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FROM: 370/6104

10 November 1967

SUBJECT: Mission Narrative Report (1-3-182, 8&9 Nov 67) (U)

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

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

2. (C) Jolly Greens 29 & 26 were alerted for cockpit alert at 1450Z. At 1505Z both Jolly Greens scrambled. JG 29 & 26 were airborne at 1510Z and climbed for altitude. JG 29 contacted Queen for instructions and was advised to contact Covey 57 on FM frequency 49.3. Covey 57 advised JG 29 to proceed to 262/40/69 for a team extraction. Covey 57 advised JG 29 that the area was extremely hostile and the enemy was using heavy automatic weapons and rifle grenades. He further advised JG 29 that one H-34 and one UH-1 gunship had been shot down in the area attempting the extraction. JG's 29 & 26 continued to climb to 8000' and proceeded directly to the target. JG's 29 & 26 were on target at 1605Z and Covey advised JG's 29 & 26 to hold to the north at altitude while he had the area softened. Blindbat was dropping flares and Cyclone flight, 3UH-1 gunships were strafing and rocketing around the team. The team's call sign was Flatfoot. They advised JG 29 that there were five people to be picked up. Cyclone lead advised JG 29 the altitude of the target was 2800'. JG 29 decided to attempt to pick up all five while JG 26 stayed high in reserve. Queen advised JG 29 that a flight of two Hobos, 2 A1E's had been scrambled and should be in the area. Cyclone lead advised Covey 57 and JG 29 that the gunships were getting low on ammunition and would have to leave soon. JG 29 decided to attempt the pickup using the gunships as cover. When attempts to make radio contact with Hobo flight were unsuccessful, JG 29 dropped tip tanks and dumped fuel down to 2000 lbs., the amount needed to make the pickup and recover at Channel 69. Cyclone lead advised JG 29 to come in low from west to east. JG 29 began the approach at 1430Z. Cyclone lead vectored JG 29 into the target until Flatfoot's strobe light was spotted by JG 29. JG 29 decided to land on the side of the steep slope in front of the team and facing them. The slope was so steep only the nose gear and left main were firmly on the ground, the right main was touching with the strut fully extended. As JG 29 touched down the CP and Flight Mechanic advised the pilot that the aircraft was being hit by ground fire. JG 29 held on the ground as the five members of Flatfoot Team started toward the aircraft. Despite hand signals and radio calls from JG 29 advising the team to come to the right side of the helicopter, the survivors went to the left side. JG 29 was on the ground 3-5 minutes while the team crawled under the aircraft to the only door on the right side. At this point communications between the pilots and the crew in the cargo compartment was lost due to rounds severing both the Paramedics and Flight Mechanics intercom cords. The pilots noted particularly heavy and accurate automatic weapons fire was hitting the aircraft at this point and looking back into the cabin saw flashes inside the aircraft.

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The pilots also saw several caution lights come on and felt the aircraft slide slowly forward and down the slope. The pilot used full aft cyclic and power attempting to hold the partial hover. When contact could not be made with the people in the back the pilots decided to pull off as the ground fire made it apparent the aircraft was being severely damaged. The TO was down slope and as the aircraft reached translational lift the pilots noted both generator and transformer rectifier lights were on, the fuel flow on #1 engine was 1200 lbs. per hour, the fuel quantity in the forward tank read 0 and the aft tank read 800 lbs. At this point the Parascueman changed intercom cords and advised the pilots there were three survivors on board. JG 29 advised everyone he was badly damaged, leaking fuel and that he could not attempt to pick up the remaining two survivors. The Copilot of JG 29 recycled the generators and as they came back on the line the boost pump caution lights went out. JG 29 started climbing out of the area. The Flight Mechanic advised that the cabin was flooded with JP-4 and fumes were heavy throughout the aircraft. The pilots were also advised that the auxiliary oil system had been hit and that the oil had spilled onto the cabin floor. All crew members were aware of the potential fire hazard that existed and necessary precautions were taken. JG 29 continued to climb to 9000' over the area. Based on the 800 lbs of fuel on board, JG 29's copilot advised Queen that JG 29 could not reach Channel 69. JG 29 elected to go to Channel 85 as it was closer. The Flight Mechanic advised the pilot that the fuel lines on the right side of the aircraft were cut and fuel was pouring out. The Flight Mechanic and Pararescueman wrapped the lines to cut down on the leakage. The copilot cautiously left the crossfeed switch open and both aft boost pumps on while turning on both forward boost pumps. The rate of fuel consumption on the aft tank decreased indicating we still had fuel in the forward tank. The copilot attempted to contact Khe Sahn tower for landing instructions and runway lights. When radio contact could not be established he called Queen on HF requesting they call Khe Sahn on the land line and advise Khe Sahn of JG 29's situation. Khe Sahn tower came on the air just as JG 29's DME read 2 miles and advised JG 29 Khe Sahn's runway lights were inoperative and the area was blacked out except for two floodlights that the Seebes were using to repair the runway. The crew on JG 29 spotted the floodlights and started a slow spiraling right turn descending from 9000'. At 6000' the tower operator, Marine Cpl Covey, advised JG 29 that there were 5000' mountains 2 miles from the field, that he had JG 29 in sight and would visually GCA JG 29 into the field. JG 29 had noted an unsafe right main gear indication earlier, left the gear down and visually checked it was down. At 2000' tower advised JG 29 he was abeam of runway 28 and JG 29 lined up on the Seebes floodlights. At this point, with the aircraft at approximately 70 kts, in a turn of 10°, 500' per minute descent and 30% torque the pilot noted the rotor rpm go up to the 117 rpm redline and advised the copilot to pull back the engines. Before the copilot could reach the fuel controls engine #2 flamed out. JG 29 turned on his landing lights and saw radio towers, and observation towers level with the helicopter and tents and bunkers underneath. Tower advised JG 29 to gain altitude and was informed this was impossible. JG 29's pilots spotted a road to the right leading to the edge of the parking ramp. JG 29 used what power was available to slow its rate of descent and forward speed. The aircraft hit the ground on the road with the nose wheel

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Crown 6 was scrambled by Queen. The only information available was the JG 26 was down. Crown 6 was airborne at 2130Z. Queen was contacted on UHF overhead CH94. They gave the position of the SAR effort as 274/78/CH94 and directed Crown 6 to contact Sandy 7, the on scene commander, for a briefing on the current situation.

Sandy 7 provided the following information. During thenight, three helicopters had been downed by ground fire. They were JG 26, a VNAF H-34 and an Army H-1. No survivors had been recovered and the total number of people onboard the choppers was uncertain. Numerous beepers in the area made voice contact on guard impossible.

At 2240Z, Sandy 7 located one of the choppers and possible a survivor near it. A few minutes later he spotted a flare on the ground. At 2322Z, Sandy 7 saw a man in some tall grass. He was wearing a flight suit and using a signal mirror. Sandy 7 requested that JG's be launched. The request was passed to Queen. Queen advised Crown 6 that the use of gunships was more desirable and suggested that an attempt be made to contact Hue tower for possible support. All tower frequencies available were tried with no success. This information was passed to Queen.

At 2333Z, Sandy 8 located two survivors in an open area. They were identified as Americans. JG's were again requested. At 2345Z JG 07 was launched from CH94 and JG 04 was launched from Cigar, Crown 6 dispatched Hobo 21 flight to escort JG 07 and Hobo 25 flight to escort JG 04. At 0006Z Queen advised that three VNAF H-34's and two gunships were enroute. Call signs, ETA, and frequencies for contact were not available. Three minutes later, King diverted JG 07 to CH69. At 0013Z Sandy 6, who was now on scene commander, located three more survivors near the downed VNAF helio. JG 04 arrived on scene at 0028Z. Crown 6 was repeatedly unable to obtain clearance for JG 04 to make a pickup. At 0050Z contact was made with Cyclone lead, one of the gunships escorting the VNAF H-34's. They were on scene at 0058Z. No one, including Cyclone, had radio contact with the VNAF helicopters. Contact was attempted on the SAR frequencies and Guard with no success. At 0106Z, Covey 43, a FAC on scene, reported two american survivors. These were the two sighted earlier by Sandy 8, Covey 43 reported that he had been flying at very low altitude and had receive no ground fire. He requested release for JG 04. At 0106Z, Sandy 6 reported numerous americans survivors, some wounded, on the ground and requested release for JG 04. Again, Crown 6 was unable to obtain permission for JG 04 to make the pickup. At this time there were a total of six A-1 aircraft and two armed helicopters overhead for cover. At 0120Z Covey 43 advised that the VNAF helicopters had picked up five survivors, possibly three vietnamese and two americans. Due to the lack of communications no determination as to condition could be made. Cyclone lead tried, by flying alongside the VNAF choppers and pointing to the two americans in the clear area, to get one of them to make a pick up, but was unable. JG 04 was overhead and requested permission to make the pickup. King advised JG 04 to cross the border immediately and orbit there or face a courtmartial when he landed. JG departed. At 0134Z, Cyclone advised that a hoist would be necessary to pick up the two americans since a landing could not be made. Crown 6 again advised Queen of the situation and requested release for JG 04. At 0159Z, Crown 6 left the SAR scene to refuel JG 04.

At 0210Z, Sandy 6 reported a survivor with a leg wound and requested release for JG 04. This was one of the two americans in the open previously located by Covey 43. At 0218Z, JG 04 was cleared back into the area, but was instructed to hold high. JG 04 located the two survivors. Sandy 6 reported the area free from ground fire. JG 04 was holding overhead the survivors and requested permission to make the pick up. It was denied.

Cyclone and King Bee(VNAF H-34's) returned to the area at 0345Z. Sandy 7 put down screening smoke and King Bee picked up one of the american survivors.

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They were unable to locate the other, the one reported to have leg wound, and departed for Phu Ba at 0418Z.

At 0430Z, Crown 6 departed the immediate area to refuel JG 04. Covey 7, the FAC now on scene, advised Crown 6 at 0515Z that a helicopter force with gunship support was enroute with a ground party. The ETA was 0600Z. The ground party was inserted at 0612Z and moved into the area of the downed aircraft. Crown 6 was unable to secure information concerning the progress of the ground party except through Covey 51 because of the lack of FM equipment on board.

The ground party recovered one american KIA at 0746Z. He was not from the crew of JG 26. Cyclone 4 and 5, gunships, reported an american in a flight suit walking uphill at 0843Z. One helicopter jettisoned his ordnance and made the pick up. The survivor was the pilot of JG 26. He was badly burned. He reported that there were two more survivors from JG 26 and that he had not seen them since morning. Cyclone 4 and 5 checked the area but were unable to locate survivors. They departed for Phu Bai at 0854Z.

Covey 51 advised that he had requested more helicopters. He also asked Crown 6 to request constant flare cover and Hobo support for the night. This request was passed to Queen and Hillsboro. After briefing Crown 5 on the situation, Crown 6 departed for CH83 at 0930Z.

Two communications problem areas were noted. The lack of communication with the VNAF helicopters during their first mission greatly hampered their usefulness. The absence of FM equipment on Crown aircraft makes communication with Army and Marine forces, both air and ground, difficult at best.

The failure to committ JG 04 caused the death of the american who was seen in the clearing by ~~many~~ Covey 43 at 0106Z and reported bleeding badly from a leg wound by Sandy 6 at 0210Z. If there existed some reason for not allowing a pick up when six A-1 aircraft were available for cover in an area where no ground fire had been reported by Sandy or Covey aircraft, it is not immediately obvious.

I have requested from local sources a list of Army and Marine helicopter units in northern South VietNam, to include call signs and frequencies, if resources other than those of ARRS are going to be required to effect timely rescue operations. Information of this sort is essential.

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Mission Narrative 1-31182

12,13 November 1967

Crown 1 departed Udorn at 2200Z/12 and arrived at the SAR scene at 2240. At this time, Sandy 7 and 8 were on scene and in contact with the two ground parties which had been put into the area the previous evening. The ground parties had the call signs Bulldog and Wonderful Time.

Since Crown aircraft have no FM capability, the information was relayed to Crown through Sandy 7 and 8. Bulldog reported that at 2238Z the weather was bad-ceiling zero. At 2320Z the weather was improving. Only the mountain tops were now obscured. At 2355Z, Bulldog reported from the wreckage of JG 26 He reported possibly three bodies in the wreckage. The aircraft had been destroyed by fire and identification of the bodies was impossible at this time. Bulldog also reported two possible survivors approaching the scene. These people were later reported acting suspiciously. The last report was then was at 0030Z. Since they were acting suspiciously, ~~no~~ attempt was made to approach them. Instead, the ground party attempted to account for everyone in the three helicopter wreckages.

At 0010Z, Bulldog reported 4 bodies in JG 26 wreckage, and at 0030 a 5th body was reported. The body count was complete and all onboard JG 26 were ~~xxx~~ accounted for with the identification of the 5th body. Bulldog also reported finding "equipment of 10" on JG 26.

At 0048, Queen reported one enlisted man from the UH-1 was still not accounted for. At 0051Z, Culver City reported all crew members on the UH-1 accounted for. Prior to this time, Crown 1 knew of only two accounted for on the UH-1, call sign Typhoon 2. Of 4 crew members, one was reported rescued one KIA. At 0130Z, Culver City again reported all accounted for on the UH-1.

Sandy 7 reported that a all had been rescued on the VNAF H-34, King Bee ~~in~~ Lead. At 0140, a Covey FAC arrived on the scene to provide FM contact with Bulldog. He reported that Culver City was sending 4 helicopters to remove bodies. Rescue forces were given RTB and Crown 1 returned to normal orbit.

The crew on Crown 1 for this mission had also been flying Crown 1 on the previous day. On that mission, we monitored the communications of the original rescue effort conducted for JG 26. We concur with the narrative written by the crew of Crown 6. The still unexplained failure to allow JG 04 to rescue an injured american resulted in his death. In addition, the failure over a period of more than 4 hours to follow the unanimous recommendation of the on scene commander and of all forces in the SAR area to allow JG 04 to pick up the survivors was at best demoralizing to the rescue forces. The many other USAF and VNAF crew who played some part in this effort undoubtedly had their faith in our rescue capability severely shaken.

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(19) (C) 1-3-182, 8 & 9 Nov 1967, at 1505Z Jolly Green 29 and 26 were scrambled from Da Nang AB, RVN to attempt an extraction of the surviving five members of a Special Forces Team located at 2620/40/69. At 1550Z the Jolly Greens were in the area and advised by a USAF O-2, to hold while three U.S. Army UH-1B gunships, softened the area with rockets and machine gun fire. A USAF C-130, was providing flare support for the mission. At 1630Z Jolly Green 29 attempted the pickup and managed to pick up three of the five survivors before being driven off by hostile fire. Because of battle damage, Jolly Green 29 departed the area and made an emergency landing at Khe Sanh, RVN. At approximately 1650Z Jolly Green 26 attempted to pick up the remaining two survivors. After getting them on board the aircraft, Jolly Green 26 was hit by automatic weapons fire and burst into flames. The aircraft crashed on the scene with the loss of three of the crew and the two survivors. The Rescue Crew Commander of Jolly Green 26 was picked up seventeen hours later by a U.S. Army UH-1D. The three survivors of the Special Forces Team picked up by Jolly Green 27 were all indigenous personnel, names unknown. The deceased crew members of Jolly Green 26 were Captain Ralph W. Brower, SSgt Eugene L. Clay, and Sgt Larry W. Maysey. The survivor of Jolly Green 26 was Captain Gerald O. Young.

(20) (C) 1-3-182, 9 Nov 1967, at 2354Z Jolly Green 04 was scrambled from Quang Tri to 27 miles South South-East of Khe Sanh, 165°/27/85, to aid in the recovery of survivors of Jolly Green 26.

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which had crashed the previous night. Jolly Green 04 arrived on scene at 0030Z and held at a safe altitude while Sandy 5, 6, 7, and 8 (USAF A-1Es), a USAF O-2, and USAF F-4Cs were conducting the search. At approximately 0130Z two possible survivors were spotted and Jolly Green 04 made a pass over the area. The pickup was not attempted at this time by order of the Commander, 7th AF. At 0720Z Jolly Green 04 was given permission to attempt the pickup, but no survivors could be sighted. Jolly Green 04 was returned to base at 0815Z and upon landing an automatic weapons hit was found in the tail of the aircraft. Jolly Green 04 was on scene for eight hours and 10 minutes and made three air refuelings.

(21) (U) 1-3-183, 12 Nov 1967, at 0245Z Jolly Green 25 was diverted from orbit to assist the US Navy in evacuating personnel from a floundering boat, Greenfish, at 18°10'N/106°45'E. Jolly Green 25 transported damage control equipment from Killer Whale, a USN destroyer to Greenfish. Since it was determined Greenfish was in no danger of sinking no survivors needed to be evacuated.

(22) (U) 1-3-184, 14 Nov 1967, at 1625Z Jolly Green 28 and 25 were scrambled to 113°17'94, 17 miles East South-East of Da Nang, to medivac a snakebit victim. Jolly Green 28 made the pickup at 1715Z and evacuated the victim, name unknown, to Marble Mountain AB, RVN.

(23) (U) 1-3-185, 20 Nov 1967, at 0145Z Jolly Green 04 was diverted from orbit to attempt the pickup of the crew of a USAF F-4C at 340°/20/109, 20 miles North-West of Dong Ha. Jolly Green 04 arrived on the

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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. 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.