

4.35(3)

Cub

16 DEC 1967

(S)

SUBJECT: Mission Narrative, 2 December 1967, Msn #2-3-94.

TO: 3ARRGp (C)

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Sup 1, dated 15 June 67.
2. (U) The Detachment 1, 37th Aerospace Rescue and Recovery Squadron Duty Officer was alerted for a possible medical evacuation by Compress at 2005L on 2 Dec 67. A scramble was ordered to initial coordinates UD 770 980 and JG 27 was airborne at 2032L. Radio contact was made with LIBBY JURY on FM 38.8 approximately 15 minutes out. JG 27 arrived at the final coordinates, TACAN position Channel 89 2400/50, an unlighted helipad at 2105L. US Army personnel provided assistance by utilizing maintenance type wands to direct the helicopter to the pad. The patient was on-loaded with oxygen and JG 27 was again airborne at 2111L. Weather throughout the area was clear, winds light and variable. Escort aircraft were not required, no limiting factors were involved, cooperation and coordination were good, radio discipline was good. JG 27 landed at Channel 89 at 2141L where the patient was treated, transferred to a base U-10 aircraft and flown to Korat for further treatment. Mission terminated.
3. (U) The name of the survivor was civilian, Mr Michael B. Godsey, age 45, attached to AMPAC. Diagnosis: Coronary.
4. (U) Crew of Jolly Green 27:

Frederick C. Faust, Major, RCC
Billy N. Privette, 1/Lt, RCCP
Bernard A. Grau, SSgt, FE
Angus W. Sowell, Sgt, RS


FREDERICK C. FAUST, Major, USAF
Rescue Crew Commander

FROM: Det 6, 38th ARRS, APO 96227

6 December 1967

SUBJECT: Narrative Mission Report (6-38-66-3 Dec 67)

TO: 38th ARRS

1. This mission which resulted in five combat saves, involved the recovery of members of a Long Range Recon Patrol of the 25th Infantry Division. Det 6 was notified by Third Group JSARC at 0035Z, 3 Dec 67 of a mission to recover six Army troops. They were located at $11^{\circ}33'N-106^{\circ}09'E$, approximately 53 miles northwest of Bien Hoa. They had discovered an enemy base camp and numerous troops numbering from 90-350. The team was surrounded and in great danger of being captured or annihilated. They had been run out of a clearing which was their recovery point and the only suitable one for the Army helicopters. Therefore they had to evade into the dense jungle growth where it was not possible for the Army to make the pickup.

2. Two HH-43's, Pedro 97 and 95 departed Bien Hoa Air Base at 0105Z. The contact in the area was Issue 05, a FAC aircraft who did an outstanding job of coordinating with the gunships and the LRRP team. The weather at launch time and enroute was clear with 20 miles visibility. Pedro 97 and 95 arrived in the area at 0150Z. Radio contact was made with the FAC on 305.1 and he informed us that there were only five people to pickup. He stated the Army gunships would be in the area in approximately 10 minutes and we could begin the operation at that time. Pedro 97 and 95 orbited until the flight of six US Army Huey Gunships arrived at 0200Z. The FAC advised that everything was ready for the pickup attempt and the patrol would mark their position as soon as the gunships commenced their suppressive fire. The patrol was still under cover; they had requested that two men be recovered on the first pickup and the remaining three on the second pickup. At 0200Z the patrol marked their position with yellow smoke and Pedro 97 descended to a hover above the pickup point which was near the center of a bomb crater. During the entire hoist operation the Huey gunships were putting a heavy concentration of suppressive rocket, grenade and mini-guns fire into the areas on each side and in front of the hovering helicopter. The fire was extremely accurate and was within 50 yards of the Pedro aircraft. After 97 retrieved the first two, 95 then came in to recover the remaining three. Before the last man was lifted from the ground he set off a smoke grenade to mark the pickup point as the target for the orbiting strike aircraft. Due to the location of the site in relation to a known VC base camp, the Pedros were constantly exposed to the possibility of heavy enemy ground fire from a bunker and tunnel complex approximately 100 yards north of the pickup point. The Long Range Recon Patrol had reported heavy concentration of automatic weapons fire and we were later informed that F-100s had taken ground fire the night before while on a strike mission. The LRRP had evaded the enemy throughout the night. One member stated that they were very close at times. They had just about given up hope of being extracted. Two attempts were made by Hueys but due to the dense foliage, high trees and after damaging two sets of rotor blades they abandoned the mission.

The recovery operation was completed at 0220Z. Immediately after the helicopters cleared the area, the strike aircraft started their attack. The success of the mission was due in part to the gunships highly effective and accurate fire power, which we felt was the main reason we apparently drew little or no ground fire from the numerous unfriendlylies in the immediate area.

3. The LRRP team was flown to Tay Ninh. The Commander of the LRRP unit emphasized that had it not been for the Pedro aircraft with their hoist and penetrator, the patrol would have probably been lost to the enemy and it would have been their first such loss. The two helicopters refueled and returned to Bien Hoa at 0345Z. A total of four sorties and 4+40 hours were flown by the two aircraft. The crew members making the recovery were:

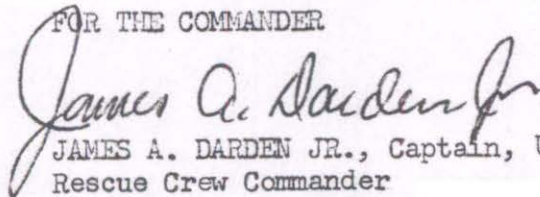
Pedro 97

Capt James A. Darden Jr., RCC
1/Lt Jon C. Long, RCCP
SSgt Donald S. Kearton, FE
ALC Terrence A. Treutel, RS

Pedro 95

Capt Charles W. Burrridge, RCC
LtCol Robert J. Kavanagh, RCCP
Sgt Robert A. Sloat, FE
ALC Gunther Bahrenburg, RS

FOR THE COMMANDER



JAMES A. DARDEN JR., Captain, USAF
Rescue Crew Commander

Narrative Mission Report

(6-38-66-3 Dec 67)

1. At 0835L on 3 December 1967, the Joint Search and Rescue Center notified this unit of a mission which involved the recovery of six members of an Army Long Range Reconnaissance Patrol located approximately 53 miles northwest of Bien Hoa. They had discovered an enemy base camp and a force of 90 to 350 hostile troops. The patrol had been surrounded and notified their headquarters there was no possible escape route. Due to the dense jungle in which they were evading, a hoist recovery would be required.
2. Two HH-43F's departed Bien Hoa at 0905L. By 0935 contact was established with Issue 05, a Forward Air Controller over the pick up area who did an outstanding job of coordinating the mission. At 0950L Pedro 97 and 95 arrived on scene. They were advised by 05 that Army gunships would arrive within ten minutes to provide suppressive fire. With the arrival of the gunships at 1000L, the rescue operation began.
3. Pedro 97 assumed a hover at tree top level just above the patrol which had marked its position with smoke. As the hoist and forest penetrator started down, the gunships began heavy application of suppressive fire. Their rockets, grenades and minigun fire were laid down within 30 meters of the helicopter and were directed primarily at a tunnel and bunker complex just north of the pick up site.
4. Issue 05 had advised there were only five troops to be recovered and that Pedro 97 recover two and 95 the remaining three. Pedro 97 hovered in position for ten minutes while the first two men were lifted aboard. Pedro 95 then moved into position to complete the operation. As the last

(6-38-66-3 Dec 67 Cont.)

man was lifted from the ground, he ignited a red smoke grenade to mark the pick up point as the target for a flight of F-100's that were orbiting above. When the helicopters had cleared the area the fighters began the final strike.

5. The recovery operation was completed at 1020L. The success of the mission was due in large part to the highly effective and accurate fire power of the gunships and it was felt their suppressive fire prevented the two helicopters from being downed by hostile fire.

6. The recovered personnel were flown directly to Tay Ninh West Airfield where they rejoined the 25th Infantry Division. The HH-43's refueled and returned to Bien Hoa terminating the mission upon arrival at 1145L.

CREWMEMBERS

PEDRO 97

Captain James A. Darden	RCC
1st Lt Jon C. Long	CP
SSgt Donald S. Kearton	FE
A1C Terrence A. Treutel	RS

PEDRO 95

Captain Charles W. Burridge	RCC
Lt Col Robert J. Kavanagh	CP
Sgt Robert A. Sloat	FE
A1C Gunther Bahrenburg	RS

PATROL MEMBERS

SSgt Larry Goods
E3 James I. Thompson
Sp/4 Russell Woodrum

Other two names not available

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Msn #1-3-191

4 Dec 67

Capt Purvis

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 Forward 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 squelch 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. [REDACTED]

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.

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. McGullough, 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.

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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219

MISSION REPORT:

Msn No. 1-3-191 (reopening report.)

On 5 Dec 1967 Crown 4 was launched at 0545 hrs, an early departure, purpose to coordinate the extraction of a Marine Ground recovery team of 9 persons. This team had been engaged in the recovery of remains and equipment, remnants from a previous aircraft crash. The team location was established from the previous days activities and posed no problem, with a Forward air Controller to be provided who had also engaged in the previous days work. Call Sign of the Ground party was "Stanley Looker 06" and the FAC call sign was "Big 03". ~~NA~~ A Routine operation was anticipated. Upon arrival in the area at 0700 an overcast condition tops at about 5000 ft was observed and it seemed unlikely that a pickup could be accomplished. Big 03 confirmed that the weather was marginal. However intermittent breaks could possibly permit completion of the mission. Two Gunships "Hostage" 30 and "Hostagee 32" Marine UH-1 helicopters were in the area to provide close support and Jolly Green 03 and 28 launched from DaNang at 0810. All arrived in the vicinity of the site (170° 20 miles from Channel 94) but were unable to work because of the weather, 2000 ft broken and lower scattered clouds. No ground fire or enemy contact of any kind was reported by either the aircraft ~~mf~~ or the ground party. All forces except Big 03 withdrew to await further improvement in the weather, at 0835. At 0900 Big 03 reported the weather workable and the Jolly greens and Hostage aircraft were again launched from DaNang. The hostage aircraft preceded the Jolly greens by several minutes. ~~ENHIS~~ was considered of little significance because all had just previously been over the route and encountered no difficulty. However about 10 miles out of DaNang both Jolly Greens encountered ground fire and both were hit. Jolly Green 28 flight mechanic was wounded in the leg. Both aircraft were able to proceed to Danang and landed at 0935. Since the terrain and forrest conditions were such that a hoist equipped helicopter was required to complete the mission and none were now available, forces were ~~again directed to withdraw~~. Big 03 remained until

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0950 when fuel supply required that he withdraw. Hostage 30 and 32 remained in the area to deliver "C" rations to the ground party in anticipation of some delay in further attempts at extraction. Last contact with the "Hostages" was at 0955 when they stated that they would stay a few more minutes and then withdraw. Crown 4 began to proceed to normal orbit. At 1000 an emergency transmission was received on ~~243.0~~ ^{243.0} MCS from Hostage 32, he stated that both aircraft had crashed on a mountainside that his aircraft was completely destroyed and that Hostage 32 was about 75 meters away burning furiously. He was OK but his gunner had a broken leg and the co-pilot was in serious condition with ~~serious~~ internal injuries. It was further determined that he was in the overcast and unable to give his exact position but believed he was about 220° for 12 miles from Channel 94. Using this position other hostage aircraft in the area were able to locate the general position and were directed to try to contact Hostage ~~32~~ 32 on emergency frequency. The downed pilot was instructed to actuate his beeper for 30 second intervals on demand for homing. Considerable difficulty was encountered in establishing the precise location because of the overcast condition. In the meantime Big 03 had ~~been replaced~~ ^{BEEN REPLACED BY BIG 04} at the scene and had located the wreckage through a ~~side~~ hole in the overcast, at about the same time ^(1115L) that Hostage 40 landed at the scene. Hostage 40 was some distance from the wreckage and cloud cover ^{and distance} prevented his getting the casualties aboard. Hostage 10 was then directed into the vicinity by Big 03 and landed some distance down hill from the scene. He dispatched his crew chief up the hill, about 500 meters, to the area to reconiter and pick a landing site, and then proceeded under the crew chief's direction to land at the ^{AT 1154L} wreckage. He picked up the wounded and with barely 15 minutes of fuel proceeded ^{DIRECT} to Danang. "Carstairs 1", the Marine command post, had been receiving regular reports on the proceedings, and was much concerned over the effort because of reported

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enemy activity in the area. Artillery had been shelling in the immediate vicinity but had been shutoff at Crown 4 request. ~~At this time~~ At about this time Carstairs demanded that all aircraft prepare to leave the area. Hostage 40 could not comply because he was still in the clouds although he started engine. At 1200 Hostage 40 was able to get off and proceeded to the crash site, picked up the 2 uninjured survivors and 2 of his crew who had walked to the site and immediately departed for Danang. He reported that there were no survivors from Hostage 30. At 1212 attention was again returned to "Stanley looker 06". A hoist aircraft was still needed primarily to lift out some classified equipment that had been recovered, then it was planned that the ground party would proceed to a suitable landing zone to be picked up. Big 04 was given 2 H46s ~~and~~ (Marine) with the support of 2 Army ~~UH-1s~~ . However prior to their arrival Big 04 contacted one of the aircraft from another mission (on FM) and vectored him (another Marine H-46) to the scene. Before any recovery was made his hoist jammed and it was necessary to land at An Hoa for repairs. At 1305 "Alley Cat" 05 and 06 Army UH-1 and ~~Hostage~~ "Hostage" 30 and 32, H-46 (Note the same call sign as the 2 destroyed aircraft) Marine helicopters arrived in the area, they also encountered hoist trouble and landed at An Hoa for repairs. They were able to recover the classified equipment prior to landing. At 1330 Crown 5 was directed to proceed to the area to assume mission control. At 1350 Big 04 departed due low fuel at 1410 Crown 4 returned to base.

WILTON H. CRANE
Lt Col USAF

mn-47

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~~CONFIDENTIAL~~

(161)

Halt
OP

FROM: 370/6104

7 December 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-192, 5 Dec 67) (U)

TO: 37C *Koe*
3rd ARRGp (JSARC) APO 96307
IN TURN

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

2. (C) Jolly Green 04 and 10 scrambled from Quang Tri at 0842Z to search for two sailors that had fallen overboard in the South China Sea. The two men had not been discovered missing for almost one hour, thereby requiring an area of search over thirty-six square miles. Neither man was wearing flotation equipment of any type. At 0930Z Crown 5 spotted both men together in the water and marked the position with smoke. Jolly Green 10 completed both pick-ups. The survivors were in good condition and were taken to Channel 94, arriving at 1010Z.

Lucky sailors!!

3. (C) The survivors were David C. McCullough, B316923, and Richard L. Thomas, B403827, both AC Div 13, USN.

4. (U) Crew members of Jolly Greens:

a. Jolly Green 04:

RCC Major Robert A. Bunker
RCCP Captain Joseph H. Bowers
FE SSgt Jimmy L. Dodgen
RS Sgt Michael B. Gallasch

b. Jolly Green 10:

RCC Captain Thomas E. Bair
RCCP Captain Edward W. Hutchison
FE Sgt John Enriquez
RS A1C Richard H. Garlie

Thomas E Bair

THOMAS E. BAIR, Captain, 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

~~CONFIDENTIAL~~

CONFIDENTIAL

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 Grown 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, R403827, 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.

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GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

162
92
9 December 1967

FROM: 370/6104

SUBJECT: MISSION NARRATIVE REPORT (1-3-193, 7 Dec 67) (U)

TO: 37C *JS*
3rd ARRGp (JSARC) APO 96307
IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1967.
2. (C) Jolly Green 10 was scrambled from DaNang at 0700Z by Queen to extract three wounded ARVN personnel located at 232°/19.5 NM Channel 94. Jolly Green 10 was airborne at 0712Z and established radio contact with the on-scene commander Big 07, an O-1E, enroute to the scene. Big 07 revised the objective's position to 240°/23 NM from Channel 94 and directed the Jolly Green into the area via ground check points. Jolly Green 10 arrived on scene at 0730Z and was joined by two Allycats (UH-1 gunships), who acted as RESCORT, at 0734Z. Following a low visual reconnaissance of the objective by RESCORT aircraft, during which time radio contact was established with the ground party (Spicy Goggle), the Jolly Green initiated an approach, arriving over the objective at 0739Z. Four persons (three WIA and one sick) were picked up via the forest penetrator over 125 foot trees at 2400' MSL. At 0749Z the extraction was completed and Jolly Green 10 departed the area. Survivors were taken to the DaNang Naval Hospital, landing at 0804Z with the mission terminating at 0810Z at Channel 94. Negative groundfire was encountered throughout the mission. Weather at Channel 94 was 5@ with 2 miles visibility and rainshowers. The weather gradually improved proceeding to the target area where it was 30@5 with scattered clouds at 2500'. Big 07 did an excellent job of locating the target and pinpointing it's position for Jolly Green 10. In addition, Big 07 did an exceptionally fine job of coordinating and directing the pickup and accompanying fire suppression aircraft. Radio discipline was good and crew coordination aboard Jolly Green 10 was excellent.
3. (U) The names of the survivors are unknown.
4. (U) Crew members of Jolly Green 10:

RCC	Capt Charles R. Dunn
RCCP	1Lt Jerald D. Briscoe
FE	Sgt David Rodriquez
RS	A1C Richard H. Garlie

Charles R. Dunn

CHARLES R. DUNN, Captain, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 7 MAR 1978
DECLASSIFIED ON _____

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

SECRET

710

7 DEC 67

Mission Narrative 1-31193

Queen advised Crown 5 at 0708Z that Jolly Green 10 had been launched from Chan 94 to aid in evacuating WIA from a ground party (Stanley Looker). The position was given as 240/23/94 by Big 07 a FAC over the ground party. Crown 5 proceeded to the scene and began coordinating the mission. Jolly 10 arrived on scene at 0740Z. Two Alley Cat gunships were on scene to cover for the Jolly, plus two Hobo's were enroute with an ETA of 1615Z. Crown 5 received all firing information from Carstairs to make certain the area was safe. Jolly 10 picked up 3 WIA and one very sick member of the party at 0750Z and proceeded to NSA at Chan 94. Crown 5 then RTB'd all forces. There was never any groundfire during the mission.

Glen E. Nemecek, Capt, USAF
Rescue Crew Commander



~~CONFIDENTIAL~~
~~GROUP 4~~

37 ARRSq Hist, Oct - Dec 1967

12.

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GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

(63)

FROM: 370/6104

9 December 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-194, 7 Dec 67) (U)

TO: 37C *JS*
3rd ARRGp (JSARC) APO 96307
IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1 dated 15 June 1967.
2. (C) Jolly Greens 04 and 28 were scrambled from Quang Tri at 0910Z on report from Queen that Hammer 22, an F-4C, was down at 0870/17/Ch 72. The JG's were airborne at 0915Z and gave an ETA of 0950Z. An IFR flight clearance was necessary enroute until approximately ten miles from the crash site at which time the Jolly Greens were able to proceed under VFR conditions. JG 04 and 28 arrived in the area at 0950Z and at about the same time 3 A-37's, Dragon 01, 02 and 05, arrived on-scene. The FAC in the area, Covey 646 an O-2, pointed out the position of the downed pilots. Because of low fuel Covey 646 had to depart the area as soon as the JG's spotted the survivor's position. No ground fire had been observed by Covey 646. Because of the overcast sky condition only 10 or 15 minutes remained before night fall. JG 04 decided to make an immediate rescue attempt rather than have the Dragon RESCORT further secure the area. JG 04 had voice contact with both survivors and instructed the front seater to pop his smoke. Visual contact was made at 0957Z and the first survivor was taken aboard at 1000Z. The second survivor then directed JG 04 to his position about 200 yards away and he was taken aboard at 1005Z. Automatic weapons fire was directed at JG 04 from a position about 100 meters away during and after the pickup of the second survivor. Two hits were taken by JG 04 before Dragon 05 suppressed the fire by dropping CBU and strafing. Ground fire was directed at JG 04 from a hillside to the left and above the helicopter during departure from the area until the fire was suppressed by Dragon 05. Both survivors were in excellent condition. JG 04 and 28 departed the area at 1010Z and landed at DaNang at 1130Z.
3. (C) This was the first time that A-37's have been utilized as RESCORT by the 37th ARRS. The maneuverability and performance of the A-37's make them extremely effective as RESCORT aircraft. The chandelle technique utilized by the A-37's enabled them to stay very close to and above the JG's in a position to provide immediate suppressive fire.

Endurance?

4. (C) The survivors were Major Robert Ray, USAF, and 1Lt Frank Cerrato, USAF.

5. (U) Crew members of Jolly Green 04 and 28:

a. Jolly Green 04:	RCC	1Lt Rodney G. Parks	GROUP 4
	RCCF	Capt Jerry D. Clearman	
	FE	Sgt Alvin A. Malone	Downgraded at 3 year
	RS	TSgt John L. Hennessey	intervals; declassified
			after 12 years

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

b. Jolly Green 28: RCC Major Arthur J. Anderson
 RCCP Lt Col John W. James
 FE SSgt Windell L. Stumbaugh
 RS Sgt Charles P. Vogeley

Rodney G. Parks

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

CONFIDENTIAL
GROUP 4

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.

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

SECRET

017

7 DEC 67

Mission Narrative 1-3-194

At 0906Z, Hillsboro advised Crown 5 they had Hammer 22(F-4) hit and probably eject. Hillsboro then advised Crown 5 that Covey 646 (Bingo 1800) had seen the pilot eject and had two good chutes. Jolly Green's 04/28 were launched from Cigar and proceeded to 090/17-72(0950Z ETA)(15-38N 106-47E) (910281) where the Covey had the pilots in sight on the ground. Crown 5 proceeded to the area and assumed mission command. The weather in area was 5000' scattered to overcast with terrain elevation of approx 1000' with hills up to 2000'. Dragon 01 and 02(A-37) and Bingo 1740, Misty 31(F-100) Bingo 1800 were called in to supply cover if needed. Jolly 04 & 28 gave an ETA of 0950Z and then Sandy 7 & 8 called in and gave an ETA of 1030Z. Covey 646 reported no ground fire in area and had voice contact with the two survivors and they reported they were in good shape. The survivors were approx 300 meters apart. Hammer 21 had to RTB because of fuel. Queen at this time scrambled Gunfighters 31 & 32 for additional cover. Dragon 01 and 02 RTB'd because of bingo fuel at 0920Z, at which time Dragon 05 proceeded into the area with a bingo time of 1825. Jolly 04 was on scene at 1000Z and Covey 646 directed him to the downed survivors. Dragon 05 then made low passes over the area for ground fire and none was reported. (Covey 646 had bingo fuel and left area after showing Jolly 04 the location of the pilots, Covey 056 (O-2) was overhead to relieve 646) Jolly 04 then picked up survivor one at 1009Z and then survivors two at 1013Z with no groundfire. Covey 056 spotted groundfire as the Jolly was leaving the area and marked for Dragon 05 who dropped ordnance on sight. Jolly 04 & 28 gave an ETA of 1100Z to Chan 94. Crown 5 then RTB'd all forces with a job well done. Sandy 7 & 8 were directed to 86.

Glen E. Nemecek, Capt, USAF
Rescue Crew Commander

CHAPTER III

OPERATIONSMISSIONS/SAVES

Detachment 8, 38th Aerospace Rescue and Recovery Squadron flew 661 intercept missions during the past quarter and was called on to fly 264 missions in support of the 12th Combat Support Group, the 12th Tactical Fighter Wing, and other units of the Cam Ranh Bay Air Base vicinity. During the quarter, the Detachment had four false missions for a total of 855 intercept, support, and false missions.¹

Five combat and five non-combat saves were credited to the Detachment during the October through December 1967 period.

On 5 November 1967 at 0752 local, the alert crew commanded by Captain Eugene H. Boortz was notified by the 12th USAF Security Police Squadron that a converted tractor trailer used to carry Vietnamese workers had overturned three miles west of the base injuring 83 persons. Moments later, Pedro 48 was scrambled to the scene of the accident. The Flight Engineer, Sergeant Larry E. Lancaster, and the Medical Technician, Senior Master Sergeant Talmadge D. Anderson, were deployed to assist the doctor arriving on the scene. The doctor requested that two critically injured Vietnamese be air evacuated to the 12th USAF Hospital, Cam Ranh Bay Air Base. The patients, names unknown, were delivered to awaiting attendants.²

On 8 December Cam Ranh Tower notified the Detachment alert crew commanded by Major Armand J. Fiola that it had observed a helicopter crash. At 2250 local, Pedro 04 was airborne and proceeding to the crash site. The burning wreckage was located five miles west of the base in an extremely hostile area. A survivor was observed approximately 30 feet from the wreckage. The Medical Technician, Staff Sergeant George S. Armstrong, was lowered by hoist. Sergeant Armstrong indicated that an immediate evacuation be made. Disregarding exploding ammunition and flying shrapnel, the medical attendant calmly attended the survivor's wounds. The patient and medic were hoisted aboard the aircraft and the patient, SP-4 Richard E. Pratt, evacuated to awaiting attendants at the 12th USAF Hospital.³

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1. ARRS Monthly Mission Report, Oct - Dec 1967
 2. Mission Number 8-38-28-05 Nov 67
 3. Mission Number 8-38-29-07 Dec 67

Narrative Mission Report

(6-38-67-12 Dec 67)

1. Bien Hoa tower notified this unit that an Army UH-1 helicopter had crashed in a dense jungle area ten miles east of Bien Hoa in dense jungle at 0825L on 12 December 1967. The May-Day call stated the pilot was injured and requested he be evacuated by hoist.
2. Pedro 97 launched at 0830L and Pedro 95 was off at 0840L. Pedro 97 arrived at the crash site at 0837L and established a hover over the trees. A stokes litter was quickly lowered by hoist and the injured pilot was expediently placed in the litter. At 0844L he was hoisted into the helicopter.
3. The other survivors were uninjured and had been instructed to remain and secure the downed aircraft. Pedro 97 departed the site at 0845L and arrived at the 24th Field Evacuation Hospital at Long Binh, RVN, at 0850L where the pilot was released to medical authorities. The mission terminated upon landing at Bien Hoa at 0900L.

CREWMEMBERS

PEDRO 97

Captain James A. Darden	RCC
1st Lt Jon C. Long	CP
SSgt Donald S. Kearton	FE
A1C Terrence A. Treutel	RS

(6-38-67-12 Dec 67 Cont.)

PEDRO 95

Major	James F. Okonek	RCC
Captain	Sheriden K. Hawk	CP
SSgt	Richard D. Almond	FE
AlC	Gunther Bahrenburg	RS

Pilot

Army 2nd Lt Cozzalio

14 DEC 67 02 15

VRH	VRH	VRH
VRH	VRH	VRH
VRH	VRH	VRH
VRH	VRH	VRH
VRH	VRH	VRH
VRH	VRH	VRH
VRH	VRH	VRH
VRH	VRH	VRH
VRH	VRH	VRH
VRH	VRH	VRH

MISSION NARRATIVE REPORT (U): Det 10, 38th ARRSq, 10-38-57

(C)(Gp-4) On 13 Dec 67, at 0821L Det 10, 38th ARRSq was notified by Paddy Control that an F-4C had gone down and that the aircraft commander had been picked up. The co-pilot, however, was still missing. The coordinates given to Pedro 39 were WS 44,04. Pedro 39 scrambled at 0023Z and took up a westerly heading. The co-pilot was having problems in plotting the crash scene. Paddy had stated that the aircraft and both crew members had gone down in a large river, but there wasn't any large river near the coordinates given. The RCC asked Paddy for vectoring to the scene and they immediately gave a 180 degree turn. Further questioning of Paddy disclosed that the coordinates were XS 44,04. No further difficulties were encountered enroute. Contact was established with Bart 92, a FAC O-1, when Pedro 39 was five miles from the scene. Bart 92 was asked if there were any armed cover aircraft at the scene and stated there were numerous armed helicopters and river patrol boats. There were also fighters in the immediate area as strikes were being conducted within two miles of the scene. Pedro 39 attempted to contact both the PBR's and the other helicopters in the area but could not reach them on FM, VHF or UHF. Pedro 39 then began a creeping line search, at 1000 ft, from an LST anchored in the river, at the coordinates previously given, upstream for approximately three miles. Information previously given was that the aircraft commander had entered the water approximately 500 meters upstream from the LST. Pedro 39 had nearly completed his first search pattern when he passed over the tip of a large island. Pedro 39 started receiving light small arms fire at this point. Shortly thereafter Pedro 91, the secondary alert aircraft arrived and began searching down stream from Pedro 39 for approximately three miles. After about 55 minutes of searching, Pedro 91 was informed by Paddy Control that a C-7A had crashed two miles short of the Binh Thuy Runway. Pedro 91 departed the scene enroute to Binh Thuy and Pedro 39 continued the search covering both the river and the banks. After 1+15 hours of searching, Pedro 39 departed, enroute to Vinh Long for fuel and then direct to Binh Thuy. When Pedro 39 landed at Binh Thuy, Pedro 91 who was working on the C-7A crash, informed 39 that he had talked to the rescued aircraft commander, who had been brought to Binh Thuy via Navy helicopter shortly after Pedro 39 began its search. The aircraft commander stated he was sure the pilot had come down near the southeast bank of the island where Pedro 39 had received ground fire from. Pedro 39 returned to the scene and established contact with Maverick One, a flight of two Army armed helicopters. Pedro 39 initially concentrated the search on the large island, starting at the middle and running a creeping line down stream over the island. Pedro 39's altitude varied from 500 ft to 200 ft. During this time, the gunships were in trail with Pedro 39. At one point, 39 had just rolled out of a turn and flown a short distance when automatic small arms fire were heard. The crew chief spotted the muzzle flashes and returned the fire with his M-16. The gunships also fired on the area. Pedro 39 expanded the search to all islands that the pilot could possibly be on within the search area. Estimated search coverage is in excess of 85% as the islands were completely flat with a shallow line of trees along the shore. After a total of 3+35 hours of searching by both

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

CONFIDENTIAL

38-10-67/043

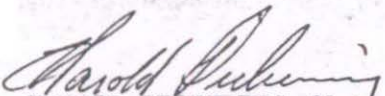
Pedro 39 and 91, with negative results, Pedro 39 returned to Binh Thuy. The weather throughout the mission was 3000 ft scattered, winds 045 at 15 knots. Visibility was 10 miles. The condition of the river was calm but extremely muddy.

(C)(Gp-4) On 14 Dec 67, Bart 92 was interviewed by Capt Precious and Capt Tollefsen. He stated he had seen both men enter the water. He saw the aircraft commander inflating his LPU but when he looked back at the pilot, all he saw was the chute sliding beneath the surface of the water. He is convinced that the pilot perished. In view of the extensive search coverage of the area by US Army, Navy and Air Force aircraft and ships, the mission has been suspended.

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

Pedro 39: RCC - Capt Thomas D Precious
RCCP - Capt Albert E Tollefsen
FE - Sgt Larry Hawkins
PJ - Sgt Ronald K Sholes

Pedro 91: RCC - Maj Harold Pickering
RCCP - Capt Leslie E Johnson
FE - SSgt Charles H Herring
PJ - Sgt Gary G Harold


HAROLD PICKERING, Major, USAF
Commander

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

~~CONFIDENTIAL~~

FROM: 370

19 December 1967

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

TO: 37C *lyn*
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) 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 FOL 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.

~~CONFIDENTIAL~~

Downgraded at 3 year intervals; declassified after 12 years

Atch 4

~~CONFIDENTIAL~~

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

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 F4 SUPPORT was provided by Sandy

MARINE F4

~~CONFIDENTIAL~~

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FROM: 370

21 December 1967

SUBJECT: 37 ARRS MISSION NARRATIVE REPORT (1-3-198, 17 Dec 67) Dtd 19
Dec 67 (U)

TO: 37C *YSC*
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

SECRET

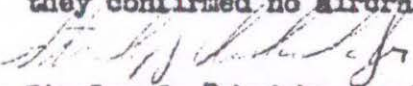
Mission Narrative

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. Major, USAF
Rescue Crew Commander



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

17 DEC 67



(161) sub 115 84

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

~~CONFIDENTIAL~~

(8)

Handwritten initials and marks.

FROM: 370

27 December 1967

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

TO: 37C *loc*
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 DaNang, 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, 060383, USMC, and Captain Allan D. Smiley, 090004, 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

~~CONFIDENTIAL~~

Atch 1

~~SECRET~~

140

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, ~~xx~~ 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 ~~z~~ the voice of the other survivor.
2. Wenn 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 survivors 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 O-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(O-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.

MN-57

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8. Numerous aircraft contacted Crown and volunteered services, and a ~~an~~ major problem was in selecting only those which might be useful. Jets were ~~released because the~~ the first fighters on scene, but they were released when ~~the~~ 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 ~~sur~~ 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

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. SUPPORT 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, 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.

(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.

107

8

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

On 25 Dec 67, at 0656Z, Det 10, 38th ARRSq was notified by Navy Operations that a river patrol boat (PER) crew member had been wounded. They gave the PER'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 PER 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

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 65 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.

~~SECRET~~

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

5 JAN 1968

SUBJECT: Mission Narrative, 25 Dec 67, Msn #2-3-96

TO: 3ARRGp (C)

~~CONFIDENTIAL~~

4.3K(3)
67

2

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Sup 1, dated 15 June 67.

2. (S)(GP-4) Jolly Green (JG) 36 and 20 were scrambled by Compress at 1700L, 25 Dec 67, on a report of a downed helicopter 10NM west of Channel 77. Jolly Green 20 arrived in the area with JG 36 at 1737L. Sandy 5 and 6 were on scene. Sandy 5 directed JG 20 to the crash site. No crewmembers were sighted and no ground fire was encountered. Low level search over the immediate area failed to reveal any sign of survivors. A Raven aircraft reported seeing several persons that could have been the crew moving in a southerly direction away from the crash site. A search was made in this area. At 1742L JG 20 returned to the crash site established at 122°/57/Ch 89 and lowered a Pararescue Specialist to the crashed helicopter to search the interior. The Pararescueman returned with a negative report. The helicopter was identified as an H-34, Tail Nbr H-56, no other markings observed. As JG 20 and 36 exited the scene, Nail 48 requested that JG 20 evacuate two American civilians from L-54 site and one indigenous personnel. At 1753L Crown 2 gave JG 20 permission for the pickup. Jolly Green 20 landed, made the pickup, and departed L-54 at 1820L landing at Ch 89 at 1900L. Weather was clear, visibility approximately 7-10 miles with haze.

3. (U) The names of the survivors were Mr. and Mrs. Huxtable, US Aid personnel and their maid, Mrs Lai.

4. (U) Crew of JG 20:

Harry W. Walker, Capt, RCC
Milton S. Washington, RCCP, Maj
Harvey W. Keyes, SSgt, FE
Charley D. Smith, TSgt, PJ

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

Harry W. Walker
HARRY W. WALKER, Captain, USAF
Rescue Crew Commander

Downgraded to CONFIDENTIAL
25 MAR 1970 IAW AFR 205-2
(Date)

~~CONFIDENTIAL~~

~~SECRET~~

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

1-370 68-1

Cy 1 of 6 Cys

ARCDC # 680058

Atch 3

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

68-AD-239

~~CONFIDENTIAL~~

4.3-K(2)

24
Sarl
and
JFK
HB
JW
9/13

FROM: 370

29 December 1967

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

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

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

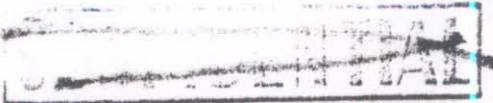
2. (C) At 0710Z Carbine Lead (F-4C) ejected at 330°/80/Ch 69. Jolly Greens 28 and 04 were scrambled from Quang Tri by Queen at 0715Z toward the area via radar vectors from Waterboy. At 0724Z, Covey 152 (O-2) reported he had sighted both pilots in the water in their life rafts. At 0745Z both Jolly Greens 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


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 1/21

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

SECRET

27 DEC 67

008

Mission Narrative

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

"hile 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 330/80/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 CReW Commander

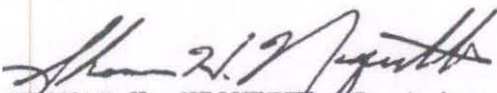
MN-51

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28 December 1967

On 27 December 1967, I, Captain Thomas H. Niquette, FV3129262, was acting in the position as Co-pilot aboard an HC-130P, call sign: CROWN 5. While on normal CROWN 5 orbit a May Day call was received 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 330/69/Ch109. Crown made contact with Carbine 2 and asked him to squawk emergency. Crown made contact with Waterboy to keep Carbine flight under positive radar control. Red Crown called Crown 5 and gave the position of the May Day squawk as 149/103/Ch40. Crown 5 headed toward the area and alerted Queen that the Jolly Greens might be needed. At approximately 0714Z Carbine Lead stated that his engines were burning and he would have to eject. Red Crown stated that the position of the May Day squawk was 158/20/Ch08. At approximately 0715Z Carbine Lead ejected and Carbine 2 gave his position as 333/80/Ch69. Crown 5 asked Queen to launch the Jolly Greens. Approximately 0718Z Carbine 2 stated he had two good chutes. The navigator plotted the position to be 1735N 10705E. Carbine 2 stated that both men were in the water and that he would circle overhead at 12,000. Covey 152 (O-2) stated that he was in the area and would help search for the down pilots. Crown 5 asked Pawtucket if he could launch his helicopter. Pawtucket launched Angel 74 and vectored him to the area. Covey 152 stated to Crown that he had both of the pilots, in sight, but later stated that he wasn't sure. Jolly Green 04 and 28 called Crown and stated that they estimated to be in the area at 0740Z. Approximately 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. Approximately 0730Z Crown 5 arrived in the area and made visual contact with Covey 152 and Canasta 507 (Navy A-1E), 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. Approximately 0733Z Crown 5 made visual contact and dropped a 45 minute smoke to mark the spot. Crown 5 vectored Jolly Green 04 and 28 and Angel 74 to the down pilots. Crown 5 also vectored Fire Horse and Journeyman to the area. Crown 5 directed the Jolly Green 04 pick up Carbine Lead "B" and Angel 74 to pick up Carbine Lead "A". Angel 74 pick up of "A" was made and "A" was placed aboard Fire Horse to be checked by the medical officer. Approximately 0757Z Jolly Green 04 stated that "B" fell out of the sling. Jolly Green 04 stated that his P.J. was in the water to help "B" in the sling. After the 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 the sling and the helicopter flight engineer tried to catch him. Also the co-pilot tried to catch him. The pilot stated that he started to lower the helicopter to the water. Jolly Green 04 estimated that the man fell approximately 5 feet to the water. After he fell into the water he went over a wave and was never seen again. Crown 5 re-marked the area with a 45 minute smoke. The three helicopters performed an area search. Crown 5 performed an expanded square and then a sector search. Angel 74 returned to Pawtucket. Crown 5 refueled both the Jolly Greens and at approximately 1126Z, Jolly Green 28 picked up "A" from Fire Horse. At 1145Z Queen RTB'd all SAR airborne forces with negative sightings.


THOMAS H. NIQUETTE, Captain, USAF
Rescue Crew Pilot

mn-51

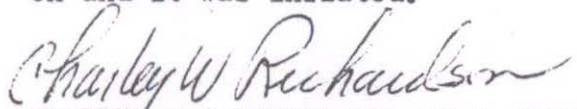
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28 December 1967

029

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, SSgt, USAF
Rescue Crew Radio Operator

SECRET

28 December 1967

On 27 December 1967, I, SSgt. Robert D. Clements, AF19566165, 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 28 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 ~~assault~~ ~~assault~~ and one HC-130P proved fruitless and was discontinued after it was completely dark at approximately 1145Z.

Robert D. Clements

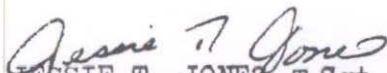
ROBERT D. CLEMENTS, SSgt, USAF
Rescue Crew Flight Engineer

STATEMENT
SECRET

233

28 December 1967

On 27 December 1967, I, TSgt. Jessie T. Jones, AF13226520, 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 continued 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 hour local.


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

SECRET

28 December 1967

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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 ask if they had and flares? He informed Crown 5 that he did have flares. Crown 5 ask 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 helicopter 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 is was understood that both men had been picked up. Jolly Green 04 called the other choppers and ask 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 up's. 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 [REDACTED]

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

S E C R E T

S E C R E T

28 December 1967

On 27 December 1967, I, Captain Harry A Thompson, FV3121161, 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 he 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 04 and 28 arrived on the scene. Also in the area was Angel 74. Approximately 0745 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

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.

(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, FR29744, USAF and Captain Donald Snyder, FR58700, 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.

~~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] [REDACTED]

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

[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] [REDACTED] ~~OFFICIAL~~
~~USE ONLY~~

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.

FROM: Det 9, 38 ARRS(9-38M/Capt Butler/2822)

(170)

29 Dec 1967

SUBJECT: Mission Narrative 9-38-27 - 28 Dec 1967

TO: 3 ARRGp (3JSARC)

1. Det 9 was notified at 0350Z by Pleiku Tower that an Army HULD had crashed 5 miles east, northeast of Pleiku. The area was thick bush country with vegetation tops approximately 30 feet.

2. Pedro 56 scrambled at 0352Z and arrived over crash site at 0355Z. The crew seemed stunned and were crawling out of the helicopter which was badly broken up and on its side. The weather enroute and at crash site was fifteen hundred scattered and wind 050/10.

3. There was a FAC overhead along with two Army gunships for cover. Pedro 56 deployed the pararescueman down, by hoist to assist the survivors. He readied two crewmembers and they were hoisted at one time, then two more were hoisted into the cabin. The remaining crewmember removed numerous radios and weaponry from the crash and the PJ sent them up the hoist. Torque pressure indicated approximately 400 pounds of gear and ammunition. The PJ was recovered and reported that the fifth crewmember elected to wait for approaching ground party.

4. The four crewmembers were taken to Hensel Field where medics were waiting. There were no apparent serious injuries.

5. The area was considered to be hostile, as early that morning a regional forces unit was over-run at Plei Neh just 2000 meters north of site. An ARVN unit was sweeping south from the village in pursuit of the VC. *over a mile*

6. No difficulties were encountered, Pedro 56 was in a hover for 30 minutes, logging 0:45 and two sorties.

7. Survivors:

WO-1 D. Sparks,
SSgt T. Green,

SP5 M. Hughes,
SP4 Edwards,

8. Crewmembers:

Pedro 56

Capt Jack V. Butler	RCC
Maj Richard A. Smith	RCCP
TSgt Dale G. Haley	FE
Sgt Wayne A. Baguio	PJ

HAROLD O. HOPPE
HAROLD O. HOPPE, Lt Col, USAF
Commander

Atch 3

68-AD-238

~~SECRET~~ ~~CONFIDENTIAL~~

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 0855/89, 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, FR63723, F-4 pilot, 435 TFWg, Ubon RTAFB
Captain Robert Coburn, FR78581, 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

~~CONFIDENTIAL~~

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

~~SECRET~~

ARDC #

680058

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

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SUMMARY TABLE OF RESCUES

DATE	RESCUE NO.	SURVIVOR	CREW ACFT	SERVICE	LOCATION	JOLLY 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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SECRET

042

Mission Narrative
(Advent 12)

This mission narrative is submitted IAW ARNSM 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 CH39 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 090/60 $\frac{1}{2}$ /CH39, 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/CH39 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(242.0) and requested that Advent 12 hold on his beeper till he asked for it also that we would be in to get them out in about one half hour. Crown 1 contacted Cricket (C130 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~~ Sticks 75A and B (2F-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" as 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

~~CONFIDENTIAL~~

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



172

REPLY TO
ATTN: UP.

370

1 January 1968

SUBJECT:

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

TO:

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

~~CONFIDENTIAL~~

Atch 5

~~CONFIDENTIAL~~

4. (C) The survivors were Major Donald Simpson, FR29744, and Captain Donald Snyder, FR58700.

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

~~SECRET~~

243

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 Clemantine 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 release 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 flight 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 ~~Hill~~ 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 brok instead of dealing with individual flights.

c. Communications with the Sandys would be more effidient and less irritating to all if, when they call Crown, they would say which radio freq they are on.

mn-59

~~SECRET~~

SECRET

Sandys called Crown on 364.2, 243.0 and 123.1. Their normal call "Crown, Sandy" is too short for Crown to identify the freq by shutting off radio, so Crown must guess as to which freq to answer. Crown usually guessed wrong, and Sandy became irritated that Crown was so long in answering him.

[REDACTED]

Teddy R. Christian, Captain, USAF
Rescue Crew Commander

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

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