orange smoke was observed approximately 800' higher up on the ridge. The weather in the area was clear and the terrain consisted of steep grassy slopes, barren of trees. The survivor was located on a grassy knoll projecting out about half way up a high ridge and was immediately retrieved in good condition. JG 56 moved off and gained altitude while the Sandys searched for the second survivor. When it became evident that the Sandys were unable to locate him, JG 56 descended to assist in the search. Aided by the rescued survivor, JG 56 located the missing man's life raft. A systematic search of the surrounding area was begun. During the search care was exercised to avoid several small villages which dotted the area. After approximately 10 minutes of searching, JG 56 returned to where the personal equipment was located and entered a low hover to ascertain if the man was unconscious in the tall grass. While in the hover, an enemy soldier was observed to roll part way down the slope, hide behind a bush and swing his weapon towards the helicopter. The PJ fired his M-16 at the man as the survivor and the flight mechanic heard firing and JG 56 immediately departed the area, resuming the search away from the area where the enemy had been sighted. No further sighting of troops was made. However, two military trucks were noted in one of the villages. No trace was found of the downed pilot, other than the personal gear, even though the survivor in Jolly Green 56 stated that he saw the second man go down and heard him try to contact the Sandys. He also heard foreign voices from that direction. Then there was a series of shots. When the recovered survivor attempted to contact the second man on his radio there was no answer. JG 56 reached bingo fuel at 0250Z and departed the area, escorted by Sandys 1 and 2. At that time JG 55, his aircraft

*24 Sept 68 ARRS/Doc/Jmer-73
Det. 14/10 450F Keep M-16 14/10
14/10 F1 Belvoir VA*

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Cy 1 of 6 Cys

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671333

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GROUP 4

DOWNGRADE AT 3 YEAR INTERVAL
DECLASSIFY AFTER 12 YEARS

67-AD-5503

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repaired was inbound to the area, was advised by Crown 1 to make an attempt for the second man since JG 56 had reached bingo fuel. JG 56 climbed to 6,500' and flew between ridges as advised by the Sandys to avoid detection by a SAM site which was active in the area. When about 7 miles inside the North Vietnamese border Sandy 2 spotted an unidentified jet on a closing course. Since the MiGCAP had already left, Sandy 2 turned to intercept the aircraft and investigate it. The aircraft was temporarily lost in a cloud bank and Sandy 2 returned. Sandy 1 advised JG 56 that there were no other friendly aircraft in the area and to be ready to take evasive action if a firing pass was begun. The jet was sighted again at JG 56's 5 o'clock position, high and closing. When Jolly Green 56 was approximately 3 miles inside the North Vietnamese border, the jet broke off and disappeared. JG 56 landed at LS-36. The survivor was transferred to an Air America Caribou for return to Udorn RTAFB. The nose gear was observed to have an excessive hydraulic leak, but no evidence of exterior damage could be found. A bullet hole was noted in one main rotor blade. Meanwhile, JG 55 was still in the pick-up area accompanied by Sandys 3 and 4. His bingo time was 0500Z. He had arrived on scene at 0330Z and held while Sandy 3 conducted an electronic search. A short time later JG 55 began conducting a visual search for the survivor. The aircraft wreckage was located and a visual and electronic search conducted on all ridges in the area. As the Sandys approached their bingo fuel JG 55 began a low altitude search of the gully near where Olds 3 was picked up. A pass was made down the gully with no results. Another pass was begun up the gully in an attempt to determine if the survivor was injured and hidden by the tall grass. JG 55 began receiving ground fire and took several hits in the tail section. He took immediate evasive action as he felt the helicopter shudder. The PJ reported that the ground fire was coming from a nearby village. Sandys 3 and 4 delivered ordnance on the village to cover JG 55's exit. JG 55 climbed to altitude and assessed damage. A shudder was encountered above 100 knots and oil was observed dripping from the tail section. Still flyable, JG 55, escorted by Sandy 3 and the recycled JG 56, who had returned to the area, returned to LS-36 at 0505Z. The aircraft sustained 4 hits, 1 hitting the tail rotor drive shaft but not penetrating it, the others hitting near the ramp. Radio discipline throughout the mission was excellent. The Sandys were invaluable in locating the survivor and providing covering fire until JG 56 arrived. It is believed that the survivor would certainly have been captured before JG 56 arrived if the Sandys hadn't been available and providing suppressive fire. Neither JG was equipped with refueling probe but air-to-air refueling was not a factor in this mission.

3. (U) The survivor was CAPT WILLIAM S. GORDON III, USAF.

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 7 FEB 1977
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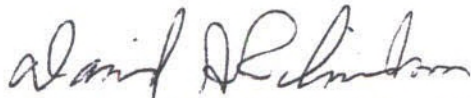
4. (U) Crewmembers on Jolly Green 56 and 55 were:

JOLLY GREEN 56

Capt David A. Richardson, RCC
1st Lt James B. Barton, RCCP
SSgt James T. Brooks, Flt Engr
Sgt J. T. Lombard, PJ

JOLLY GREEN 55

Capt Richard A. Orsini, RCC
1st Lt Andrew J. Gonos, RCCP
Sgt Narciso A. Otero, Flt Engr
Sgt David W. Sliger, PJ



DAVID A. RICHARDSON, Capt, USAF
Rescue Crew Commander

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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 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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