

FROM: RCC Maj Dubriske

10 November 1967

SUBJECT: Mission Narrative (2-3-87)

DECLASSIFIED

Crown 1

Crown 1 departed Udorn AB at 10/2310 and was immediately contacted by Compress and advised to proceed to CH77 and contact Drill Flight who had voice contact with AWOL survivor, 47/48 of CH 77. Crown advised Compress to launch Jolly Green 52 and Sandys to the area. Crown contacted Drill flight (2F-4) who had voice contact with AWOL survivor. It was found out he was the back seat man from an F-4 and that he had a broken leg. Both Nail and Drill had good voice contact with AWOL on guard. Compress advised Sandy 7 and 8 were on their way and Jolly Green 52 and 27 had been launched from CH 89. Sandy 7 and 8 arrived in the area at 0030Z. Sandy 7 took on scene commander and began visual search for AWOL. Sandy had good voice contact with AWOL, but could not pin point location of survivor due to terrain and ~~AWOL~~ AWOL not having any signaling devices. Misty 21 and Misty 11 (F-100) also had good voice contact with survivor.

Compress passed questions to Crown and these were relayed to Sandy to be asked to AWOL survivor. Questions were "Who is the greatest football team in the world," and also his authenticator number. At 0059 Sandy 8 took some hits, and was forced to eject. Jolly Green 27 was vector to Sandy 8 survivor and at 0118 was picked up by J.G. 27. Survivor is OK, except for cuts and bruises. At 0125 Nail 52 asked AWOL questions and Green Bay Packers was the reply. Compress confirmed as being correct. When asked about front seat man, AWOL did not know what happen to him. Jolly Green proceed to orbit high with Hobo (A-1E) as escort. Sandy 5 and 6 arrived in area 0145. Sandys orbit the area trying to pin point AWOL position. Sandy 7 RTB with ~~back~~ battle damage and no hydraulic pressure. Sandy 5 directs Jolly Green 52 to approx area of AWOL using voice directions from AWOL and use of beeper for homing. Jolly Green homes over area but no visual with AWOL. AWOL says he can hear Jolly Green. About 0256Z Jolly Green 52 takes a hit and starts losing oil pressure. J.G. 52 gets out okay, but advises he has wounded aboard JG 52 and 27 depart area for CH89. JG 53 and 15 arrived about 0334. Sandy 5 took a hit at 0336 and he RTB to CH86 with a hole in left aileron and hydraulic shot out. Firefly 13 and 14 arrived in area and Firefly 13 took on scene commander from Sandy 5. The next 90 minutes were spent trying to pin point AWOL while Jolly Green 53 and 15 orbited high. The high performance aircraft could not shoot up the area for fear of hitting AWOL. At 0537 Compress advised Crown 1 to give J.G. 15 a drink and for Crown 2 to take control of the SAR. After refueling J.G. 15 Crown 1 escorted J.G. 53 to CH89, who had taken a hit and lost control of his right rudder. After J.G. 53 landed at 89 Crown 1 was RTB to CH86. If AWOL only had some kind of a signal device, (mirror, flare etc..) the pick-up would have been successful, but it was impossible to pin point AWOL and even when the Jolly Green thought they were right over him, he still could not be ~~xx~~ spotted visual.

Stanley J. Dubriske Jr. Maj, USAF
Rescue Crew Commander

mN-31

DECLASSIFIED

[REDACTED]

103

DECLASSIFIED

Mission Narrative

Mission Number 2-3-87

10 November 67

CROWN 2

CROWN 2 relieved CROWN 1 on station while the SAR effort for AWOL 01 was in progress. The area for the effort was 045/48 (Ch 77), an unfriendly, mountainous piece of land just on the Laotian / NVN border. The high terrain in the area was approx 3000'. The weather throughout the area was scattered to broken with the bases near 3500'. AT the time CROWN 2 assumed Mission Command, FIREFLY 13 was on scene commander, with FIREFLY 14, ELECTRON 505/502, SANDY 1/2, NAIL 10, and DRILL, PETROL, and GUNFIGHTER flights (10 F4's). JOLLY GREEN 53 was also in the area. AWOL 01 was on the ground with a broken leg. He had one radio, one flare, and a strobe light. ~~He had been attempting to~~

~~reach the survivor, after he had been shot, and then identified, but the only result was a lost SANDY (2) and control surface damage to JG 53. CROWN 1 descended to aid and escort JG 53 and CROWN 2 took over the mission.~~

FIREFLY 13 elected to suppress the ground fire with fighters, and FAC'd PETROL flight in to drop. Soon after PETROL came GUNFIGHTER and HONDA. At 0545Z the FIREFLYs had to RTB because of fuel and SANDY 1 assumed on scene command. Under his direction the SANDYs and the ELECTRONs would lead JG 53 into the area. Just before they arrived, several flights of fighters were going to blast the area with their ordinance. Then the A1's would form a Daisy Chain around the JG and have the survivor pop his smoke. The pick-up would be attempted. (NOTE: As the fighter flights expended their ordinance they were RTB'd, as the air was getting quite crowded.) AT 0621 the SANDYs laid a smoke screen and vectored the JG in. JG 53 began talking to the survivor, but also took some hits from nn-30

DECLASSIFIED

[REDACTED]

DECLASSIFIED

ground fire and had to depart. He was apparently hit in the rudder section and could only make left turns. He got out of the area and headed for Ch 86. CROWN scrambled more Jollys and Sandys. At this time, SANDY 1 requested all the help he could get from CROWN, who had been gathering fighters and tankers throughout. The mission now took on the characteristics of a Night Watch, with CROWN getting fighters and tankers from CRICKET, ~~knowing~~ turning them over to LION GCI for refueling, getting them back on frequency for briefing and then handing them over to SANDY 1 for the expending of their ordinance. MOONSTONE (F4), KILMER (F-4), MASHER (F-4), SPEEDO (F-4) and FLINTSTONE (F-4) flights were used in this manner. At 0700 SANDYs 1/2 ~~and~~ had to RTB for fuel. SANDY 1 had taken hits, so they went to Ch 86. ELECTRON 505 assumed on scene command. He worked with HOBO 55/56 and NAIL 77, talking to the survivor and keeping the ground fire down. SANDYs 3/4 and JG 15 and 27 were enroute. SANDY 3 arrived at 0712 and assumed on scene command. The Electrons were vectored to Ch 85 for fuel. Ground fire was still being seen, so MADISON, PINHEAD and TIGER flights were used to expend ordinance. At 0748 the forces regrouped to make another attempt to pick up the survivor. This was almost a repeat performance. The JG (15) was hit and had to pull out. The SANDYs, et al, hit the area again, but are now worried that all the fire will kill the survivor. Most of the ground fire seems to be coming from his immediate area. At this point, everything came to a halt while the on scene commander re-evaluated the situation. He elected to again FAC in some fighters for another try at cleaning out the area. LOCUST, DALLAS, WEDGE, and TITLE flights were used at this time. FIREFLYs 15/16/17/18 are scrambled and on the way at this time. They all have a standard load.

In the midst of these problems, JG 15 (who had been hit) needed fuel. It was questionable whether he could refuel from CROWN 2 but the effort was to be tried. CROWN 2 descended to join with the JG 15. The refueling was accomplished at 94

MP-30

DECLASSIFIED

[REDACTED]

knots, in an area hostile to both the JG and to CREWM. Because of the urgency of the mission, flight to a completely safe area was not considered. The total time for the refueling was less than six minutes and the JG was enroute back to the scene. While this refueling was happening, JG 27 had made an attempt to pick up the survivor and had received ground fire and had to pull off. SANDY 3 recommended that we no longer use high performance aircraft because of the area. ~~XX~~ MISTY 25, an F-100 FAC was the only high performance aircraft retained. All others were RTB'D.

CROWN 2 then had to descend again (0855) to refuel JG 27. This was the same situation; unfriendly area, slow, poor weather; ~~no pickup~~ The effort had slowed down somewhat. The weather was not as good as it had been; the survivor was talking louder and faster; the groundfire was no less dangerous; and there were only A1E's in the area with the JG's. FIREFLY 15 assumed on scene command and reported that he had the survivor pin-pointed. JG 15 made another attempt at a pickup (0937) and received more ground fire. At this time we were advised by RESCUE 1 to RTB all forces. CROWN advised that JG 15 was in a hover over the survivors position and not receiving hits (he had previously gone up the wrong valley) and that to RTB everyone now might make the difference. RESCUE 1 said "Have at it".

AWOL 01 said for the JG to say in a hover and he would crawl to him. Throughout the next 33 minutes JG 15 remained in a hover, being protected by the A1's. Every so often ground fire would hit one of the A1's or the other JG but none was directed at JG 15. The survivor had stopped talking on his radio immediately after JG 15 had asked him for his authenticater number. Suspecting a trap, FIREFLY 15 told everyone to pull out and all forces began to egress. At this time ground fire up to 37mm came from all directions. All forces were out of the area by 1015Z. *MM-30*

$m \approx 30$

DECLASSIFIED

DECLASSIFIED



Although this mission was unsuccessful, it was the largest and most well coordinated SAR mission probably ever run. There was nothing left undone in the attempt to rescue AWOL 01. CROWN 2, after the mission, recounted the aircraft used and found that 108 aircraft and four GCI sites were used in one capacity or another. The rescue of this ~~XXXX~~ survivor was not in the hands of man.

On 11 November 67 a first light effort was planned in hopes of a successful rescue of AWOL 01. CROWN 6 was launched to be mission commander, and SANDY 3 was on scene commander. The forces assembled included two JG's, two Sanders, four HOBO's and four F4B's.(and tanker); a total of 14 aircraft. Although the weather was acceptable, no contact could be made with the survivor. After two hours (2330 - 0130) the on scene commander recommended the effort be dropped and all forces RTB'd. This was approved by Compress and all forces except the GUNFIGHTER flight of F-4's left the area. There had been some ground fire reported, although no one was hit in this effort.

Roger F. Arndt

1/Lt USAF

Rescue Crew Commander

mn-30



DECLASSIFIED

Excerpted from Vietnam SAR database

Awol 01 SAR November 9, 1967

F-4C serial # 64-0751

Lt Col John W. Armstrong (Alpha) KIA, 1Lt Lance P. Sijan (Bravo) died while
POW/MOH

Downed in Laos near Ban Tha Pachon

Two HH-3E crews assigned to Det 1 37th ARRS based at NKP RTAFB flew on this SAR

Jolly Green 53

Captain Harry W. Walker – pilot

1Lt Hairl D. Thacker – copilot

Sgt Patrick F. Allaire – flight engineer

Name of PJ unknown

Attempted pickup but hit by barrage of SA - forced to RTB with battle damage; Silver
Star for AC; DFC for CP, FE, PJ

Jolly Green 52

Major Frederick C. Faust – pilot

Major Dean H. Williams – copilot

SSgt Carl L. Warmack – flight engineer

MSgt Clarence R. Boles – PJ

SS for AC, DFC for CP, FE, PJ (WIA)