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8 JAN 1968

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'd 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

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Cy 1 of 6 Cys

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS  
DECLASSIFY AFTER 12 YEARS

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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.

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25 MAR 1971

(Date)

IAW AFR 205-

B. (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

Gregory A. M. Etzel, Capt, RCC  
 Maurice L. Wells, Maj, RCCP  
 Hairl D. Thacker, SSgt, FE  
 Angus W. Sowell, Sgt, RCRS

Jolly Green 20

Frederick C. Faust, Maj, RCC  
 James B. Barton, 1st Lt, RCCP  
 Coy W. Calhoun, SSgt, FE  
 Roy A. Taylor, ALC, RCRS

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

*Gregory A. M. Etzel*  
 GREGORY A. M. ETZEL, Captain, USAF  
 Rescue Crew Commander

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