

~~CONFIDENTIAL~~

4. 1-K(2)

FROM: 370

29 December 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-202, 27 Dec 67) (U)

TO: 37C *Joe*
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 0710Z Carbine Lead (F-4C) ejected at 330°/80/Ch 69. Jolly Greens 28 and 04 were scrambled from Quang Tri by Queen at 0715Z toward the area via radar vectors from Waterboy. At 0724Z, Covey 152 (O-2) reported he had sighted both pilots in the water in their life rafts. At 0745Z both Jolly Greens arrived in the area and Crown 5 stated he had the survivors in sight and was marking their position with smoke. Jolly Green 04 sighted the smoke first, advised JG 28 and Angel 74 (Navy HU-2) and proceeded to the immediate area. JG 04 sighted both survivors and elected to attempt the rescue on the furthest survivor so as not to be in the approach path of the other helicopters. At approximately 0750Z JG 04 was established in a 30' or 40' hover over the survivor. The Rescue Specialist was deployed into the water to aid the survivor in donning the rescue sling (Horse Collar). The Rescue specialist experienced some difficulty and had to get behind the survivor who was highly excited and grabbing the horse collar rather than donning it properly. Only after deflating the left side of the survivor's LPU was the Rescue Specialist able to put the survivor in the sling. The survivor was hoisted normally to the door of JG 04 and at that time, instead of allowing himself to be turned around and pulled into the aircraft backwards, he tried to reach for the FE and climb in forward. In doing so he fell out of the horse collar, but managed to grasp the arm of the FE. The Flight Engineer told the RCC and Co-pilot what was happening and that he was going to need help. The Co-pilot immediately unstrapped and the RCC started a descent. The survivor was hanging outside and the co-pilot grasped the survivor's right arm as the FE was holding the survivor's left arm. The survivor's left arm slipped from the FE's grasp and it was not possible for the Co-pilot to hold on to the survivor. At this time the aircraft was about five feet off the water. The survivor drifted to the left under the helicopter and was immediately sighted drifting to the rear of the aircraft by the Co-pilot who had gone to the left window. The Co-pilot hurried to the aft ramp and dropped the ramp. The survivor was seen trashing in the water with his LPU attached. The Co-pilot went on to the ramp, but the survivor was out of reach. The survivor was carried upward by a swell and disappeared. The survivor never reappeared. The CO-pilot hurried to the cockpit and told the RCC to lift the helicopter and turn it around. The area was searched thoroughly, but the survivor could not be seen. JG 28 picked up the Rescue Specialist from JG 04 who had drifted away from the area. Angel 74 recovered the second survivor and placed him on one of the destroyers where he was picked up later by JG 28 and returned to Channel 94. Jolly Greens 28 and 04, Crown 5, Angel 74,

GROUP 4

~~CONFIDENTIAL~~

Downgraded at 3 year intervals; declassified after 12 years

atch 2

DECLASSIFIED

~~CONFIDENTIAL~~

and two Navy destroyers continued the search until at least one hour after dark. The destroyers continued the search, but with negative results.

3. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 28

RCC	Major Donald G. Simpson
RCCP	Captain Walter R. Blackwell
FE	SSgt Robert H. Baldwin
RS	Sgt Michael L. Walker

JOLLY GREEN 04

RCC	1st Lt Jerald D. Briscoe
RCCP	Captain Frank Cardile
FE	Sgt David Rodriguez
RS	Sgt Vincent E. Deets

Jerald D. Briscoe 11/21

JERALD D. BRISCOE, 1st Lt, USAF
Rescue Crew Commander

28 December 1967

On 27 December 1967, I, SSgt. Charley W. Richardson, AF14533977, was the Radio Operator on Crown 5. I heard Carbine Lead report engine fire warning lights on; #2 burning and his ejection. I saw both life rafts in the water while the Co-pilot was trying to talk to Lead "B". I reported to Queen when Jolly Green (04) and Angel 74 went in for the pick up. I also reported both pilots were picked up. Approximately 10 minutes later the Jolly Green reported the man in the sling had fallen out and back into the water. I reported this to Queen. We went back into the immediate area and searched for approximately 4 hours without any sighting. The Jolly Green (04) reported when the man fell out of the sling he still had his LPU on and it was inflated.

Charley W. Richardson
CHARLEY W. RICHARDSON, SSgt, USAF
Rescue Crew Radio Operator

SECRET
28 December 1967

On 27 December 1967, I MSGT. Charles A. Nelson, AF19426412, was Flight Engineer on HC-130P, Crown 5, when a "May Day" call came in at approximately 0712Z. The call was from Carbine 2 that Carbine Lead was having engine trouble. He had two fire warning lights on and partial power on the right engine. The next transmission I received was that both men had ejected at approximately 0715Z. At this time Carbine 2 said he had two good chutes and one beeper. Carbine 2's next transmission was that he had lost both men as they disappeared into the clouds. The next radio call was from a Covey aircraft that said he had both survivors in sight in the water. Voice contact was established from our aircraft (Crown 5) to Carbine Lead B and that both men were fine and that the front seater was waving at him. The Carbine Pilots were asked if they had flares? He informed Crown 5 that he did have flares. Crown 5 asked Carbine to fire a flare. Both men were sighted and a 45 minute smoke flare was dropped by Crown 5 to mark the location. The helicopters were called in for the pick up. It was decided that Jolly Green 04 and Angel 74 would make the pick up and Jolly Green 28 would stand by. From numerous transmissions it was understood that both men had been picked up. Jolly Green 04 called the other choppers and asked if they picked up his pararescueman that he did not have him and that he did not pick up anyone. Jolly Green 28 said that he had 04's pararescueman. Another call was made to confirm the pick ups. Angel 74 said he had one pilot, Jolly Green 28 said he only picked up 04's pararescueman. Jolly Green 04 said he didn't make a pick up. Another 45 minute smoke was dropped to mark the area. It was later learned from 04 that they had the man in a sling up by the door when he raised his arms to get out of the sling into the aircraft and had slipped out of the sling. The pilot of Jolly Green 04 said the survivor fell approximately 5 feet. A search was made of the area from the three choppers plus Crown 5 and two destroyers. The search was discontinued after dark. The survivor was never located on the search.

Charles A. Nelson
CHARLES A NELSON, MSGT, USAF
Rescue Crew Flight Engineer

37 ARRSq Hist, Oct - Dec 1967

14.

Flight, Four A-1Es. At 0515Z Jolly Green 10 recovered Major George E. Fritzah, 060383, and Captain Allen D. Smiley, 090004, 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.

~~TOP SECRET~~

helped to be tied to the tree. I looked up, gave the thumbs up sign to the paramedic, and they pulled me up to the door of the chopper.

Captain Walbridge commented that the ride back to Nakhon Phanom, Thailand, was the best helicopter ride in the world. His ride back, however, was to a great extent possible by his own actions in the aircraft before ejecting, while descending in his parachute, and while in the jungle; he had done everything right.

Everything Wrong

Not so fortunate was a young backseat Lieutenant who had everything going for him, except himself. On 27 December 1967, Carbine 1, an F-4C from Da Nang, was hit by probably automatic weapons fire five miles west of Quang Khe, 60 miles north of the Demilitarized Zone (DMZ) in North Vietnam. The aircraft commander managed to nurse the crippled aircraft about 20 miles out over the Gulf of Tonkin, giving both Air Force and Navy SAR forces ample time to get the rescue operation under way. The sea state was mild, and both pilots were in their rafts and sighted when the helicopters arrived about 35 minutes after ejection. The aircraft commander popped smoke, and was picked up by a Navy HU-2 without significant difficulty.^{3/} The backseater, however, was busily paving the way to his own early demise. With Jolly Green 04, an HH-3E helicopter from the 37th ARRS at Da Nang, in a 30 to 40 foot hover over him, the Lieutenant refused to leave his raft, even though both sides of his life preserver were inflated.^{4/} The downwash of the big helicopter simply blew him out from under the rescue aircraft. A Rescue

[REDACTED]

projecting sump drain of the HH-3E when he fell from the helicopter, leaving him without flotation. However, it appeared that the primary cause of the accident lay in the fatal lapse of memory, on the part of the fighter pilot, about well-known and well-briefed hoist procedures and techniques.^{8/}

Neither of the foregoing is an extreme example of the adventures undergone by downed aircrew members between 1964 and 1971, but both serve to illuminate the many facets of escape, evasion, and survival during the period. Training, planning, familiarity with Life Support equipment, awareness of SAR methods, keeping a clear head and avoiding injury or shock, all are reflected in the portrayed examples.

Captain Walbridge's every action, from the time he was first hit, was calculated to give both him and his rescuers the highest chances for successful recovery. He immediately headed his F-105 away from the target area and toward a safer ejection point; he selected an eject-decision altitude and stuck to it, ejecting after making certain he was thoroughly set up for it and in position; he looked around for the best landing area during his descent, and then steered his parachute toward it; seeing he would land in trees, he followed perfect tree-landing procedures to best protect himself from injury; he turned his beeper off so that it would not drown out his voice transmissions. After Captain Walbridge came to a stop in the tree, he displayed excellent judgment in lashing himself and his gear to the tree, and taking a long drink of water to help him avoid shock. Then he set about helping

[REDACTED]

DECLASSIFIED

the SAR Task Force in their rescue efforts.

The Captain called the ground fire to his own flight members and to the A-1Es when they came in, so that they could avoid it or suppress it; he pinpointed his position for them, and gave them his physical condition and situation in the tree so that they could better plan their SAR procedures; he retained and tied his survival equipment to himself, and had an alternate plan in mind should further evasion become necessary. Finally, he followed exact procedures for penetrator and hoist operation, even putting his helmet back on with the visor down to help protect himself from injury during the lift up through the branches.

The unfortunate Lieutenant, with an easy recovery virtually assured, panicked, and in doing so violated almost every known water recovery, hoist and sling operation, and helicopter entry procedure. It cost him his life.

These two examples have been just that - examples. Quite likely, many downed crewmembers "followed the book", but were killed or captured. A great many, by their own admissions, disregarded E and E principles, panicked, injured themselves, or took unnecessary risks, but nonetheless were recovered. The sorties of their experiences, both negative and positive, add up to an impressive library of lessons-learned about evasion and escape in Southeast Asia.

DECLASSIFIED

[REDACTED] [REDACTED]
DECLASSIFIED

Specialist was then deployed into the water to assist the Lieutenant in donning the "Horse Collar" type rescue sling. He swam to the survivor and succeeded in getting him away from the raft, but then experienced a great deal of difficulty in getting the panicking backseater into the sling, for the pilot was highly excited and was grabbing at the horse collar instead of slipping into it properly. Only after the rescue specialist deflated one side of the Lieutenant's life-jacket could he get the frightened flyer properly into the horse collar.^{5/}

The hoist went normally, but instead of staying with his back to the HH-3 and allowing the flight engineer to pull him into the helicopter, the survivor turned around and grabbed at the engineer to help himself inside. Instead, he slipped from the collar and saved himself from falling 30 to 40 feet only by grasping at the FE's (flight engineer's) arm. While the aircraft commander of the Jolly Green began a descent, the co-pilot came back to help the FE. The backseater slipped from both their grasps and fell about five feet into the water. The co-pilot saw the man in the water drifting to the rear and under the helicopter, so he ran to the rear ramp and opened it. Although the co-pilot could not reach him, he saw the stricken officer thrashing in the water behind the helicopter until a swell covered him and he disappeared. He did not reappear.^{6/} The area was thoroughly searched by the helicopters and Navy destroyers but the downed crewman could not be found. He was listed as Killed in Action.^{7/} A later report indicated that the lost pilot may have punctured the inflated side of his LPU (life preserver) on a

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

27 DEC 67

Mission Narrative

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

"While on normal Crown 5 orbit a Mayday call was recieved at approximately 0712Z. Carbine 2 stated that Carbine Lead had two fire warning lights and was losing power on one engine. Carbine 2 gave his position as 330/109/CH 109. Crown made contact with Carbine 2 and ask him to squawk emergency. Crown 5 made contact with Waterboy to keep Carbine flight under positive radar control. Red Crown called Crown 5 and gave the position of the Mayday squawk as 149/103/40. Crown 5 headed towards the area and alerted Queen that the Jolly Greens might be needed. At approx 0714Z Carbine Lead stated that his engines were burning and he would have to eject. Red Crown stated that the position of the Mayday squawk was 158/20/CH 08. At approx, 0715Z Carbine Lead ejected and Carbine 2 gave his position as 333/80/CH 69. Crown 5 ask Queen to launch the Jolly Greens. Approx, 0718Z Carbine 2 stated he had 2 good chutes. The navigator plotted the position to be 17-35N 107-05E. Carbine 2 stated that both men were in the water and that he would circle overhead at 12,000. Covey 152(0-2) stated that he was in the area and would search for the down pilots. Crown 5 asked Paw Bucket if he could launch his helicopter. Paw Bucket launched Angel 74 and vectored him to the area. Covey 152 stated to Crown 5 that he had both of the pilots, in sight, but later stated that he wasn't sure. Jolly Green 04 and 28 called Crown 5 and stated that they estimated to be in the area at 0740Z. Approx, 0726Z Carbine 2 made voice contact with Carbine Lead "B". "B" stated that both pilots were in good condition and were about 200 feet apart. Approx, 0730 Crown 5 arrived in the area and made visual contact with Covey 152, also Canasta 507, who were both searching the area. About 7 miles away were two destroyers call sign "Fire Horse" and "Journeyman". Crown 5 made voice contact with Carbine Lead "A" who vectored Crown to him. At this time Crown 5 sent Carbine 2 to a tanker and to RTB. Approx, 0733 Crown 5 made visual contact and dropped a 45 minute smoke to mark the area. Crown 5 vectored both Jolly Green 04 and 28 and Angel 74 to the down pilots. Crown also vectored both "Fire Horse" and "Journeyman" to the area. Crown 5 directed that Jolly Green 04 pickup Carbine Lead "B" and Angel 74 to pickup Carbine Lead "A", the time was approx 0752. Angel 74 pickup "A" and returned him to "Fire Horse" to be check by the medical officer. At approximately 0757 Jolly Green 04 stated that "B" fell out of the sling. Jolly Green 04 stated that his PJ was in the water to help "B" in the sling. After sling was raised to the level of the helicopter "B" tried to get out of the sling and get into the helicopter. "B" fell out of sling and the helicopter flight engineer tried to catch him, also the co-pilot tried to catch him. The pilot stated that he thought that the man might fall so he started to lower the helicopter to the water. Jolly Green estimated that the man fell approximately 5 feet into the water. After he fell into the water he went over a wave and was never seen again. Crown 5 remarked the area with 45 minutes smoke. The three helicopter performed an area search. Crown 5 performed first an expanded square then a sector search. Angel 74 had to return to Paw Bucket. Crown 5 refueled both Jolly Greens and at 1126Z Jolly Green 28 picked up Carbine Lead "A" from "Fire Horse". At 1145Z Queen RTB all SAR airborne forces with negative sighting.

Larry J. Brandt
Larry J. Brandt, Capt, USAF

Rescue CRow Commander

mn-51

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

~~SECRET~~

28 December 1967

On 27 December 1967, I, Captain Harry A Thompson, _____, was the Navigator flying aboard CROWN 5. At approximately 0712Z I heard a "May Day" call from Carbine Lead. He stated he had a fire light and was heading toward DaNang. At approximately 0715Z Carbine 2 stated that Carbine Lead had ejected and observed two chutes. CROWN 5 was in the area by this time and descended to a lower altitude to help locate the survivors in the water. At approximately 0730Z we located the survivors and dropped a smoke to mark their location. While we were searching the CO-Pilot was talking with Carbine Lead B. Covey 152 (O-2 FAC) had located both pilots at approximately 0725Z. Approximately 0740Z Jolly Green's C-1 and 28 arrived on the scene. Also in the area was Angel 74. Approximately 0740Z Jolly Green 04 was hovering over one of the survivors and Angel 74 was over the other. At approximately 0747Z I observed a survivor in the sling of Jolly Green 04 and a couple of minutes later a survivor in the sling of Angel 74. At approximately 0750Z Jolly Green 04 stated he did not have any of the survivors, so we began to search for the remaining survivor. Approximately 10 minutes later Jolly Green 04 stated that the survivor had fallen off the sling back into the water. Angel 74 had taken the survivor he picked up to the ship-Firehorse. The Jolly Green's and Angel 74 began searching the area. We also began flying an expanding square search. We stayed in the area until approximately 1145Z, at that time we were told by Queen to return to our base. Angel 74 had to depart the scene at approximately 0820Z. We did not find any evidence of Carbine Lead B.

Harry A Thompson
HARRY A THOMPSON, Captain, USAF
Rescue Crew Navigator

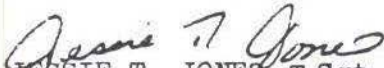
DECLASSIFIED

~~SECRET~~

28 December 1967

203

On 27 December 1967, I, TSgt. Jessie T. Jones, , was the Loadmaster on Crown 5 during the SAR effort for Carbine Lead who had ejected. Upon receiving a emergency call, the RCC instructed me to prepare a MA-1 Kit. Also to load the flare launch tubes. After accomplishing this I assumed my scanner duties as left scanner. At this time we were proceeding to the area of the downed pilots to begin a low level search. We were in the area for about five minutes before we spotted the downed pilots. They were approximately 100 yards apart. At this time a flare was fired that landed approximately halfway between the downed pilots. We continue to circle the area until the Jolly Green's were over the downed pilots for the pick up, which was approximately 20 minutes. I did not know both pilots had not been picked up until approximately ten minutes after the Jolly Green's had pulled out of the area. We continued our search for the other pilot until approximately 1950 hours local.


JESSIE T. JONES, T Sgt, USAF
Rescue Crew Loadmaster

~~SECRET~~

28 December 1967
DECLASSIFIED

On 27 December 1967, I, SSgt. Robert D. Clements, was a Flight Engineer on an HC-130P, Crown 5, when a "May Day" call came in at 0712Z. The call came from Carbine 2 who said his lead, Carbine Lead, had engine problems and then moments later it was heard over the air that Carbine 1's good engine was on fire. Moments later at approximately 0715Z both men ejected. Carbine 2 said he had two good chutes and one beeper, then he said both men disappeared into the clouds. Moments later a Covey that was in the area said he had both men in sight in the water. Voice contact was made with our aircraft at about 0725Z with Carbine Lead B. He said both men were all right and that the front seater was waving at him. Approximately two minutes later both men were sighted and 45 minute smoke flare was dropped to mark their location. Simultaneously one of the men lighted a red smoke flare. Three helicopters converged on the scene and it was decided that Jolly Green 04 and Angel 74 would pick up the men and Jolly Green 26 would stand by in reserve. It was understood from numerous transmissions that both men were picked up. Then Jolly Green 04 said he did not pick up anybody and that his PJ was missing. Jolly Green 28 came back and said he had 04's PJ. Another smoke was immediately dropped to mark the scene. A little later it was learned from Jolly Green 04 that they had had the man in the sling and that as he was level with the door that he put his hands over his head and fell from the sling. The pilot of Jolly Green 04 later said his co-pilot had gone out of his seat to assist in getting the man aboard. After the man fell from the sling the pilot of Jolly Green 04 descended and estimates it was only a matter of 5 feet or so the man fell. A very methodical search by three helicopters, two destroyers and one HC-130P proved fruitless and was discontinued after it was completely dark at approximately 1145Z.



ROBERT D. CLEMENTS, SSgt, USAF
Rescue Crew Flight Engineer

DECLASSIFIED

SECRET

28 December 1967 027

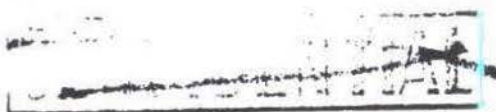
On 27 December, I, Captain Larry J. Brandt, was the Rescue Crew Commander (Pilot) aboard an HC-130P, call sign: CROWN 5. At approximately 0712Z the Co-pilot heard that Carbine Lead (F-4) was in trouble with two fire warning lights. Position at that time was 330°, 69 miles, Channel 109, heading 110. At approximately 0714Z Carbine 2 reported to lead that Lead's number two engine was on fire and burning rapidly. At approximately 0715Z Carbine 2 reported that Lead had ejected; position: 333°, 80 miles, Channel 109 (1735N 10705E). He further reported of sighting two good chutes and one beeper. At approximately 0721Z both men went into the water and were reported insight by Covey 152 (O-2 FAC). At 0726Z Carbine 2 established guard communications with Carbine Lead B (back seater). Lead B reported he had the other pilot in sight and that both were in good shape and in their rafts. At approximately 0730Z CROWN 5 arrived on scene, descended overhead the downed pilots and at 0733 had visual contact with both downed pilots. CROWN 5 dropped a 45 minute sea smoke to mark the positions. At this time CROWN 5 moved off and directed the helicopters into the area (Jolly Green 28, Jolly Green 04 and Angel 74), also two American destroyers were standing by 2 miles to the south (call sign: Firehorse and Journeyman). At approximately 0752Z Angel 74 moved in and hovered over Carbine Lead A for his pick up. Jolly Green 04 also moved in over Carbine Lead B for his pick up. Jolly Green 28 landed on the water and began picking up the life rafts and other debris to clear and clean up the area. Angel 64 completed his pick up and was enroute to Firehorse with Carbine Lead A when at approximately 0757Z Jolly Green 04 reported his survivor, Carbine Lead B, had fallen out of the sling just as he was about to enter the helicopter. He also stated that the survivor had dropped approximately 5 feet back into the water and had drifted to the rear of the helicopter and was unable to re-establish visual contact with Carbine Lead B. Jolly Green 04 and 28 began an immediate search of the area and were joined shortly by Angel 74 after he placed Carbine A aboard the destroyer (Firehorse). At this time CROWN 5 questioned Jolly Green 04 as to what exactly happened? It was at this time he stated the following: As Jolly Green 04 moved over Carbine Lead B he lowered his pararescueman into the water to aid the survivor into the sling. The survivor came up in the hoist and was about to enter the helicopter, assisted by the Flight Engineer. As the Co-pilot moved to assist the Flight Engineer, the survivor raised his arms to help himself into the helicopter. By raising his arms he began slipping out of the sling. Realizing the survivor was about to fall, Jolly Green 04 lowered the helicopter toward the water. The survivor fell at approximately 5 feet back into the water and disappeared to the rear of the helicopter behind a wave. Jolly Green 04 could not re-establish visual contact with the survivor. When the survivor fell back into the water his water wings were still on and inflated. Jolly Green 28 had picked up 04's pararescueman in the water. Jolly Green 04 never re-established visual or electronic contact with Carbine Lead B again. CROWN 5, Jolly Green 28 and Jolly Green 04 remained in the immediate area and conducted a thorough low search until 1145Z (well after dark) with negative results. Also the two destroyers conducted a surface search with similar results. Throughout the search the surface vessels reported a sea state of zero and winds easterly at 10 knots.

Larry J Brandt
LARRY J. BRANDT, Captain, USAF
Rescue Crew Commander

mn-51

DECLASSIFIED

SECRET


and two Navy destroyers continued the search until at least one hour after dark. The destroyers continued the search, but with negative results.

3. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 28

RCC Major Donald G. Simpson
RCCP Captain Walter R. Blackwell
FE SSgt Robert H. Baldwin
RS Sgt Michael L. Walker

JOLLY GREEN 04

RCC 1st Lt Jerald D. Briscoe
RCCP Captain Frank Cardile
FE Sgt David Rodriguez
RS Sgt Vincent E. Deets

Jerald D. Briscoe 11/21

JERALD D. BRISCOE, 1st Lt, USAF
Rescue Crew Commander