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



370

1 January 1968

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

37C *202*
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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4. (C) The survivors were Major Donald Simpson, , and Captain Donald Snyder, .

5. (U) Crew members of Jolly Greens:

a. Jolly Green 10:

RCC Captain William E. Brennan
RCCP Captain Frank Cardile
FE Sgt John Enriquez
RS Sgt Ricky D. Hindman
AP Sgt Glenn C. Colley

b. Jolly Green 27:

RCC Captain John B. McTasney
RCCP Captain Jerry D. Clearman
FE SSgt Robert H. Baldwin
RS Sgt Walter White III

William E. Brennan
WILLIAM E. BRENNAN, Captain, USAF
Rescue Crew Commander

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

GROUP 4

Downgraded at 3 year
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Mission Narrative 1-3-203

30 Dec 67

1. Beeper were received from the two pilots who had ejected from Misty 21 (F-100 FAC) at 0814Z, approximate position 313/45 CH109 (later located as 100/98 CH 89). Jolly Green 10/27 were scrambled from CH109, Sandys 5/6/7/8 from CH89.
2. Numerous offers of help were received by Crown 5 from flights in the area. The following flights were used as top cover for a short while until things were organized. they were then released.
 - a. Saddleback 501/516 (A-4)
 - b. Wildcat (~~F-105~~) (4 F-105)
 - c. Bison (4 F-105)
3. Other flight (4 F-105 Ironhands with Shricks) arrived on scene at 0822Z and got voice contact with both survivors. This flight cycled on/off tankers in pairs so as to maintain SAM defense at all times. They were on scene until pickup was made, and were very helpful to the Sandys in locating the survivors and in controlling the top cover.
4. Hillsboro gave Crown the following flights which held high and dry and cycled on/off tanker
 - a. Sharkbait (2 F-4C)
 - b. Marlin (2 F-105)
 - c. Spitfire (2 F-4)
5. Crown requested and received Canasta 402/410 from Harbormaster 2. They rendezvous with Sandys and stayed on scene until pickup was made. The Navy also dispatched a Clemintine Helicopter. Crown released him prior to his arrival on scene when it became apparent that the Jolly Greens would be on scene quicker.
6. Jolly Green 10/27 held clear of the area and rendezvous Sandy 7/8. Sandy 5/6 arrived in the area at 0935Z. Weather in the area was continuous clouds tops 8000' bases 1000 to 3000'. Sandys had considerable difficulty finding the holes and in working their way into the survivors. Otter orbited above the clouds, talking to the survivors, and gave Sandy 5/6 tones for homing in under the clouds. Sandy 5/6 located the survivors at 0948Z and Sandy 7/8 escorted in Jolly Green 10/27. Jolly Green 10 picked up the first man at 1035Z, and the second at 1042Z. All forces were released from the SAR effort 7.
7. Problems;
 - a. The only major problem was due to the low ceiling. Otter flight, by orbiting high over the survivors and giving Sandy tones for homing, got Sandy close enough to receive the survivors beeper and voice. Sandy had difficulty getting a visual, but pen gun flares fired by the survivors solved that problem.
 - b. Crown, as usual, had too many flights talking on rescue frequencies volunteering aid. Some of these flights had little or no armaments and very little fuel, and Crown would have been wiser to have refused the aid of more flights than he did. This problem was straightened out by coordination with Hillsboro about 30 minutes after the mission started. Crown would have been better off to have coordinated the matter with Hillsboro as soon as the mission broke instead of dealing with individual flights.
 - c. Communications with the Sandys would be more efficient and less irritating to all if, when they call Crown, they would say which radio freq they are on.

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Son-in-Law in Rescue Mission

Mrs. Bea Shimer, 1641 Interlachen Road, Apt. 263-A, is justifiably proud of her son-in-law, Air Force Lt. Col. Henry E. Simpson, Jr., who is credited with flying a rescue mission in the jungle-covered depths of A Shau Valley, Vietnam.

The 46-year-old helicopter pilot orbited his chopper over a downed plane and pilot enmeshed in a thick mass of grass, leaves and clinging coils of vine and bamboo.

According to the news report received by Mrs. Shimer and her daughter in Hampton Roads, Va., Col. Simpson hovered over the trapped and injured flier as fellow crew members of the 37th Aerospace Rescue and Recovery Sq. worked in frantic frenzy to lower rescue equipment.

After what seemed like an eternity of hours, the rescue helicopter streaked toward Da Nang and the Navy hospital with the injured pilot safely aboard.

The hectic, harrowing episode in the life of the rescue helicopter pilot caused him to remark, "I wasn't sure whether

we actually had a man in all that mess or not, but I knew we'd better have him after all that work."

30 DEC 67

SimpsonSAR.jpg



Flight, four A-1Es. At 0515Z Jolly Green 10 recovered Major George E. Fritzah, 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.

The BOB HOPE Show plays Ubon on
23 Dec 67.....a #1 show, it was, too!

As usual he brings along an unbelievable bevvy of beauties.

Hope67Ubon.jpg

