

DECLASSIFIED

~~CONFIDENTIAL~~

FROM: 370

19 December 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-198, 17 Dec 67) (U)

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

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

2. (C) On 17 Dec 67 at 0925Z Jolly Green 04 was enroute from Whiskey Orbit to Cigar when a call was monitored on Guard. Phantom 51 (F-4C) informed Lead (Phantom 52) that he was on fire and should bail out. JG 04 was approximately 10 NM away and saw the F-4C (Phantom 52) burst into flames and fall into the sea. The aircraft entered the water at 0200/11/Ch 109. JG 04 circumnavigated a US Navy destroyer which was shelling the North Vietnamese Coast and arrived on scene at 0933Z. JG 04 spotted the survivor some 1.5 miles from shore and assumed mission command. As JG 04 arrived on scene the survivor got out of his raft. JG 04 set up an approach and a hover was established over the survivor at 0936Z. Despite the rough sea, recovery of the survivor was accomplished by the Flight Engineer with the rescue sling at 0939Z. JG 04 then searched for and found the body of the second crew member floating beneath the surface of the water supported by the inflated LPU. It was surrounded by the oil slick and debris from the crashed aircraft. JG 04 then deployed the Rescue Specialist who jumped into the water from an altitude of 10 feet. The Rescue Specialist attached the body to the rescue sling but because of the rotor wash and rough sea he was unable to cut the shroud lines from the parachute. The parachute began to billow as the body was raised out of the water and it had to be lowered back into the water. The Flight Engineer then directed the pilot to back away from the body to reduce the effect of the rotor wash on the water and parachute. The full length of the cable was extended and the Rescue Specialist cut the parachute shroud lines. ~~The body was recovered and then the Rescue Specialist. JG 04 departed the area at 1005Z and arrived at Channel 94 at 1045Z.~~ *amended by sup atch*

3. (C) Jolly Green 03, which was on alert at the BOL at Quang Tri, launched at 0930Z, proceeded to the recovery area and arrived just as JG 04 was making the pickup of the dead crewmember. Crown 5 advised JG 03 that there was a report of another aircraft (F-8) being downed at 0500/15/Ch 109 and directed JG 03 to initiate a search in that area. JG 03 proceeded to the scene and commenced search at 1000Z. Two O-2 FAC aircraft joined the search at 1015Z and a CAP was provided by two F-105s. During the search Crown 5 attempted to determine the source of the report of the downed aircraft and after some delay found the report was incorrect. Search was terminated at 1100Z and JG 03 RTB'd to Channel 94 arriving at 1154Z.

4. (C) The weather was high overcast with ten miles visibility and was not a factor. The sea was rough and the sea state estimated at 3. No enemy fire was encountered. No aerial refueling was used.

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Downgraded at 3 year intervals; declassified after 12 years

Atch 4

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5. (C) The name of the survivor was Col Rock Brett, USAF, 12th TFW.

6. (U) Crew members of Jolly Greens:

a. Jolly Green 04:

RCC 1Lt Rodney G. Parks
RCCP Lt Col Kenneth D. Caughron
FE Sgt Dennis M. Richardson
RS Sgt Charles P. Vogeley

b. Jolly Green 03:

RCC Major Vernon A. Dander
RCCP Captain William A. McKenney III
FE Sgt James A. Bowers
RS Sgt James D. Locker

Rodney G. Parks
RODNEY G. PARKS, 1Lt, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 6 MAR 1978
DECLASSIFIED ON _____

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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37 ARRSq Hist, Oct - Dec 1967

13.

(31) 1-3-195, 10 Dec 1967, at 0635Z Jolly Green 04 and 28 were scrambled to 165°/13/94, 13 miles South of Da Nang, to recover the crew of a USAF F-4C. The two crew members were recovered by a U.S. Army UH-1 in the area before the Jolly Greens could get to the scene.

(32) 1-3-197, 16 Dec 1967, at 1800Z Jolly Green 10 and 04 were scrambled from Quang Tri to 340°/15/109, 15 miles North-West of Dong Ha, to recover the crew of a USAF F-4C. The survivors were rescued by Big Mother 56 (USN SH-3) before the Jolly Greens could get to the scene.

(33) 1-3-198, 17 Dec 1967, at 0925Z Jolly Green 04 was returning to Quang Tri from orbit at 17°40'N/107°00'E when they heard the MAYDAY of a USAF F-4C. They saw the aircraft on fire and proceeded to the crash scene in the water at 020°/11/107, 11 miles Northeast of Dong Ha. Jolly Green 04 picked up Col Devol Brett, USAF, Vice Commander 12th TFW, at 0936Z. The other crew member's body was recovered at 0939Z by Jolly Green 04.

(34) 1-3-200, 22 Dec 1967, at 0718Z Jolly Green 07 and 28 were scrambled from Quang Tri to 150°/29/85, 29 miles South-East of Khe Sanh, to attempt recovery of the crew of a USMC F-4C. The backseater was recovered by an Army UH-1 in the area. Contact could not be made with the other pilot and a search was made with negative results.

(35) 1-3-201, 25 Dec 1967, at 0235Z Jolly Green 10 and 27 were scrambled from Khe Sanh, RVN to 275°/50/94, 50 miles West of Da Nang, to recover the crew of a Marine F-4. PORT was provided by Sandy

MARINE F4

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166

FROM: 370

21 December 1967

SUBJECT: 37 ARRS MISSION NARRATIVE REPORT (1-3-1968, 17 Dec 67) Dtd 19
Dec 67 (U)

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

1. (C) Due to an administrative oversight the following was omitted from Paragraph 2 of the mission narrative. The last two sentences of the paragraph should be removed and the following inserted: Due to the fact that the Rescue Specialist was not on board and the floor of the helicopter was wet and slick, the Flight Engineer could not get the body of the deceased through the cabin door. The Aerial Photographer materially assisted and made possible the on loading of the deceased. The Rescue Specialist was then recovered and JG 04 departed the area at 1005Z arriving at Channel 94 at 1045Z.

2. (U) The following should be added to paragraph 6b:

AP Sgt Robert F. Witowski

Rodney G. Parks
RODNEY G. PARKS, 1st Lt, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *1 MAR 1978*

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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Atch 2

~~SECRET~~

Mission Narrative

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Mission 1-3-198

On 17 Dec 1967, at 0925Z Crown 5 received a "May-Day" call from Fingerprint 51 that he had observed an aircraft impact at 020/11 Channel 109 and had wreckage and one chute in sight. Crown 5 was on normal orbit when the call was received and Jolly Green 04 was on normal orbit at that time. Jolly Green 04 proceeded to the scene of the wreckage and at 0945Z had spotted the survivor in the water and at 0953Z had picked him up. Upon questioning the pilot it was discovered he was the front seat man of a F-4. Search was continued for the back seat survivor and at 1000Z a chute was spotted and the survivor was spotted under the chute. A pararescueman was lowered to investigate and it was discovered he was deceased, apparently due to ejection from the aircraft. The survivor and deceased were taken to DaNang by Jolly Green 04.

Some enemy fire was observed by Blockbuster (Navy vessel) and Canasta flight was sent in to suppress any enemy fire.

The call sign of the down F-4 was Phantom 52. There was a bit of confusion on just how many aircraft were down during this time because Fingerprint 51 said the downed aircraft looked like an F-3, and Waterboy advised that 7th AF was checking on a Tide 03 (F-3). During the time the pick-up's were being made on Phantom 52, Jolly Green 03 and Fingerprint 51 were searching for this F-3 with negative results. Queen and Crown 5 made checks with the fleet and they confirmed no aircraft missing.

Stanley J. Dubriake Jr.
Stanley J. Dubriake Jr. Major, USAF
Rescue Crew Commander

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mn-49



PJ FE
Rescuemen Charles Vogeley and Dennis Richardson pull Col. Devol Brett from China Sea.

17 DEC 67



17 DEC 67 SAR

(161) sub 15 SF

MISSION NARRATIVE: Det 10, 38th ARRSq (#10-38-58, 21 Dec 67)

On 21 Dec 67, at 1100 GMT, Det 10, 38th ARRSq was notified by Navy Operations, CTE 116.1.1 that a river patrol boat crew member had been severely wounded in the head and was being evacuated to the USS Jennings County, an LST located at 09 degree 42 minutes north, 106 degree 00 minute east. Due to operational combat commitments in the area, neither of the two huey helicopters stationed on board the LST were available for med-evac of the patient. Navy Operations was, therefore, requesting assistance. Pedro 39 scrambled at 1110 GMT and Pedro 91 at 1112 GMT. Weather in route was clear with slight haze, visibility 10 miles. Pedro 39 landed on the deck of the LST at 1130 GMT and departed with the patient at 1132 GMT. During the pick up, two armed huey's were in the immediate area and had stated that they would provide cover for us. Pedro 91 remained at altitude and relayed information to Pedro 39 concerning firing in the area as received from Paddy Control. Pedro 39 elected to return to Binh Thuy for fuel and to pick up a flight surgeon. At 1202 GMT, Pedro 39 departed Binh Thuy enroute to the 3d Field Hospital at Dong Tam. Pedro 91 terminated at Binh Thuy at 1212 GMT. Approaching Dong Tam, Pedro 39 was advised of mortar firing in the immediate area. The patient was off loaded at 1242 GMT and Pedro 39 departed enroute to Binh Thuy at 1245 GMT. The trip back was uneventful except for numerous sightings of .50 cal tracer fire. This posed no severe threat due to altitude being flown, 5000 ft. Pedro 39 terminated at 1325 GMT. One combat save.

CREWS: All Assigned to Det 10, 38th ARRSq, otherwise indicated.

Pedro 39:

RCC - Captain Thomas D. Precious
RCCP - Captain William P Shea
FE - Sgt Larry E Hawkins
PJ - A1C James L Parks
FS - Capt Charles Caton - 632d CSQp

Pedro 91:

RCC - Major Harold Pickering
RCCP - Capt Albert E Tollefsen
FE - TSgt Dean S Aaron
PJ - Sgt Ronald K Sholes

Laurence W. Conover
LAURENCE W. CONOVER, Captain, USAF
Acting Commander

Atch 9

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27 December 1967

FROM: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-201, 25 Dec 67) (U)

TO: 37C *Koc*
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 0235Z Jolly Greens 10 and 27 were scrambled from Khe Sanh and instructed to proceed to a point 275°/50/Ch 94. A Marine F-9, callsign Fur Britches 170, was reported down in that area and two good chutes had been spotted. JGs 10 and 27 arrived in the area at 0305Z and entered an orbit until Sandy Flight (4 A-1Es) arrived on scene at 0320Z. The survivors' position could not be pinpointed because of a solid undercast that could not be penetrated, but voice contact was established at 0335Z. At 0355Z, JG 10 found a hole but could not get below the overcast because a safe altitude could not be maintained while remaining VFR. At 0400Z, Covey 040, an O-2, succeeded in getting below the undercast in the area of the survivors and five minutes later received heavy groundfire which wounded the pilot. Sandys 5 and 6 escorted Covey 040 to Khe Sanh. At 0500Z, the survivors' position was accurately pinpointed. Sandy 5 led JG 10 through a hole in the undercast to the survivors' position while JG 27 remained at altitude. The first survivor was picked up at 0515Z and the second survivor was picked up at 0520Z, approximately 400 yards from the first survivor. Survivors' position was 240°/25/Ch 69. Hobo 33 and wingman (A-1Es) escorted JG 10 back to DaiNang, where JG 10 landed at 0605Z. JG 27 proceeded back to Khe Sanh, arriving at 0552Z. No ground fire was encountered by the Jolly Greens. Crew coordination and discipline were excellent and no communications problems were encountered.
3. (C) The names of the survivors were Major George W. Fritsch, USMC, and Captain Allan D. Smiley, USMC.
4. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 10 (Low)

RCC Major Joe B. Green
RCCP Capt Jerry D. Clearman
FE Sgt James A. Bowers
RS Sgt James D. Locker

JOLLY GREEN 27 (High)

RCC Capt Fred H. Otte
RCCP Capt Paul D. Ashley
FE SSgt Elmer L. Holden
RS Sgt Vincent E. Deets

Joe B. Green
JOE B. GREEN, Major, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 7 FEB 1977
DECLASSIFIED ON _____

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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Atch 1

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~~SECRET~~

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Mission Narrative 1-3-201

25 Dec 67

1. Furbritches 170(TF-9) with two sob was downed by ground fire at approximate position 230.26/CH69(130/45/CH85). The pilots ejected and landed in the mountains, in heavy foliage, a few hundred meters apart. They had ejected in the clouds, ~~had~~ had not seen each other land, and did not know their relative positions. Both came up on beeper, and later on voice. Both talked calmly on their radios (considering their circumstances) and were able to help the Sandys find them by listening for aircraft and then reporting the direction of the sound. Due to dense foliage and low clouds they were unable to identify any landmarks to aid in locating them. One of them had an injured hand, and the other was unharmed. One of them was requested to authenticate which he did, and then identified the voice of the other survivor.
2. Quenn directed Crown 1 to proceed to the crash site at 0216Z, and Crown 1 arrived at 0254Z. Crown tracked in on two strong beeper signals, one from each of the survivors. An almost continuous cloud deck with tops at 8000 ft and bases 1500 ft to 2500 ft in the mountain valleys completely covered the area. The cook tracker and the two UHF homers differed somewhat, as in normal at latitude, and possibly the two simultaneous beeper signals degraded their accuracy. Crown, flying above the clouds, located the survivors within a small area centered around 122/42/CH85. Crown did not get voice contact until 0336Z. Probable cause of delay was that even though one survivor might turn off his beeper to talk or listen, the other survivor's beeper blocked voice. A low pass over them might have alerted them to turn off their beepers at the same time, but the cloud cover prevented this.
3. Jolley Green 10/27 arrived at 0334Z and held clear, Sandys 5/6/8 arrived at 0352Z and began looking for holes in the cloud cover.
4. Covey 040(FAC 0-2) let down thru hole and was hit by ground fire at 0408Z. He was wounded in the neck, but was safely led out by Sandy 5. He recovered at CH85. Black Tempest, flying near Covey 040 when he was hit, climbed up and got an approximate Tacan position of 138/27/CH85 for the ground fire.
5. The Sandys worked their way back in under the clouds close enough to get voice contact at 0403Z. Because of the weather, terrain, and jungle, it wasn't until 0438Z that Sandy felt he was close enough to tell Furbritches to fire a smoke signal. Sandy spotted the smoke, and called in Jolly Green 10/27, two Sandys rendezvoused with them to escort them in. It took much longer than normal to get back in because of the weather.
6. Once they got on scene, Jolly Green 10 quickly recovered to first man at 0521Z. Hobo 33/34 escorted Jolly Green 10 to Danang, and all forces were released from the SAR.
7. Aircraft in the area under Crown control were; Lovebug 505(2 F-8) Held high and dry from 0245Z until release by Crown at 0345Z when the Sandys arrived. Ringneck 506(2 F-8) Same as Lovebug 505. Hostage 4-2(Gunships) Held above clouds 0330Z until 0430Z, RTB to refuel and return. Hobo 33/34(A-1) Held 0345Z until pickup. Covey 040(0-2 FAC)-searched with Sandy until hit at 0408Z. Black Tempest was hit and provided location of ground fire. Trail 34 (FAC)-attempted to search under the clouds but was unable to find hole. Big 04(FAC)-same as Trail 34. Scarface 4-1(Gunship)-dispatched by Plutcrat after Hostage flight departure. Pickup was made before arrival on scene. Sandy 5/6/7/8 - 0352Z until pickup. Jolly Green 10/27- 0334Z until pickup.

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8. Numerous aircraft contacted Crown and volunteered services, and a ~~major~~ major problem was in selecting only those which might be useful. Jets were ~~released before the~~ the first fighters on scene, but they were released when the Sandys arrived, and no more jets were requested because of the weather. The best aid in narrowing down the search area was for the survivors to report when they heard an aircraft, and increasing the number of search aircraft increase the difficulty of determining which aircraft the survivor was hearing. For this reason, the assistance of several FACS was refused.

9. While Jolly Green 10 was making the pickup Queen ordered Crown to refuel the Jolly Greens on their way out. The Jolly Greens had plenty of fuel to make CH69, which was only 27NM, and even enough to make CH94. Crown could see no useful purpose in refueling, which would delay the return of the survivors and subject both Crown and the Jolly to possible ground fire. Crown objected to this order, and after three radio calls Queen rescinded the order. Jolly Green 10 landed at CH94.

10. This would not have been an usually difficult mission except for the weather. Good beepers and voice contact made it easy for Crown to locate the ~~survivors~~ survivors while flying above the clouds. However, the Sandys had to go considerable distance to find a hole thru which to letdown, and then had considerable difficulty in working their way back in thru the mountains. At low altitude their TACAN was useless, and they were unable to hear the beeper or vice until they were almost over the survivors. The Sandys spent 1+30, and the Jolly Green about 0+30 at very low altitude at the base of the cloud deck close to where Covery 040 was hit, and presumably close to where Furbritches 170 was hit.

Teddy R. Christian, Capt, USAF
Rescue Crew Commander

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37 ARRSq Hist, Oct - Dec 1967

13.

(31) 1-3-195, 10 Dec 1967, at 0635Z Jolly Green 04 and 28 were scrambled to 165°/13/94, 13 miles South of Da Nang, to recover the crew of a USAF F-4C. The two crew members were recovered by a U.S. Army UH-1 in the area before the Jolly Greens could get to the scene.

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(34) 1-3-200, 22 Dec 1967, at 0718Z Jolly Green 07 and 28 were scrambled from Quang Tri to 150°/29/85, 29 miles South-East of Khe Sanh, to attempt recovery of the crew of a USMC F-4C. The backseater was recovered by an Army UH-1 in the area. Contact could not be made with the other pilot and a search was made with negative results.

(35) 1-3-201, 25 Dec 1967, at 0235Z Jolly Green 10 and 27 were scrambled from Khe Sanh, RVN to 275°/50/94, 50 miles West of Da Nang, to recover the crew of a Marine F-4. PORT was provided by Sandy

MARINE F-4

Flight, four A-1Es. At 0515Z Jolly Green 10 recovered Major George E. Fritzah, 060383, and Captain Allen D. Smiley. USMC.

(36) 1-3-202, 27 Dec 1967, at 0715Z Jolly Green 28 and 04 were scrambled from Quang Tri to 330°/80/69, 80 miles North of Hue, to recover the crew of a USAF F-4C. At 0750Z Jolly Green 04 started to pick up one survivor. As the survivor was hoisted toward the door he slipped out of the sling and fell back into the water. He was seen on the left side of the aircraft and Jolly Green 04 landed to attempt the recovery. The survivor was seen momentarily after the landing, but then disappeared. A search was conducted with negative results. Meanwhile, a Navy UH-2 picked up the other crewmember. Names of the survivor and victim are unknown.

(37) 1-3-203, 30 Dec 1967, at 0820Z Jolly Green 10 and 27 were scrambled from Quang Tri, RVN to 315°/54/103, 54 miles North-Northwest of Quang Tri, to recover the crew of a USAF F-100F. RESCORT was provided by Sandy 5, 6, 7 and 8, four USAF A-1Es. At 1035Z Jolly Green 10 picked up Major Donald Simpson. USAF and Captain Donald Snyder. USAF.

SUMMARY: In thirty-seven missions this quarter, twenty missions resulted in the recovery of forty-two personnel. This number is further broken down into two categories - aircrew recoveries and medical evacuations. The aircrew recovery personnel were six U.S. Army, seven U.S. Marines, and sixteen U.S. Air Force. Medical evacuation was accomplished by indigenous (South Vietnamese), two U.S. Marines, one U.S. Army, and two U.S. Navy.

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MISSION NARRATIVE: Det 10, 38th ARRSq (#10-38-60, 25 Dec 67)

(b)

On 25 Dec 67, at 0656Z, Det 10, 38th ARRSq was notified by Navy Operations that a river patrol boat (PBR) crew member had been wounded. They gave the PBR's location as 09 degrees 52 minutes north, 106 degrees 00 minutes east. Navy Operations also stated they were scrambling "Seawolf 76, a flight of two armed UH-1B's to provide cover. Pedro 91 was airborne at 0702Z and Pedro 39 at 0710Z. Contact was established with Paddy Control who provided flight following throughout the mission. Pedro 91 arrived on scene at 0722Z. Seawolf 76 arrived at the same time. Pedro 39 remained at altitude while 91 went in for the hoist pick up, which was completed at 0723Z. The PBR crew member had received multiple shrapnel wounds in the legs and had several bones broken in his left foot. Pedro 91 departed for Dong Tam 3rd Field Hospital and Pedro 39 returned to Binh Thuy. Enroute to Dong Tam, the paramedic redressed the patient's wounds. In the process the paramedic found severe arterial bleed on the left foot which was also broken. After dressing the wounds, he applied a pneumatic splint. The splint worked extremely well as it not only immobilized the foot but also stopped the bleeding. Pedro 91 landed at Dong Tam at 0753Z. The patient was off loaded and the aircraft refueled. Pedro 91 departed Dong Tam at 0810Z and terminated at Binh Thuy at 0840Z. No ground fire was encountered, one combat save.

info:
ASG

CREWS: (All Assigned to Det 10, 38th ARRSq)

Pedro 91 - RCC Capt Thomas D. Precious
RCCP Capt William P. Shea
FE TSgt Dean S. Aaron
PJ Sgt Ronald K. Sholes

Pedro 39 - RCC Laurence W. Conover, Capt
RCCP Albert E. Tollefsen, Capt
FE Charles H. Herring, SSgt
PJ Gary G. Harold, Sgt

Laurence W. Conover
LAURENCE W. CONOVER, Captain, USAF
Acting Commander

ptch 4

AF Rescue Team Race Into Delta To Save Seaman

BINH THUY—A recent combat rescue of an injured U.S. Navy man in the Mekong Delta has raised to 35 the number of injured removed from areas of combat to a medical facility by members of Detachment 10.

38th Air Rescue and Recovery Squadron, Binh Thuy AB.

This rescue was made after a U.S. Navy river patrol boat crewman was injured some 25 miles southeast of Can Tho on the Bassac River.

Two HH-43 Huskie helicopters were launched from Binh Thuy and the injured man was taken to the Dong Tam (U.S. Army) hospital, 50 miles northeast of Can Tho.

During the one and one-half hour flight, the helicopter, commanded by Capt. Thomas D. Pracious, 29, Elum, Wash., had landed on the dock of a Landing Ship Tank (LST), vessel to pick up the victim, who had been transferred aboard from the combat boat.

Minutes later the Huskie was back at Binh Thuy to refuel and pick up Capt. Charles A. Caton, 29, Tucumcari, N. Mex., flight surgeon, who administered medical care while the helicopter continued on to Dong Tam Hospital.

Heavy ground fire and artillery was active in the area where the rescue was made. A pair of U.S. Navy armed HU-1 helicopters provided low cover while the Detachment 10 helicopters withdrew the injured sailor.

A second Binh Thuy HH-43 circled overhead and provided high cover, with Maj. Harold Pickering, 37, Tiverton, R.I., Detachment 10 commander, at the controls.

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(171)

22

8 JAN 1968

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REPLY TO

ATTN OF: Det 1, 37 Aerospace Rescue and Recovery Sq, APO SF 96310

SUBJECT: Mission Narrative, 28 Dec 67, Msn #2-3-97

TO: 3ARRGp (C)

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

2. (S)(GP-4) Jolly Green 16 and 20 were on 45 minute alert at NKP when it was learned over HF radio that Advent 12, an F-4, was down at 090/60/89 (17°22'N - 105°42'W), 28 Dec 67. Jolly Green 16 and 20 were launched by Compress at 1945L. At 2000L Sandys 5 and 6 were also launched. All rescue aircraft proceeded to an orbit point 115°/551/89. Nail 46, the FAC who had been working Advent 12 remained in the area and had voice contact with the survivors but was unable to pinpoint their position. Sandy 5 and 6 left JG 16 and 20 in orbit and proceeded to the site. Sandy 5 attempted a low level search but was unable to pinpoint either survivors' position because of darkness, clouds, hilly terrain and heavy 37MM AAA and small arms reactions from positions less than a mile east of the crash site. It was mutually agreed by SAR forces in the area and controlling agencies that it was inadvisable to continue the SAR attempt for the preceding reasons. Both JGs had been the targets for 37MM fire while in orbit but no damage was incurred. The survivors were advised to seek cover, keep calm, and to expect the SAR forces at first light. The SAR forces and Nail 46 RTB'd. Landing time at Ch 89 was 2215L. Another intelligence/SAR briefing was held at 0400L, 29 Dec 67, with Nail 46 attending. The JGs launched from Ch 89 at 0515L, rendezvoused with Sandys 7 and 8 (who had been launched from Ch 86) and were escorted to the orbit point 085/55/89, arriving there at 0555L. Sandys 5 and 6, and Nail 46 proceeded to the area for an electronic/visual search as soon as light conditions permitted. Crown 1 had radio contact with the survivors while the Jolly Greens were enroute to orbit. The survivors immediately came up on the radio. The back seat pilot said he couldn't move. Sandy 5 and 6 were low conducting the electronic search and Nail 46 was high; Nail 46 was relaying from the survivors since Sandy 5 had a weak guard receiver. At the request of Sandy 5, Nail 46 FAC'ed a flight of F-4s on the road east of the site. The Sandys suppressed ground fire. By 0730L Sandy 5 felt that the area had been sufficiently sterilized and placed a WP smoke screen across the valley entrance east of the survivors' positions. Jolly Green 16 left orbit with Sandy 7 and 8 at 0731L. Jolly Green 20 remained in high orbit. When Jolly Green 16 arrived on scene, Sandy 5 pointed out the approximate location of the survivors. Jolly Green 16 requested an authenticator question from Sandy 7. It was properly answered by the front seat survivor. At 0738L the front seat pilot ignited a smoke flare. Sandy 7, from his higher orbit over the scene saw it and gave JG 16 vectors to the smoke. The first survivor

1-370 86-4

Cy 1 of 6 Cys

ARCDC #

680058

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DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

68-AD-238

CONFIDENTIAL
1 JAN 1971
5 MAR 1971
5 MAR 1971
1 JAN 2005

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was on board at 0743L after a 2 minute hover. The pickup of the back seat pilot commenced at 0746L. On his survival radio he again advised that he would need help because he couldn't move. His smoke was sighted and JG 16 entered a hover at 9748L over his approximate position; however, because of his location and surrounding terrain he was not visible from the helicopter even when the survivor advised that JG 16 was directly overhead. JG 16 elected to put the PJ down at 0750L. The PJ was put down 5-10 feet on one side of the survivor's estimated position, raised, and then put down 5-10 feet on the other side; in both cases the PJ could neither see nor reach the survivor. The PJ was returned to the helicopter. At 0756L the FE spotted the survivor and directed the aircraft over the man, putting the penetrator within easy reach. The survivor was wedged between several boulders and still entangled in his parachute. He used the forest penetrator as an elevator and finally cut himself free of all entanglements. The helicopter hovered within 2-3 feet of a large tree and within 25 feet of the karst wall and a large dead tree during this operation. Also, the 4 Sandys were laying ordnance down behind the smoke screen with such effectiveness that no ground fire was noticed by the helicopter crew. Nail 46 was using high performance resources, knocking out 37MM sites along the road south and east of the pickup point. The survivor was on board at 0803L. Jolly Green 16 departed the area escorted by the 4 Sandys, rejoined Jolly Green 20 at 085/55/89, and returned to Ch 89, landing at 0837L. Weather was not a factor. Radio discipline was good. There were enemy reactions (37MM fire) at the helicopter during the night attempt but no damage was incurred. The helicopters were flying at 7000'. There was no known enemy reaction directed at the helicopters during the day mission. The cooperation and coordination of all forces was excellent; however, the services rendered by Nail 46 were outstanding. Both survivors knew correct SAR; however, one was not aware that the beeper could be used for UHF/DF homing, and this delayed the pinpointing of his position. Each time the Sandy passed near him he would switch from beeper to voice and the Sandy's ADF would break lock, preventing an accurate needle swing. One Sandy was hit by small arms fire and all Sandys expended their ordnance.

Downgraded to CONFIDENTIAL

25 MAR 1971

(Date)

IAW AFR 205-2

3. (U) The survivors were:

Captain Herbert Altman,

, F-4 pilot, 435 TFWg, Ubon RTAFB

Captain Robert Coburn,

, F-4 pilot, 435 TFWg, Ubon RTAFB

(U) Crew of Jolly Green 16 (low) and 20 (High):

✓ Jolly Green 16

Jolly Green 20

Gregory A. M. Etzel, Capt, RCC

Frederick C. Faust, Maj, RCC

Maurice L. Wells, Maj, RCCP

James B. Barton, 1st Lt, RCCP

Hairl D. Thacker, SSgt, FE

Coy W. Calhoun, SSgt, FE

Angus W. Sowell, Sgt, RCRS

Roy A. Taylor, ALC, RCRS

GREGORY A. M. ETZEL, Captain, USAF
Rescue Crew Commander

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ARODC #

680058

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
FEB 19/1
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SUMMARY TABLE OF RESCUES

JOLLY

DATE	RESCUE NO.	SURVIVOR	CREW	ACFT	SERVICE	LOCATION	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 Braboni	
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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Mission Narrative
(Advent 12)

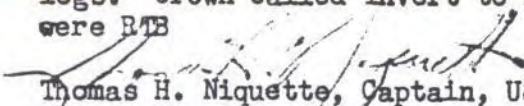
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This mission narrative is submitted IAW ARJSM 55-1 3rd GP SUP 55-22

On the 29th of December 1967, Crown 1 was launched early for a first light SAR mission on Advent 12 which had gone down on the night of the 28th. Crown 1 arrived in the area of CH89 and contacted Alleycat (C-130 ARCCC) and he stated that a Nail FAC (O-2) would be contacting Crown on SAR UHF Primary. Advent 12 went down at approximately 090/602/CH89, 17-25N 105-42E. Sandies 5/6/7/8 became airborne and contacted Crown and stated that they would be holding in the area of 085/50/CH89 till all forces were assembled. Jolly Green 16 & 20 contacted Crown 1 and stated that they were heading towards the holding area. Crown 1 contacted Nail 46 and he stated he was inbound to the area of the down pilots. Crown 1 heard a beeper and DF it to the area of Advent 12. Crown called on guard WHF(243.0) and requested that Advent 12 hold on his beeper till he was asked for it also that we would be in to get them out in about one half hour. Crown 1 contacted Cricket (C-130 ARCCC) and told him that fighters were needed for a SAR. Between Crown 1 and Cricket a schedule was worked out so that there would always be fighter aircraft over the down pilots for at least a 2 hour period. Crown found out through Intelligence that an Arc Light was scheduled for a point 3 miles north of the down pilots, Crown asked Cricket and Compress to get it diverted. Nail 46 made beeper then voice contact with both Advent 12A and B. "B" had a head injury, was dizzy and was numb. Crown sent in the first group of fighter call sign ~~sign~~ sign ~~Sticks~~ Sticks 75A and B (F2F-4B). Sandy 5 and 6 entered the area and also made voice contact with the down pilots, Sandy 5 requested more fighters and Crown sent in Gunfighters 1 and 2(F-4C) Crown had stacked in the holding area three flights at all times. Crown requested tankers from Compress and received Blue Anchors 72P and 75P to take care of the different types of aircraft refueling needs. Nail 46 ask for another set of fighters Power House 1 and 2 (A-4) ~~were~~ were sent into the area. At this time the Sandy 5 ask for Nail 46 to keep a steady stream of fighter going in on a line that he marked while the Jolly Greens tried for a pickup. Crown sent Cobalt 1-4(F 105), Watched 1-4 (F 1-5), Simmer 1-4(F 105), Hobo 11 and 12 (A 1E) to Nail 46 control. Advent 12A was pickup with too much grouble but "B" was very hard to find. After both pilots were picked up, Jolly Green 16 who made the pickup stated that "A" ~~st~~ had flash burns cuts and back injury. "B" had a cut over the right eye and injuries to both legs. Crown called Invert to have a doctor meet Jolly Green 16. All SAR forces were RTB


Thomas H. Niquette, Captain, USAF
Rescue Crew Commander

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DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN UP.

370

1 January 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-203, 30 Dec 67) (U)

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

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

2. (C) At 0820Z Jolly Greens 10 and 27 were notified of a possible mission on a downed F-100 (Misty 21) at 315°/54/Ch 103. Jolly Greens 10 and 27 were scrambled at 0825Z by OL-1 and were airborne at 0830Z. Jolly Greens 10 and 27 arrived on scene at 0907Z and established an orbit at 300°/54/103 awaiting the arrival of the RESCORT. At 0920Z Sandys 5, 6, 7 and 8 arrived on scene. The sky was overcast and the Jolly Greens held on top with Sandys 7 and 8. Sandys 5 and 6 found a hole in the overcast and descended to locate the survivor's position. At 0950Z the first survivor's location was pinpointed, and at 1000Z the second survivor was pinpointed. At 1008Z JG 10, escorted by Sandys 7 and 8 descended through a hole in the overcast for the pickup. Because of the low ceiling, Sandys 7 and 8 could not remain below the overcast and JG 10 proceeded along the valleys while receiving DF steers on Guard from Sandys 5 and 6. Visual contact of the survivor's parachutes was made at 1025Z. Because of the very thick jungle canopy it was very difficult locating the survivors. At 1035Z the first survivor was taken aboard. Sandy 6 then directed JG 10 to the second survivor who was about 250 yards away and he was hoisted aboard at 1045Z. JG 10 then climbed through the overcast and proceeded to Marine Quang Tri Air Field with JG 27 who had held on top during the recovery. JG 10 and 27 arrived at Ch 103 at 1130Z and, after refueling, returned to Da Nang with the two survivors, arriving at 1230Z. No enemy ground fire was encountered. The weather was a factor because of the 200 to 300 foot overcast in the recovery area. Daylight was also becoming a factor at the end of the mission. Crew coordination and discipline were excellent and no communications problems were encountered.

3. (C) Aircraft involved:

Misty 21 - - - F-100
Otter 1 & 2 - F-105
Wildcat - - - F-105

Sandy 5, 6, 7 and 8 - - - A1E
Canasta 402 and 403 - - - A1H
Marlin - - - - - F-105

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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Atch 5