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002

At 0550 Quen advised that Misty 31 reported a beeper. His position was 250/30/94. Crown 5 proceeded southwest from Ch 94. At 0559 beeper was picked up. It was intermittent and no fix was possible.

At 0625 voice contact was established with a survivor using the call Yankee #1. Downed aircraft was a U-6A with four SOB. One was killed in the crash, one pinned in the wreckage and two free but injured. No position was given. A Jolly Green was scrambled and two Marine gunships, Hostage 70 and 30 were vectored to the area.

At 0641 Crown 5 was able to determine an approximate position of 223/20/94 by use of the tracker.

By 0730 Jolly Green 03, Hostage 70 & 30, and Big 07 (FAC) were in the area. None of the aircraft were receiving the beeper or voice transmissions from the survivor. Crown 5 established a tight orbit directly overhead in order to maintain communications with the survivor.

The survivor said that he had departed Ch 94 but a check with units there failed to provide any information on an aircraft with callsign Yankee #1.

Weather in the area was 1500 overcast with occasional rain showers. Maximum elevation was 3600'.

The survivor could hear aircraft in the vicinity but was unable to see them.

The FAC suggested firing smoke rockets along the ridge on which the survivor was believed to be. On the second firing the survivor reported that he could not see the smoke but the rocket had impacted close enough to be heard.

At 0845, approximately six minutes later, Hostage flight spotted two penguin flares and then reported a visual on the survivors.

At 0858 Jolly Green 03 had the two survivors on board and departed the area.

The survivors advised that the aircraft contained classified material. Jolly Green 28 landed a ground party from a nearby Special Forces camp. Two bodies were recovered from the wreckage. The ground party was left at the scene because of approaching darkness.

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The call sign of the downed aircraft was subsequently determined to be 786. Crown 5 RTE at 1024.

Interference on 243.0 from another rescue effort in the Dak To area made communication with the survivor very difficult. His radio was so weak that no aircraft other than Crown 5 was able to make contact. Even the choppers directly overhead could not read him. The UHF scuelch disable made communication possible. Again, the lack of FM equipment aboard the Crown aircraft caused delay, and some confusion in attempting to communicate with ground stations.

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37 ARRS Hist, Oct - Dec 1967

11.

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.

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37 ARRSq Hist, Oct - Dec 1967

12.

At 0900Z Jolly Green 03 picked up Sgt Melvin J. Jorgensen.

and Sp/5 Timmothy V. Brown,

138th AVN Co (RR), U. S. Army.

A ground team inserted into the area by Jolly Green 28 determined the rest of the U-6A crew were dead.

(28) 1-3-192, 5 Dec 1967, at 0842Z Jolly Green 04 and 10 were scrambled from Quang Tri to search for two US Navy personnel that had fallen overboard. At 0930Z Crown spotted the men and marked their position with smoke. Jolly Green 10 picked them up. The survivors were David C. McCullough, and Richard L. Thomas, AC
Div B, USN.

(29) 1-3-193, 7 Dec 1967, at 0700Z Jolly Green 10 was scrambled from Da Nang AB, RVN to 240°/23/94, 33 miles West South-West of Da Nang, to airevac three wounded ARVN personnel. RESCORT was provided by two U.S. Army UH-1E gunships. At 0740Z Jolly Green 10 picked up three WIA's and one sick, names unknown, and returned to Da Nang.

(30) (C) 1-3-194, 7 Dec 1967, at 0910Z Jolly Green 04 and 28 were scrambled from Quang Tri, RVN to 17 miles East of Saravan, Laos to recover the crew of a USAF F-4C. RESCORT was provided by three USAF A-37s and a USAF O-2. At 0957Z Jolly Green 04 picked up Major Robert Ray, USAF and 1st Lt Frank Corrato, USAF. As the pickup was in progress, heavy automatic weapons fire was directed at Jolly Green 04 and suppressed by Dragon Flight. This was the first use of A-37s as RESCORT, and they provided good cover.

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GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

B/c/r

Colonel Robert Malloy
1 Lt Mark Mutchler
Capt William Paul
Capt Thomas Bair



Captain R. Richard Mulder
Lt Col Kenneth D. Gaughron
Colonel Robert Malloy
Capt William Paul

Save #169 4 Dec 1967

POC Major Arthur J. Anderson
POC Lt William A. McLaughlin III

