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MISSION NARRATIVE - Scotch 2 3 Oct 67

Crown 5 is proceeding to central orbit at 0834Z to relieve Crown 4 when advised that Scotch 2 is on fire at 343/102 of Ch 94. Scotch lead and Brown Anchor 51 report they have the distressed aircraft in sight.

Scotch 2 is forced to eject and lands at 336/96 of Ch 94. Brown 51 states he is circling the scene with the pilot, chute and dinghy in sight but the chute appears to be dragging the pilot. Crown 5 immediately descends to the position of Brown 51; however, Brown 51 has lost both the oil slick and pilot's position by our arrival. Crown 5 is too low to pick up Ch 94 so we replot the position as 031/46 of Ch 109. On proceeding out the 031° radial at 42NM Crown 5 relocates the oil slick and begins an expanding square search for the downed pilot. Jolly Green 04 arrives on the scene and begins to search at 0910Z. At 0912Z JG 04 spots the life raft but sees no pilot or chute. With 20ft seas and frequent white caps JG 04 lowers a pararescueman at 0945Z. This position is now UTM 6537. At 1015Z the J reports the pilot and chute are attached to the underside of the raft. The pilot is drowned with shroud lines tangled around his neck. JG 04 is unable to affect a recovery because the PJ cannot untangle the body from the parachute in rough seas. The total weight (approximately 600 lb) is more than the chopper can lift, he feels.

JG is running short of fuel so Crown 5 refuels him at 1021Z. As insurance that Crown and Jolly can relocate the target after refueling, Crown 5 marks the target with a Mark 6, Mod 3 smoke prior to departing the area.

Crown 5 requests the aid of any naval ship in the area through Dodge Falls. The ships Neckwear, Bold & Rifleman are reportedly in the area but are never able to be located. At 1054Z Crown 5 picks up a ship 15 miles away on it's radar. We proceed to the ship, fly over, and attempt to make contact on all known frequencies given us by Dodge Falls. After all attempts fail my radio operator uses the Aldis lamp (aircraft high intensity light) to send him a message by code. The ship is told to come up frequency 277.8 on UHF and he acknowledges. He doesn't come up.

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After many attempts Crown 5 gives up and returns to the crash site. At 1102Z Crown 5 establishes contact with Rapid City on freq 385.0; the same ship have been previously orbiting. Rapid City agrees to help. Crown 5 gives him a vector to the site and completely briefs him on the situation.

JG 04 must RTB soon. Crown 5 requests him to send his PJ down and tie a strobe light on the dinghy before departing, since darkness is approaching. JG 04 states the seas are too rough for this. Therefore, Crown 5 instructs JG 04 to drop a marker by the dinghy. We advise them the marker should include the strobe light, a flotation device (a life preserver), and a drag object to give it the same drift rate as the body, chute & dinghy. The marker kit is comprised and dropped: it works nearly perfect. JG 04 is RTB'd at 1149Z.

The strobe light does not show up during fading light so Crown 5 is forced to continually mark the target with 40 min smokes. By Rapid City's arrival at 1250Z, Crown 5 has expended all it's 40 min and 10 min markers. At this time Crown 5 begins dropping SA-8 flares to illuminate the area. After exhausting it's own supply, Crown 5 requests another flare ship from Queen.

Rapid City states at 1305Z that he has picked up the "Dinghy" but no body or chute is attached to it. When asked by Crown 5 where he has picked up the "Dinghy" in relation to the strobe light he says this "dinghy" has a light on it. Now it is clear that he has recovered the "life preserver and strobe light" used to mark the target. After realizing his mistake, Rapid City drops the marker kit overboard. However, by now it is uncertain how close it is to the target, since he has been moving.

Rapid City sets up a search pattern at 1318Z. Jolly Green 28 arrives on scene at 1428Z and begins search along with Crown 5. Basketball 808 (a C-47 flare ship) arrives at 1450Z to drop flares to illuminate the area. He drops a total of 87 flares with only 41 successfully igniting.

JG 28 is bingo at 1600 so he is RTB'd. Crown 5 requests and receives JG 26 to assist in the search. He arrives at 1615Z.

At 1645Z, after searching constantly with no sighting of the "dinghy" for over 6

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hours, Rapid City recommends the search be terminated for the night. This recommendation is passed by Crown 5 to Queen who approves. Crown 5 and JG 26 are released from the search area to their normal orbit at 1647A.

No migcap or rescap is requested during the entirety of this SAR effort due to Crown 5's conviction that this area is relatively safe.

The weather during this search is 1600 feet overcast with good visibility during daylight, with multiple layers above. The night is definitely one of the darkest on record. It's a strange sensation to have the whole area lit one second by flares and total darkness prevail the next second as the flares burn out.

James R. Fogg, Jr.
JAMES R. FOGG, Jr, Capt, USAF
RCC, Crown 5

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FROM: RCC William C. Smith, Capt, USAF

4 October 1967

SUBJECT: Mission Narrative 2-3-77

TO: Commander
39 ARRS

At 0626Z, ^{CARIBOU} ~~Corillon~~ 392 reported that a T-28 was down at Lima site 236. He said he believed it was part of Yellow flight. Crown #2 attempted and got contact with Raven 40 who was facing a strike north of Lima site 236 with a flight of T-28's. He reported that two T-28's were down in the immediate vicinity. The downed aircraft call sign's were Eagle Peak Lead and one of his wingmen (no call sign). The wingman went in with his aircraft and negative SAR effort was advised. Eagle Peak Lead has a good chute and was located by his parachute but no voice contact. Position of downed aircraft was 089/47/ Ch 79. Crown #2 requested that JG 09 and 56 at Lima site be launched into the area. Crown also contacted Firefly 15 and 16 who proceeded to crash site and arrived at 0634Z. JG 09/56 were launched out of L-36 at 0639Z. Firefly 16 proceeded to intercept JG 09/56 and escort them around hot areas and to crash site. Sandy 5 & 6 were launched of Channel 86 at 0703Z. JG 15 and 53 were scrambled out of Ch 89 by Compress and reported an ETA to the site of 0750Z.

An Air America helicopter arrived on scene at 0711Z and reported parachute had been pulled down and they were unable to locate survivors. Then it was reported by Raven aircraft that a man thought to be the pilot was seen walking into woods with several ground forces. At 0728Z Raven 41 reported that small arms fire had increased and also a confirmed 37mm site existed on top of a ridge due north of L-236 and the crash site.

At 0733Z Raven 41 reported that the pilot had been picked up by friendly ground forces and returned to the STOL site. All SAR forces were RTB by Compress at 0745Z.

William C. Smith, Capt, USAF
Rescue Crew Commander

Plt James R. Halloran, Major, USAF
Nav Thomas J. Oliver, Capt, USAF
RO Charles G. Sharkey, Tsgt, USAF
FE Curtis W. Long, Tsgt, USAF
FE William E. Aldridge, Tsgt, USAF
LM Robert E. Baldwin, A1C, USAF

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FROM: Major Gerald R. Morrissey

SUBJECT: Mission Narrative #2-3-78

DRAFT

50067

TO: 39 ARRS
Commander

1. Crown I airborne 2145Z reported on station at 2335Z. At 2353Z a MAY-DAY call was received from Bear III (F-105). Bear III reported that Bear II had flamed out, and Bear II's approximate position was 240/48 from channel 97.
2. At 2356Z, Bear II bailed out at position 240/40 from channel 97. Bear III reported good chute and requested SAR immediately. Crown I requested Bear III to change frequency from guard to 282.8 for further mission progress.
3. Crown I immediately contacted Brigham (OCI site) for any available air-to-air equipped fighters for Mig cap. Crown I was advised that Jersey flight (F-102) was in the immediate area and that their assistance was granted.
4. Bear III advised Crown I that Bear I & III would cap provided they could be refueled. Brigham advised Crown I that Green anchor 30 was at Crown I's disposal for cycling of the fighters.
5. At 2358Z, Crown I received a strong beeper on the Cook tracker and Bear flight also reported a beeper. Bear flight immediately began orbiting the downed pilot's position.
6. The Sandys (ALE's) were on their normal orbit and close to the down pilot's position. Sandys reported over the area within two minutes.
7. Jolly Green's 15 & 27 (HH-3E) were launched from L-36. (Lima Site, Laos) the Jolly Green's reported that it would take them five minutes to get to the area.
8. The Sandy's notified Crown I that no ground fire was observed and

MAN-8

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173

that the area was quite safe. Therefore, the Sandys requested that the Jolly Green be committed for the pick-up.

9. Sandys reported that two Air America helicopters, Hotel 53 & Hotel 39 Foxtrot, were in the area and that they had voice contact with the survivor.

10. Bear III reported he had visual contact with the survivor, and reported that he was going to direct the Sandys to the survivor.

11. The Sandys established visual contact and directed Hotel 39 Foxtrot to pick up the survivor.

12. At 0017Z, the survivor was picked up and Hotel 39 Foxtrot was directed to take the survivor to Lima-36. Hotel 39 Foxtrot reported that the survivor was in very good condition.

13. Compress advised Jolly Green 15 & 27 to return to L-36 and for Jolly Green 15 to pick-up the survivor. At L-36, Jolly Green 15 reported that he had no APU; and no AC power if the engines were shut down. Due to these malfunctions, Jolly Green advised he could not ground refuel.

14. Compass directed Jolly Green 15 to proceed to Lima -98 and for Jolly Green 27 to ground refuel and to remain on cockpit alert at L-36.

15. Due to the fact that the pilots of Jolly Green 15 were not air-to-air refueling qualified, Compress launched Jolly Green 09 & 53 from CH-89 to L-98. Compress directed the crew of Jolly Green 09 to exchange aircraft with Jolly Green 15, since the of 09 were air-to-air refueling qualified; and for Jolly Green 53 to pick-up the survivor and to proceed to CH-86. Compress further directed for Crown I to refuel Jolly Green 15, and there after for 15 to RTB at CH-89.

16. Moments after the SAR mission on Bear II, the front gear door was observed partially opened through the driftmeter by the navigator.

17. During the refueling rendezvous, Crown I requested Jolly Green 15 to survey the front gear door as to its condition etc. Jolly Green

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~~15 reported no damage, but that the door was partially~~

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Jolly Green reported on damage, but that the door was partially opened as observed. As Crown I took the lead, Jolly Green 15 advised Crown I's (10-130) nose gear was down. Crown I observed that the landing gear indicators and lights in the cockpit reflected all portions of landing gear up and locked. Due to the low altitude plus the loss of HF, Crown I could not immediately relay to Compress the situation. The RCC of Crown I elected to refuel Jolly Green 15 as planned; refueling was accomplished with no incident.

16. Crown I gained sufficient altitude and Compress was contacted on VHF and notified of the gear situation plus the loss of one UHF and both HF's radios.

17. Compress notified Crown I's unit of the situation. Crown I advised Compress that in case of another mission, Crown I would be airspeed limited due to the gear malfunction and also that due to the lack of one UHF and HF radio, mission efficiency would be reduced.

18. Due to the conditions above, Crown I suggested to Compress that Crown III be alerted for possible launch.

19. Weather conditions at home station were unfavorable; however, excellent at channel 86. On this basis, the pilot decided to check the entire landing gear system. The main gear was lowered and all indicators checked down and locked. The gear was left down for the remainder of Crown I's mission.

20. At 0340Z, Crown III was launched and Crown I was RTB to Channel 83.

21. Crown I landed at 0610Z with no further incident. Mission Accomplished.

CROWN NO. 14

RCC GERALD R. MORRISSEY MAJOR
PLT STRETTON, LYNDON J. CAPT
NAV ZERTUCHE, LEOPOLDO JR. 1LT
RO BEST, WALTER P. SSGT
FE BONNER, HARLAND TSGT
FE COONS, LEON JR. TSGT
LM COSKIE, ANTHONY J. JR. SSGT
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MISSION # 1-3-158

7 Oct 67

At approximately 0915Z, Crown 5 heard Pistol Flight calling on guard that Pistol Lead was bailing out. Pistol 2 gave the position of ejection as 211.6N 10653E. He reported a chute beeper but no voice contact. Pistol 2 further stated that Lead had ejected at over 500 knots and was probably unconscious. Pistol Two's call was also heard by Steel 1 Howzer (SAR Destroyer) who began setting up Navy SAR forces. He had Jolly Green 29 and Big Mother 70 join on his 050/10 channel 20. He sent Electron 1 and 3 toward the position of the downed pilot and sent Electron 2 to join up with Jolly Green 29 and Big Mother 70.

During the initial phase of the SAR, Crown 5 and Red Crown began recycling strike aircraft coming off tankers to join in the SAR effort as RESCAP. The first flight off tanker and on scene was Vampire (F-4C's), later joined by Olds (F-4C's) and Hatchet (F-105's). Upon arrival, Vampire Flight relieved Pistol 2 and 3 after sighting the chute of the downed pilot. After being relieved, Pistol Flight headed for a tanker and was later RTB'd. Vampire Flight directed Electron 1 and 3 to the scene. Shortly after arriving on scene, Electron 1 determined the area was safe for a SAR effort and called for the helicopters to be sent into the area. At this time Jolly Green 29 and Electron 2 went 'feet dry' heading for the scene. Electron 1 reported he was getting a continuous beeper, had the chute in sight, but still no voice contact. At 1008Z Electron 1 reported the beeper had stopped and that the chute had disappeared. He again called on guard but without response. At this time Electron 1 recommended all SAR forces be RTB'd because it was apparent Pistol Lead had been captured. Harbor Master (Navy SAR Commander) concurred with Electron 1 and had all forces RTB. As the forces withdrew, Vampire Flight reported hearing on guard, "I'm alive", "I'm alive", but that it sounded like a recording. After repeated attempts no further voice or beeper contact could be made with Pistol Lead. All SAR forces proceeded to 'feet wet' without further incident.

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CROWN 2
Mission Narrative
Mission Number 1-3-162
8 October 67

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CROWN 2 was enroute to orbit, estimating on orbit at 0405Z. While enroute the beginnings of a SAR effort was heard on 364.2. CROWN 2 stated to CROWN 7 that they were in the area of the search and was asked to assume Mission Command.

The downed aircraft was BOXER 12, reported down on 8 October 67. The SAR effort described took place on 10 October 67.

At 0303Z a beeper was heard and reported by Basketball 246 (C-130) who had pin-pointed the area as 036/52 from Channel 107. Soon after arriving in the area Basketball 246 sighted red smoke and flashed from a signal marrow. CROWN 2 contacted BASKETBALL 246 and was briefed on the situation. PEDRO's 56 and 74 were scrambled from Channel 107 at 0325Z, and through PEACOCK two HOBO's (01 and 02) were also scrambled. Because BASKETBALL 246 was low on fuel, WASP 94 (also a C-130) replaced him on station. CROWN 2 was overhead controlling the other aircraft.

The weather in the area was scattered clouds with bases about five thousand feet. Wind was calm.

Cooperation and coordination was excellent. There was no delay getting support aircraft, or information. Adding to the search, in addition to the aircraft mentioned, was ALLIGATOR 536, an H-1H with machine guns and enough fuel to stay in the area for 1+30 minutes.

Once contact was established with the back seat man of the aircraft, who directed PEDRO 56 to him for a pickup. After he displayed another red smoke flare, the pickup was made. PEDRO 56 drew ground fire on the way in for the pickup but the location could not be pinpointed and was not a factor in the actual rescue. No fire suppression was used in the area because the front seat man had not been located, although we knew he was in the same area. Pickup was at 0428Z.

The survivor was in good condition, with only a sore back.

Soon after the first pickup, PEDRO 74 spotted the other man, hanging in his chute. He lowered his PJ and found the man KIA. The body was recovered. Cause of death unknown.

At 0445Z PEDRO 56 departed the area, leaving his PJ to help with the other man. He flew to Channel 107 where his survivor was picked up by WASP 94, who diverted, and flown to his home station...Channel 71.

At 0510Z PEDRO 74 recovered the body of the other man and departed the area for Channel 107.

All aircraft concerned did a fantastic job of searching the area and working together. One PEDRO always had the HOBOs for protection and the other had ALLIGATOR 536. Thanks was extended to all crewmembers by CROWN 2 and the mission was terminated at 0515Z.

Glen E. Nemecek
Rescue Crew Commander
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FROM: RCC CAPT G.R. Flygare

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9 Oct 67

SUBJECT: Mission Narrative 1-31160,1-3-161,1-3-162

TO: Commander
39 ARRS

When Crown 5 took off at 0945H, 3 SAR efforts were in progress. These efforts were still in progress when Crown 5 RTB'd at 2015H. Individual efforts and progress are:

Etta 02, C-130 departed Hue for Danang with no further contact. Cloud bases remained at 2000' with rainshowers and turbulence near mountains throughout the afternoon. Jolly Green 04 and 07 did some searching between Hue and Danang but were too limited by weather for any determined effort.

Sea Bat 701, a E-1 aircraft was also lost in the same general area, last position 295/10NM CH94, Weather in this area was about the same, with 2000-25008 basis. Since Sea Bat 701 was flying 4000' search in this area was not too effective. Big 07, a O-1 did search at 8383, hill 868 but only below about 1800'. Lockets 512 and 504, A-1's, conducted a route search on the CH94 340 radial, Sea Bat's proposed route of flight.

The only results of searches between CH 69 and 94 was the discovery of old F-4 wreck at 100/16 CH 69. Boxer 12, a F-4 was searched for around a position 165/39NM CH50. Occasional beepers were reported in this general area throughout the day, but other results were negative. Shark 3 and UH-1C's and Helix 25 searched area BS 6030-6050-7030-7050. At 1507H Magicstone 416 was down 5NM east of CH26. Big Mother 68 picked up the pilot at 1515H.

RCC Capt G.R. Flygare
PLT Maj R.E. Wallace
NAV Capt W.L. Burton
FE SMagt D. Benbrook
FE Magt W. May
LM ~~112~~ ~~E. Macdonald~~ J. Wadleigh
RO Sgt K. Marcotte

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272

At 1625L we were climbing to FL240 after refueling Jolly Green 29 when we heard Dream Hour 46, a FAC, talking to a Black Ace about a downed pilot. We overheard on guard that the position was 350°/15NM Channel 109. Black Ace 175-1 an F-4 was down and the pilots' chutes landed in a "T" shaped gully that ran east-west. At 1636 Dream Hour said one pilot was captured by North Vietnamese Army and he thought the second pilot was 200 meters on the north side of the gully. We headed south when we first heard Dream Hour searching for the pilots.

When we got close enough for good UHF contact we requested all forces come up 364.2, SAR primary. By this time other aircraft were on the scene. They were Gladiator 1, 2, Huey gunships, Packard, 2F4's, Oxford, 2F4's, Buckshot 2F4's, Silver, 3F100's, Hope Gate 1-0 a FAC and Covey 62 a FAC.

At 1650 Dream Hour 46 had to leave for fuel and would return. Hopegate 1-0 and Covey 26, two FAC's, made numerous sweeps down the gully without sighting the second survivor. Jolly Greens 03 and 07, from Cigar, had positioned themselves feet wet until either voice or visual contact with the second survivor was made. Lockers 502 and 506, ALH8s, were released for our control by Proud Fox and were enroute.

All jet fighters except Packard and Chain 02 and 19, A-4s, were sent to 262.8 and held high to cycle off tankers Tan Anchors 52 and 53. Packard and Chain were held low to act as rescap in case the survivor was located.

Nail 20 and 74 also joined the search. At 1711 what was thought to be a mirror flash proved to be a reflection from a piece of metal on the ground. At 1715 Dream Hour 46 returned and after numerous passes saw no sign of the survivor.

Boulder Blue and Holly Green 612, A-3 tankers, were headed south to be used as tankers after Tan 52 and 53 were Bingo; also Tan 55 was on the way. At 1711 the gunships, Gladiator 1, 2 RTB for fuel. At 1726 Dream Hour 46 thought he saw smoke but it proved not to be the survivor. There were numerous people on the ground and the search aircraft were receiving small arms and some 37MM fire.

At 1745 Dream Hour 46 thought that further efforts would have no positive results.

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173

Queen asked us our opinion and we concurred with Dream Hour. All the forces were released to their Tactical Control agencies at 1745 local except the Jolly Greens 07 and 03 who continued to hold feet wet, and we held at 170 North.

Up until 1700L cuts were being made on a beeper in the gully area but no voice contact was ever established. The weather was good and moderate small arms and some 37MM was encountered. Once we assumed control of the mission and got everyone on UHF SAR primary and secondary, the radio discipline was good.

At 1804 Queen RTB the Jolly Greens and we RTB at 1830.

RCC*Eichorst
PLT*Delony
NAV*Howard
RO*Ward
FE*Puryear
FE*Ortiz
LM*Jones

DOUGLAS W. EICHORST, Capt, USAF
RCC, Crown 5

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100

FROM:

10 October 1967

SUBJECT: Mission Narrative

TO: Commander
39 ARRS

Crown 7 took off from Tuy Hoa at 2205Z 10 Oct 67 to control the following missions: 1-3-153, 2 October 67 (Spooky 12), 1-3-160, 8 Oct 67 (Etta 02), 1-3-161 8 Oct 67 (Seabat), and 1-3-162, 8 Oct 67 (Boxer 12).

The following aircraft participated in SAR activities under Crown 7's control: Big 07(O-1), Term 52 (C-130), Rage 01 and 02 (O-2B), Hobo 25(Albatross), Bookie 43 and 64(C123), Hades 72(C123), Hash 10(C47), Basketball 246(armed 687 (C130), Misty 21(F100), Wasp 94(C130) and Jolly Green 26. In addition several ~~un~~ unidentified Hobos and UH-1 gunships participated though they were not under Crown 7's control.

At 0139Z, Hash 10 reported wreckage at UTM coordinates ZD1444. Rage 01 was directed to the scene as soon as he had located the wreckage Hash 10 was released to his own control. Jolly Green 26 was launched from CH94 at approx. 0250Z and he arrived on scene at 0310Z. He identified the wreckage as Etta 02. As of Crown 7's RTB, no survivors were found. Jolly Green 26 received Rescap from Misty 21 and UH-1 gunship(call sign unknown).

At 0159Z Basketball 246 was directed to an area between the 035-045 radials and the 045NM and 053NM DME of CH107, because of a reported beeper at that position. Boxer 12 was suspected of being down at this position. Basketball 246 reported strong beeper and red smoke at 36/52NM of CH107. Subsequently, he also reported minor flashes. Crown 7 reported that 246 contact Pleiades Rescue for Pedro helicopters. The Pedros were airborne 0350Z and shortly thereafter at 0430Z, Crown 7 relinquished control of the mission to Crown 2.

At 0347Z, Big 03 reported the wreckage of a C47 at the UTM coordinates, ZC136958, which he spotted at 0230Z. It was suspected that this was the wreckage of Spooky 12. At 0410Z, Term 52 was directed to the area. He reported that the weather made visual sighting of the wreckage impossible. At 0500Z he was directed to another search area. At 0515Z, Big 07 was requested to proceed to the area of the wreckage. At approx 0530Z, Big 07 proceeded to the area. At 0547Z Crown 7, RTB'd turning control of the SAR forces over to Crown 5.

Search areas are not included ~~in~~ since all search objectives were subsequently final.

Rescue Crew Commander

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FROM: RCC Major John W. Mirick

13 October 1967

SUBJECT: Mission Narrative 2-3-79

TO: Commander
39 ARRS

While on normal Crown 2 orbit 7 October 1967, Falcon Lead (F4C) called "Mayday" at 0630Z. He was hit by a SAM and heading south. He ejected at approximately 20-40N 105-10E. Falcon 2 reported there were two persons on board, however only one chute and intermittent beeper was observed.

Falcon 2 had 10 minutes of fuel but observed Falcon Lead hit the ground in a relatively desolate area, 080/82 from Channel 97. At 0640Z Sandy 7 & 8 were scrambled from CH 89 and Sandy 1 & 2 from CH 86. Sandy 7 & 8 were proceeding direct to area with Sandy 1 & 2 rendezvous with Jolly Green 15 & 27 at point 100/50NM CH 97. 0652Z air to air Mig Cap was requested from Compress. We were informed at 0715Z that Falcon 2 & 3, Cobalt 1 & 2 and Packard 1,2,3,4 would be use as Mig Cap. Otter and Barracuda would be Iron Hand, and Vampire and Pistol would be Rescap. The orbit time for Sandy 1 and 2 and Jolly Green 15,27 was 0825Z. The time the Rescap and Migcap were estimating the area. Firefly 15 & 16 orbiting 100/50 CH 97 0805Z. 0802Z Sandy 7 observed that overcast weather conditions with breaks in the overcasts Falcon reported weqther in area of downed pilot was broken and Falcon 1 went down in a clear weather area.

We were advised Magnum would relieve Cabot 1 on ECM and Warhawk and ~~Warkaw~~ Otter would relieve Seabird. At 0830Z the forces started in bound. There was negative contact with Falcon on radio, no voice or beeper. At 0910z both ight and low aircraft conducted electronic search. At 0920 Sandy 7 advised they would search the area one more time they would recommend RTB SAR forces. 0932 Sandy 7 spotted a white object and investigated to find it was a white spot on a hill. The weather started to deteriate. The forces were advised to RTB at 0942 with no contact electronic or visual with Falcon 1.

The Jolly Greens would RTB Lima 36 for fuel than to Lima 98 and Sandy 1,2,7,8 CH 86. Jolly Green estimated Lima 36 at 1040Z. Falcon ~~escorted~~ escorted the Sandy and Jolly Green from area. Otter, Barracuda, Vampire, and Pistol did not arrive to assist in this SAR mission. At 1023 Firefly 18 reported Firefly 17 was hit, smoking but still airborne. Since Sandy 1 & 2 were near they were diverted to the area. Falcon loitered area 97 and then proceeded south over Firefly 17,18 and Sandy 1 & 2. Compress advised Pack Sane was available for landing. Jolly Green 09,55 were scrambled from 89 and Sandy 5,6 from 86 to intercept Firefly 17. At 1047 Firefly 17 landed at Pack Sane with no further incident. Jolly Green 15 and 36 departed Lima 36 and landed Lima 98 at 1135. Sandy 1,2,7,8 RTB CH86. Sandy 5,6, Jolly Green 09, 55, RTB CH89. Crown 2 RTB at 1150Z to CH83.

John W. Mirick, Major, USAF
Rescue Crew Commander

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Maj Masters
Capt Johnson
AlC Holoff
Msgt CooperTsgt "ogers
Ssgt Hollmann

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102

FROM: RCC Capt Delony, Billy G.

16 October 1967

SUBJECT: Mission Narrative

TO: Commander

39 ARRS

At 1135L on 15 October 1967, Crown 4 received a "Mayday" call from Stiletto Lead which was relayed by Misty 21. Stiletto Lead was hit by AAA in RB-1 and was downed at a position 330/35NM from Channel 109, 5-7 miles off shore. Misty 21 was over the scene and reported two good chutes. He continued to supply information to Crown 4 throughout the mission. Stiletto 2 was low orbiting the two survivors and was not in contact with Crown 4. Nail 74 and Covey 67 reported on scene and were used to recce for hostile surface vessels between the survivors and the beach. The Jolly Greens were scrambled and estimated on scene at 1215L. Proud Fox sent Canasta 402/06 over to Crown 4 for Rescap and they arrived on scene at approximately 1215L. Other Rescap used was Detain flight(2/F4) and Lariat flight(2/F4).

Misty 21 reached Bingo at approximately 1150L and had to cycle on Crown 11P tanker. While Misty 21 was on tanker Covey 67 was assigned on scene commander. Covey 67 and Nail 74 had both survivors in sight from the time of their arrival on scene until the pick-ups were made. Jolly Green 26 made the first pick-up at 1215L, and reported his survivor appeared in good shape but had a possible leg injury. Jolly Green 04 and his pick-up at 1226L and reported his survivor in fair condition with a possible back injury. It was determined neither survivor required immediate medical attention and both Jolly Greens returned to Danang.

Delony, Billy G. Capt, USAF
Rescue Crew Commander

Plt Eichorst, Douglas W. Capt, USAF
Nav Howard, Robert C. Capt, USAF
RO Ward, Robert ALC
FE Clardson, Charles W.
FE Ortiz, Ernest J. JR.
LM Creer, Eddie B.

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103

FROM: RCC CAPT NIQUETTE

18 October 1957

SUBJECT: Mission Narrative 1-31171

TO: Commander
39 ARRS

1. This mission narrative is submitted IAW ARRM 55-1 3RD GP SUPP 55-22
2. SAR mission on Goblin (RF 101). Crown 1 was on normal SAR orbit when a message was received from Compress that Brown Anchor had received a beeper for a short while on the 065/065/CH 51. Crown 1 began moving to that area to perform an electronic search. While in route Compress called at 0405Z and stated that Goblin an RF-101 from Udon RTAB, was missing and his fuel exhaustion time was about 0400Z. Crown 1 arrived in the area at approx 0410Z and started the search. At approx 0421Z beeper contact was made using VHF-DF equipment, the beeper was track to approx 320/25/CH 72. At this time Crown 1 began asking questions of the survivor by means of using short beeps or long beeps for yes and no respectively. By doing this it was determined that the survivor was Goblin and that he was not injured. At this Crown 1 made voice contact. This entire mission was greatly hampered by a FAC mission on guard channel. The used call signs of Bonny and Dead Lock. At this time all DF equipment on Crown 1 was unreliable so Crown 1 asked Crown 2, who was nearing the area, to use his equipment. At first voice contact Crown 1 had Compress launch the Sandie 788 from CH 89 and 5-6 CH 86. Also Queen launched Jolly Green 10-07 from CH 109. Crown 2 tracked the beeper to 030/18/72. Crown 1 moved to that area and began asking authentication questions which Goblin answered correctly. The Jolly Greens arrived on the scene before the Sandies. Also at that time Sandy -8 developed engine trouble and had to return to CH 89 with Sandy -7 escorting him back. Since it would be another 35 minutes before Sandies 5-6 would arrive, Crown 1 called Hillsboro and asked if there were any Hobos that could be used. Hillsboro stated that Hobo 33-34 were in the area and could be used. Crown 1 ask that they contact Crown 1 on 030/18/72. The weather in the area was broken to overcast from 3500 MSL to 6500 MSL; terrain was from 2500 to 4000 MSL. Crown 1 orbited the area talking to Goblin to be assure him that help was on the way. Jolly Green 07 found a hole in the clouds and dropped down to take a closer look. He was fired upon, so he move back up on top of the clouds. Crown 1 dropped down to 9,000 and asked Goblin if he could hear a Cpl30 or the helicopters. He said that he could just bearly hear a C-130. Crown 1 flew back and forth across the area asking Goblin if the sound grew louder or fainter. Then Goblin started giving Crown 1 directions to fly. This was done for about 10-15 minutes till Goblin stated, "You are right over me Crown". This was the 036/26/72 15-58N 106-47E. The Hobos arrived and Crown 1 vectored both Jolly Greens and the Hobos to the area. Hobo 33-34 went down and made visual sighting of the down pilot and checked out the area, for possible ground fire. Then Hobo 33 came back and escorted Jolly Green 07 down while Hobo 34 stayed in the area of the down pilot to maintain visual contact. Jolly Green 07 made a hoist pick up of the pilot at 0627Z and stated that he was in good condition. At this time Jolly

MN-16

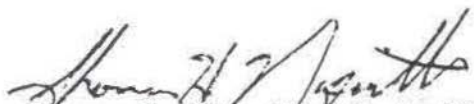
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stated that he was being fired on from the ridge. As Jolly 07 climb back up Hobo 33-34 went in to hose down the ridge. Sandy 5-6 arrived and escorted Jolly Green 07-10 and Crown 1 back to CH 109. Enroute Crown 1 refueled the Jolly Green 10. Hobo 33-34 were returned to Hillsboro's control.


Thomas H. Niquette, Capt, USAF
Rescue Crew Commander

Plt	Brandt, Larry J. Capt USAF
Nav	Thompson, Harry A. Capt, USAF
RO	Richardson, Charley W. Ssgt,
FE	Nelson, Charles A. Msgr
FE	Clements, Robert D. Ssgt
LM	Fletcher, Finis W. Msgr
MM	SCARPilli, Alfred L. SGT

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MISSION NARRATIVE

Crown 4 21 Oct 67 was notified at 1620Z, shortly after take off that Eagle 2, F-100, was missing. Eagle 1 and Rash 30, FAC, reported seeing an explosion off shore from Channel 50. This explosion occurred shortly after Eagle 01 & 02 had completed a strike with Rash 30 and Eagle flight was joining up.

Estimated position of downed aircraft was the 345/15 of Channel 50. Crown 4 arrived in the area at 1650 and worked with the following aircraft: Basketball 572 & 508, Spooky 11 & 12, Moonshine 45 and Rash 30. Both Basketball and the Spookies alternated in dropping flares and searching with Rash 30. Rash 30 assumed on scene command and directed the flareships and search ships.

Crown 4 had to depart the area for another mission at 1755. The search continued for an unknown period after Crown 4 departed.

At 2330Z Crown 4 was directed back to the scene for further search. Crown 4 worked with the following forces until search was terminated: Rash 21 - FAC 02, Follow 2-US2B, Ellis 431 - C7A, Sam Drink Yankee - cutter, and Sam Drink Charlie - swift boat.

The aircraft were given search areas and the ships were directed to search the immediate estimated crash area. Crown 4 sighted some unidentified objects in water and marked the area with a smoke. Sam Drink Charlie searched the area and found many small charred items from plastic to metal. Those items of special interest and that tentatively confirmed that Eagle 02 had crashed in area were: 1, Seat cushion in olive colored bag with "Seat Kit emergency 612" stenciled on bag. (612 was Eagle 02's Sqd Number) 2, headrest torn by explosion, 3. Helmet bag with USAF stenciled on it. The coordinator for most of the items recovered were BT430 344

At 0410Z 22 Oct Crown 4 departed the area leaving the ships to continue to search for debris and wreckage. Estimated coverage of search area 90% - estimated effective coverage was 70%.

DON E BRINEGAR
RCC

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FROM: RCC BROCKEL, DONALD D., MAJOR, USAF

25 October 1967

SUBJECT: Mission Narrative (21 July 67)

TO: Commander
39 ARRS

Crown 1 was notified by Compress at 0430Z that a T-28 pilot was down 30 miles NNE of CH 86 ~~at 0430Z~~. An O-1 aircraft Eagle Control was orbiting on scene. Pony Express 21 was requested to proceed to the Area. Crown 1 contacted Eagle Control enroute and arrived on scene at 0445. Eagle Control reported that he saw 6 armed soldiers take the downed pilot and escort him into some nearby trees. The downed pilot had bailed out of a T-28, Blue Eagle 4. The down pilot could not be contacted by radio. At 0420 Pony Express 21 landed at scene. Two Pony Express crew members with radios and weapons went into the trees to search for downed pilot. A Jolly Green returning from L36 was requested to come to aid in the search. At 0500 Jolly Green 55 arrived on scene and conducted a tree top level search of the area. At about 0520 Eagle Control reported that the pilot came walking out toward the Pony Express alone and unharmed. The Pony Express crew members were contacted by radio and told to return to chopper. At 0525 Eagle Control departed area for Vientienne because of low fuel. Crown 1 requested that he keep Crown 1 advised of his progress and fuel state. Jolly Green 55 was told by Crown 1 to follow Eagle Control to Vientienne. At 0540 Eagle Control advised Crown 1 that he was making a precautionary landing because his fuel was dangerously low. Crown 1 requested Eagle Control to give UHF tones to Jolly Green 35 for DF's. Eagle Control landed in a large open field with no damage to pilot or aircraft. At 0640 Jolly Green 55 picked up Eagle Control pilot and proceeded to CH 86. Crown 1 RTB to CH 86. Aircraft involved;

Jolly Green 35- HH-3C

Pony Express 21-HH-3C

Crown 1 - HC-130P

Eagle Control- O-1

Donald D. Brockel
DONALD D. BROCKEL, Major, USAF
Rescue Crew Commander

PLT. DONALD C. PURVIS, CAPT, USAF
NAV. CARL D. GLOVER, CAPT, USAF
RO BENJAMIN E. VICK, A1C
FE HOLLEY V. KEEL, MSGT
FE DONALD W. COUGHLIN, SSGT
LM ALBERT E. CADORETTE, TSgt

MN-18

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FROM: Capt Roseman

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On 28 Oct 67, at 0920Z, Crown 2 received word over the Strike frequency that Warhawk was down (Mission number 2-3-83, 28 Oct 67) at the coordinates 2046 $\frac{1}{2}$ N 1531E. Sandies 1 & 2 (who also had monitored the report) moved immediately to the border & Jolly Greens 27 and 09, on the ground at L-36, were scrambled. Jolly Green 27 was airborne at 0927Z. However Jolly Green 09 experienced mechanical difficulties and was delayed until sometime later. At 0927Z, Crown received a report that downed pilot was talking to an overhead aircraft (unidentified) and that the aircraft reported a good chute, beeper, and voice but negative visual sighting. Crown 2, then, came up on guard requesting the orbiting aircraft to contact Crown on SAR frequency. No contact was made at this time. Later the aircraft was identified as Hatchet (suffix unknown). During this time period all strike aircraft were on their way out of target for Post Strike Refueling and Crown was advised that no high performance aircraft were immediately available for mig/Rescap by Ethan c, Brigham and Invert. Jersey White was in the vicinity but could not be used. Since no USAF tactical aircraft would be available for approximately 40 min, Crown 2 requested Crown 5 contact Harbor master (Navy SAR) for support. Dakota 213 & Taproom 307 were scrambled by Harbor master and were airborne by 0941Z. and were feet dry at 1010Z. Border clearance was issued by Compress at 1014Z and Sandies 1 & 2 crossed the border immediately with JG 27 & 09 and Sandies 5 & 6 to follow. The Jolly Green ETA on scene was 1100Z with an 1130Z Bingo time to L 98. Crown 2 planned to rendezvous with the Jollys at North Station to refuel them. At 1024Z Sandy reported only 30 to 45 min of day lite left. At 1026Z Compress RTB'd the Sandies & Jollys. At 1036Z the high performance aircraft were also RTB'd.

The weather in search area was good (3000 scattered to broken). Moderate to heavy AAA was encountered by Cap aircraft. The terrain in the search area was rugged.

Opinion: The search effort was definitely handicapped by lack of available high performance aircraft for SAR & the lateness of the strike.

Search operations usually commence at the completion of a strike. At this time all strike aircraft are useless for SAR for at least 40 min (assuming they have enough ordnance left to be useful at all), because of low fuel.

It is usually during this 40 min period when contact is broken with the survivor

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that he is captured.

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For various reasons efforts to assign as additional duty, SAR Responsibility, to the navy Bar Cap or to the EB-66 Escort have not been effective. What is needed is high performance aircraft fraggged for SAR and sitting on tanker. These aircraft could be sent in fully fueled and armed to relieve the wing man over the downed pilot. They could suppress enemy forces moving in to the vicinity and act as mig cap to the Sandies, who could be immediately cleared in to the area. In addition the high performance aircraft would supply continuity in that, having had the position of the downed pilot pointed out to them they could in turn point it out to the Sandies.

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MISSION NARRATIVE

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Mission No. 2-3-84

28 Oct 67

At approximately 0715L Hatchet flight made a call on guard that Hatchet 2 had a flameout and was attempting an air restart. A few seconds later Hatchet 2 ejected and Crown 1 proceeded toward the scene. The downed position was 16°0/35NM from Ch. 86. A Pedro was scrambled from Udorn RTAFB to make the pickup. Hatchet 3 remaining over the scene established voice contact with the survivor, who was hanging in the trees. Crown 1 arrived over the site established visual contact with Hatchet 3 and Pedro 09 and gave vectors to the scene for Pedro. Pedro 09 made the pickup at 0802L and reported the survivor in excellent condition. The survivor was taken to Udorn RTAFB.

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FROM: RCC Brown, Ralph W. Major

2 November 1967

SUBJECT: Mission Narrative

TO: Commander
39 ARRS

1. On 27 Oct 1967, at approximately 1100 hrs, while flying Crown 4, was directed by Queen to move south abeam Channel 94 for possible refueling of Jolly Green 07 and /or 30, who were in process of picking up a wounded Army man. Location was the 264/65NM Channel 94.
2. At approximately 1130 Queen directed us to proceed to the scene in case refueling was needed. While enroute, Jolly Green 07 reported that Jolly Green 30 had crashed apparently not caused by enemy ground fire. 07 contacted the crew of 30 via radio, determined that 2 crew members were injured, one seriously, that they had crashed near the Army goup. Jolly Green 07 picked up the crew of JG 30, plus the injured Army man, proceeded to Channel 94. Since JG 07 had sufficient fuel, refueling was not required, and we returned to home base

RALPH W. BROWN, MAJOR, USAF
Rescue Crew Commander
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FROM: RCC CAPT NIQUETTE

5 November 1967

SUBJECT: Mission Narrative

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TO: Commander
39 ARRS

At 0417Z Crown #4 recieved a call on UHF guard (243.0) from Gunfighter Lead who stated that he had just lost his wingman Gunfighter #2. He stated that the aircraft just crashed at the 315/25/69 and he had two good chutes. Crown #4 called Queen and had the Jolly Greens launch out of Quang Tri. Crown #4 contacted rail 30 a O-1 FAC that was in the area and ask if the area was clear. He ~~stated~~ state that it looked okay. Crown #4 contacted Crikett and ask ~~him~~ if he had any jets he could send to use as RESCAP. Crikett had Chisel Flight of two F-4 contact Crown #4 on SAR UHF primary. Crown #4 had hesel orvit at 8,000 ft over the area incase they might be needed. An Army Black Cat 24 (UHIE) was in the area and call Crown #4 to see if he could help. He stated that he had a medic on board. Crown #4 asked Black Cat if he was right there to make the pick-up. Crown #4 ask Gunfighter Lead if he had Black Cat. He stated that he did. He stated that he would show him where the two pilots were. Gunfighter Lead stated he had two beeper and then he had voice contact with rear pilot. He stated that he was in good condition. Black Cat found both pilots and made the pick-up at 0427Z and returned both pilot to Danang. Both pilots in good condition. Gunfighter RTB to Danang and all SAR Forces were RTB.

This mission narrative is submitted IAW ARRSM 55-1 3rd GP SUPP 55-22


Thomas H. Niquette, Capt, USAF
Rescue Crew Commander

Plt	Larry J. Brandt, Capt
Nav	Harry A. Thompson, Capt
RO	Charley W. Richardson, SSGT
FE	Charles A. Nelson, MSGT
FE	Leon Puryear, TSgt
LM	Charles M. Kansaku, SMSGT

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102

Capt Purvis
Mission Narrative 1-3-182

Crown 6 was scrambled by Queen. The only information available was that JG 26 was down. Crown 6 was airborne at 2130Z. Queen was contacted on UHF overhead CH94. They gave the position of the SAR effort as 274/78/CH94 and directed Crown 6 to contact Sandy 7, the on scene commander, for a briefing on the current situation.

Sandy 7 provided the following information. During the night, three helicopters had been downed by ground fire. They were JG 26, a VNAF H-34 and an Army UH-1. No survivors had been recovered and the total number of people onboard the helicopters was uncertain. Numerous beepers in the area made voice contact on guard impossible.

At 2240Z, Sandy 7 located one of the choppers and possible a survivor near it. A few minutes later he spotted a flare on the ground. At 2322Z, Sandy 7 saw a man in some tall grass. He was wearing a flight suit and using a signal mirror. Sandy 7 requested that JG's be launched. The request was passed to Queen. Queen advised Crown 6 that the use of gunships was more desirable and suggested that an attempt be made to contact Hue tower for possible support. All tower frequencies available were tried with no success. This information was passed to Queen.

At 2333Z, Sandy 8 located two survivors in an open area. They were identified as Americans. JG's were again requested. At 2345Z JG 07 was launched from CH94 and JG 04 was launched from Cigar, Crown 6 dispatched Hobo 21 flight to escort JG 07 and Hobo 25 flight to escort JG 04. At 0006Z Queen advised that three VNAF H-34's and two gunships were enroute. Call signs, ETA, and frequencies for contact were not available. Three minutes later, King diverted JG 07 to CH69. At 0013Z Sandy 6, who was now on scene commander, located three more survivors near the downed VNAF helio. JG 04 arrived on scene at 0028Z. Crown 6 was repeatedly unable to obtain clearance for JG 04 to make a pickup. At 0050Z contact was made with Cyclone Head, one of the gunships escorting the VNAF H-34's. They were on scene at 0058Z. No one, including Cyclone, had radio contact with the VNAF helicopters. Contact was attempted on the SAR frequencies and Guard with no success. At 0106Z, Covey 43, a FAC on scene, reported two American survivors. These were the two sighted earlier by Sandy 8. Covey 43 reported that he had been flying at very low altitude and had received no ground fire. He requested release for JG 04. At 0106Z, Sandy 6 reported numerous American survivors, some wounded, on the ground and requested release for JG 04. Again, Crown 6 was unable to obtain permission for JG 04 to make the pickup. At this time there were a total of six A-1 aircraft and two armed helicopters overhead for cover. At 0120Z Covey 43 advised that the VNAF helicopters had picked up five survivors, possibly three Vietnamese and two Americans. Due to the lack of communications no determination as to condition could be made. Cyclone Head tried, by flying alongside the VNAF choppers and pointing to the two Americans in the clear area, to get one of them to make a pickup, but was unable. JG 04 was overhead and requested permission to make the pickup. King advised JG 04 to cross the border immediately and orbit there or face a courtmartial when he landed. JG 04 departed. At 0134Z, Cyclone advised that a hoist would be necessary to pick up the two Americans since a landing could not be made. Crown 6 again advised Queen of the situation and requested release for JG 04. At 0159Z, Crown 6 left the SAR scene to refuel JG 04.

At 0210Z, Sandy 6 reported a survivor with a leg wound and requested release for JG 04. This was one of the two Americans in the open previously located by Covey 43. At 0218Z, JG 04 was cleared back into the area, but was instructed to hold high. JG 04 located the two survivors. Sandy 6 reported the area free from ground fire. JG 04 was holding overhead the survivors and requested permission to make the pickup. It was denied.

Cyclone and King Bee (VNAF H-34's) returned to the area at 0345Z. Sandy 7 put down screening smoke and King Bee picked up one of the American survivors.

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They were unable to locate the other, the one reported to have leg wound, and departed for Phu Ba at 0418Z.

At 0430Z, Crown 6 departed the immediate area to refuel JG 04. Covey 7, the FAC now on scene, advised Crown 6 at 0515Z that a helicopter force with gunship support was enroute with a ground party. The ETA was 0600Z. The ground party was inserted at 0612Z and moved into the area of the downed aircraft. Crown 6 was unable to secure information concerning the progress of the ground party except through Covey 51 because of the lack of FM equipment on board.

The ground party recovered one american KIA at 0746Z. He was not from the crew of JG 26. Cyclone 4 and 5, gunships, reported an american in a flight suit walking uphill at 0843Z. One helicopter jettisoned his ordnance and made the pick up. The survivor was the pilot of JG 26. He was badly burned. He reported that there were two more survivors from JG 26 and that he had not seen them since morning. Cyclone 4 and 5 checked the area but were unable to locate survivors. They departed for Phu Bai at 0854Z.

Covey 51 advised that he had requested more helicopters. He also asked Crown 6 to request constant flare cover and Hobo support for the night. This request was passed to Queen and Hillsboro. After briefing Crown 5 on the situation, Crown 6 departed for CH83 at 0930Z.

Two communications problem areas were noted. The lack of communication with the VNAF helicopters during their first mission greatly hampered their usefulness. The absence of FM equipment on Crown aircraft makes communication with Army and Marine forces, both air and ground, difficult at best.

The failure to commit JG 04 caused the death of the american who was seen in the clearing by ~~xxxxx~~ Covey 43 at 0106Z and reported bleeding badly from a leg wound by Sandy 6 at 0210Z. If there existed some reason for not allowing a pick up when six A-1 aircraft were available for cover in an area where no ground fire had been reported by Sandy or Covey aircraft, it is not immediately obvious.

I have requested from local sources a list of Army and Marine helicopter units in northern South Viet Nam, to include call signs and frequencies, if resources other than those of ARRS are going to be required to effect timely rescue operations. Information of this sort is essential.

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FROM: RCC CAPT. BAINES

6 November 1987

SUBJECT: Mission Narrative 2-3-89

TO: Commander
39 ARRS

Marlin Lead (F105) downed at 21-25N 104-43E. Reported by Marlin 111 on strike freq at 0835Z. Jolly Green's 56 and 37 were launched at 0819Z. Border clearance for SAR Forces from Compress at 0858Z. Sandy's 1, 2, and 6 escorted the Jolly's in. Rescap was provided by Scotch Hornet and zark flights. Migcap by Olds and Honda. The survivor was recovered at 1009Z by JG 37. At this time Sandy 6 reported that he was jumped by a Mig. He took no hits that he could tell. He punched off all external stores except center line tank and mini gun. There were no Mig calls for 5 minutes either side of 1009Z. The calls after that time were North and East. Crown 11 descended to 8,500 to refuel JG 37 vicinity Ch 97. Then escorted all forces across the fence and JG 37 to Ch 89.

THOMAS B. BAINES, CAPT, USAF
Rescue Crew Commander

Flight time on mission;

Scotch 1+30	Olds 2+00
Hornet 1+30	Honda 1+30
Ozark 1+30	

Crown 2	1+50
Sandy's	1+50
JG's	1+45

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FROM: RCC CAPT PURVIS

7 NOVEMBER 1967

SUBJECT: Mission Narrative (26 Oct 67)

TO: Commander
39 ARRS

At 0905Z a conversation monitored on VHF between Cricket and a FAC, RAVEN 41, indicated that an aircraft under their control was down. More information was requested and it was determined that a T-28, call sign RAVEN, was down. The position was 090/50 from CH 79. The area was friendly, a ground party was enroute to the scene, and RAVEN 41 was overhead. There was hostile activity to the west of the downed pilot.

Jolly Green 09 and 37, at Lima 36, were advised of the situation at 0907 and Compress came on with the usual "Standby." At 0936, Compress cleared Crown 2 to launch the two choppers and Sandy 5 & 6 for the area. The ETA for the four aircraft was 10050Z.

The ground party, four people, call RAVEN 40, was within one hundred yards of the survivor by 0950Z, but rugged terrain made climbing very difficult.

The downed pilot was near the top of a ridge, elevation approximately six thousand feet. There were peaks to eight thousand five hundred within ten miles. Weather in the area was broken with bases at seven thousand five hundred and tops at nine thousand five hundred. This information was passed to the Jolly Greens, Crown 2 was orbiting the area and maintained contact with the ground party, RAVEN 41, and the rescue force.

Jolly Green 37 advised that both choppers would have to dump fuel to make the pickup and would need refueling to proceed to CH 86. Both aircraft were AR equipped and both crews qualified. JG 37 revised ETA on scene to 1040Z.

Compress instructed that only the downed pilot would be picked up. The reason given was concern for both aircraft dumping to a quite low fuel state. Crown 2 had visual contact with JG 37 at 1023Z, position 090/44 of CH 79. Communications were established between JG 37 and RAVEN 49, who was now over the survivor.

The first pickup by JG 37 was a member of the ground party. At 1050Z the downed pilot was onboard and reported in good condition. At 1052Z JG 37 experienced a flameout on #2 engine and started for a friendly site in the immediate area. A safe landing was accomplished and JG 09 also landed. JG 37 was left at the site. The crew and the survivor transferred to the other chopper. At 1123Z JG 09 was airborne and enroute to CH 86. Sandy 5 & 6 had previously returned to CH 89. Crown 2 descended to escort JG 09 until he was ready for fuel. Due to terrain and weather, the first attempt was made at ten thousand feet. The chopper could only indicate eighty knots in level flight, so an attempt was made to hook up in a descent at one hundred knots. This was not successful. On the second attempt our position was somewhat further south. Terrain and weather conditions allowed a refueling altitude of eight thousand feet to be used. A successful fuel transfer was accomplished. JG 09 was escorted by Crown 2 until visual contact with CH 86 was established at 1210Z, and Crown 2 returned to base.

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FROM: RCC CAPT BAINES

7 November 1967

SUBJECT: Mission Narrative 1-31177

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TO: Commander
39 ARRS

Search for Buttercup Lead H-34 enroute YC4032 (086243 CH72). First contact Danang Rapcon at 1131Z 090/CH 94, Leading 090 cleared to Danang VOR at 1200' for radar vector. Lost contact at 1138Z when Buttercup acknowledged clearance. 3 SOB, 3+00 hours fuel. No chutes survival vests and Infantry gear.

Earlier, Buttercup reported to Mayflower that he was canceling mission due to weather. He departed YC4032 at 1900H(1100Z) leading 090 at 9,000. The chopper was ADF only.

The area within 25NM of YC4032 and the track from there to Danang and there to the coast on 090 was search very thoroughly. The area along the coast from 30NM south of Danang on the coast to 5NM north of Danang was searched thoroughly. Negative results.

Crown flew 4+50 hours in search
Dream Hour 34 & 40 flew 2+15
Big 02 flew 1+15
Covery 84 flew 2+30
Spud 05 & 06 flew 1+00

CAPT THOMAS B. BAINES
Rescue Crew Commander

~~SECRET~~

FROM: RCC Maj Morrissey

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8 November 1967

SUBJECT: Mission Narrative (1-3-181)

TO: Commander
39 ARRS

Crown 4 took off from Tuy Hoa 8 Nov 67, at 0620L for the normal orbit mission. At 0845L after arriving at normal orbit, Crown 4 received word from "Machete" 1 that Misty 2 was down 10 miles northeast of Dong Ha, "Feet Wet" and two good chutes. The refined position was 330/58 miles from CH109. Machete 1 and 2 were used for Cap with Gunfighter 1,2,3, and 4 utilized later. Two Navy ALH's, Electron flight were asked to assist and arrived on scene at 0900L. Jolly Green 04 and 07 at Cigar were launched to assist and arrived on scene at 0900L.

A number of enemy surface vessels were seen proceeding from shore to the two survivors who were approximately $\frac{1}{2}$ miles and the second was 2 miles from shore. The surface craft were discouraged by the Fighter Cap and were reported to have reverse course and headed toward shore. Ground fire from the coast was suppressed by the Electron Flight. Jolly Green 04 landed on the water and picked up one survivor at 0918L. Jolly Green 07 also made a water landing and picked up survivor #2 at 0920L.

The Jolly Greens then proceeded to CH 109 with Jolly Green 04 taking both survivors to CH 94. The condition of both survivors was reported as good. Crown #4 proceeded back to normal orbit.

RCC Maj Morrissey
P Capt Stretton
N Capt Connell
R6 SSgt Best
FE TSgt Coons
FE TSgt Bonner
LM SSgt Coskie

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Roger F. Arndt 1/Lt, USAF

9 November 1967

Mission Narrative 1-3-182

Took over from Crown 6

Jolly Green 26 down pilot was picked up previously

Worked with Covey 51 and Bully 03 (FAC's)

Soon after Crown 5 assumed mission command the light began to fail. The ground party(Bulldog) elected to RON in the bamboo near the area ~~xxxx~~ and wait for first light~~x~~. This was after repeated attempts were made to talk to the survivors on Guard with no success. All forces were RTB'd with Crown 5 being the last to depart. No progress was made on this mission while Crown 5 was in command.

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Mission Narrative

Mission Number 2-3-87

10 November 67

CROWN 2

CROWN 2 relieved CROWN 1 on station while the SAR effort for AWOL 01 was in progress. The area for the effort was 045/48 (Ch 77), an unfriendly, mountainous piece of land just on the Laotian / NVN border. The high terrain in the area was approx 3000'. The weather throughout the area was scattered to broken with the bases near 3500'. AT the time CROWN 2 assumed Mission Command, FIREFLY 13 was on scene commander, with FIREFLY 14, ELECTRON 501/502, SANDY 1/2, NAIL 10, and DRILL, PETROL, and GUNFIGHTER flights (10 FL's). JOILY GREEN 53 was also in the area. AWOL 01 was on the ground with a broken leg. He had one radio, one flare, and a strobe light. ~~He was seen to~~
~~make the survivor, after he had been seen to the only~~
~~result was a lost GUNBY (2) and control surface damage to JG 53. CROWN~~
~~1, JG 53, and CROWN 2 took over the mission.~~

FIREFLY 13 elected to suppress the ground fire with fighters, and FAC'd PETROL flight in to drop. Soon after PETROL came GUNFIGHTER and HONDA. At 0545Z the FIREFLYs had to RTB because of fuel and SANDY 1 assumed on scene command. Under his direction the SANDYs and the ELECTRONs would lead JG 53 into the area. Just before they arrived, several flights of fighters were going to blast the area with their ordinance. Then the A1's would form a Daisy Chain around the JG and have the survivor pop his smoke. The pick-up would be attempted. (NOTE: As the fighter flights expended their ordinance they were RTB'd, as the air was getting quite crowded.) AT 0621 the SANDYs laid a smoke screen and vectored the JG in. JG 53 began talking to the survivor, but also took some hits from

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ground fire and had to depart. He was apparently hit in the rudder section and could only make left turns. He got out of the area and headed for Ch 86. CROWN scrambled more Jollys and Sandys. At this time, SANDY 1 requested all the help he could get from CROWN, who had been gathering fighters and tankers throughout. The mission now took on the characteristics of a Night Watch, with CROWN getting fighters and tankers from CRICKET, ~~knowing~~ turning them over to LION GCI for refueling, getting them back on frequency for briefing and then handing them over to SANDY 1 for the expending of their ordinance. MOONSTONE (F4), KILLER (F-4), MASHER (F-4), SPEEDO (F-4) and FLINTSTONE (F-4) flights were used in this manner. At 0700 SANDYs 1/2 ~~and~~ had to RTB for fuel. SANDY 1 had taken hit, so they went to Ch 86. ELECTRON 505 assumed on scene command. He worked with HOBO 55/56 and NAIL 77, talking to the survivor and keeping the ground fire down. SANDYs 3/4 and JG 15 and 27 were enroute. SANDY 3 arrived at 0712 and assumed on scene command. The Electrons were vectored to Ch 85 for fuel. Ground fire was still being seen, so MADISON, PINHEAD and TIGER flights were used to expend ordinance. At 0748 the forces regrouped to make another attempt to pick up the survivor. This was almost a repeat performance. The JG (1) was hit and had to pull out. The SANDYs, et al, hit the area again, but are now worried that all the fire will kill the survivor. Most of the ground fire seems to be coming from his immediate area. At this point, everything came to a halt while the on scene commander re-evaluated the situation. He elected to again FAC in some fighters for another try at cleaning out the area. LOCUST, DALLAS, WEDGE, and TITLE flights were used at this time. FIREFLYs 15/16/17/18 are scrambled and on the way at this time. They all have a standard load.

In the midst of these problems, JG 15 (who had been hit) needed fuel. It was questionable whether he could refuel from CROWN 2 but the effort was to be tried. CROWN 2 descended to join with the JG ~~15~~  the refueling was accomplished at 094

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knots, in an area hostile to both the JG and to CROWN. Because of the urgency of the mission, flight to a completely safe area was not considered. The total time for the refueling was less than six minutes and the JG was enroute back to the scene. While this refueling was happening, JG 27 had made an attempt to pick up the survivor and had received ground fire and had to pull off. SANDY 3 recommended that we no longer use high performance aircraft because of the area. ~~XX~~ MISTY 25, an F-100 FAC was the only high performance aircraft retained. All others were RTB'D.

CROWN 2 then had to descend again (0855) to refuel JG 27. This was the same situation; unfriendly area, slow, poor weather; ~~XXXXXXXXXXXX~~ The effort had slowed down somewhat. The weather was not as good as it had been; the survivor was talking louder and faster; the groundfire was no less dangerous; and there were only A1E's in the area with the JG's. FIREFLY 15 assumed on scene command and reported that he had the survivor pin-pointed. JG 15 made another attempt at a pickup (0937) and received more ground fire. At this time we were advised by RESCUE 1 to RTB all forces. CROWN advised that JG 15 was in a hover over the survivors position and not receiving hits (he had previously gone up the wrong valley) and that to RTB everyone now might make the difference. RESCUE 1 said "Have at it".

AWOL 01 said for the JG to say in a hover and he would crawl to him. Throughout the next 33 minutes JG 15 remained in a hover, being protected by the A1's. Every so often ground fire would hit one of the A1's or the other JG but none was directed at JG 15. The survivor had stopped talking on his radio immediately after JG 15 had asked him for his authenticater number. Suspecting a trap, FIREFLY 15 told everyone to pull out and all forces began to egress. At this time ground fire up to 37mm came from all directions. All forces were out of the area by 1015Z. *mm-30*  DECLASSIFIED

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Although this mission was unsuccessful, it was the largest and most well coordinated SAR mission probably ever run. There was nothing left undone in the attempt to rescue AWOL 01. CROWN 2, after the mission, recounted the aircraft used and found that 108 aircraft and four GCI sites were used in one capacity or another. The rescue of this ~~xxxx~~ survivor was not in the hands of man.

On 11 November 67 a first light effort was planned in hopes of a successful rescue of AWOL 01. CROWN 6 was launched to be mission commander, and SANDER 3 was on scene commander. The forces assembled included two JG's, two Sanders, four HOBO's and four F4B's.(and tanker); a total of 14 aircraft. Although the weather was acceptable, no contact could be made with the survivor. After two hours (2330 - 0130) the on scene commander recommended the effort be dropped and all forces RTB'd. This was approved by Compress and all forces except the GUNFIGHTER flight of F-4's left the area. There had been some ground fire reported. although no one was hit in this effort.

Roger F. Arndt

1/Lt USAF

Rescue Crew Commander

mn-30

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FROM: RCC Maj Dubriske

10 November 1967

SUBJECT: Mission Narrative (2-3-87)

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Crown 1

Crown 1 departed Udorn AB at 10/2310 and was immediately contacted by Compress and advised to proceed to CH77 and contact Drill Flight who had voice contact with AWOL survivor, 47/48 of CH 77. Crown advised Compress to launch Jolly Greens and Sandys to the area. Crown contacted Drill flight (2F-4) who had voice contact with AWOL survivor. It was found out he was the back seat man from an F-4 and that he had a broken leg. Both Nail and Drill had good voice contact with AWOL on guard. Compress advised Sandy 7 and 8 were on their way and Jolly Green 52 and 27 had been launched from CH 89. Sandy 7 and 8 arrived in the area at 0030Z. Sandy 7 took on scene commander and began visual search for AWOL. Sandy had good voice contact with AWOL, but could not pin point location of survivor due to terrain and ~~lack of~~ AWOL not having any signaling devices. Misty 21 and Misty 11 (F-100) also had good voice contact with survivor.

Compress passed questions to Crown and these were relayed to Sandy to be asked to AWOL survivor. Questions were "Who is the greatest football team in the world?" and also his authenticator number. At 0059 Sandy 3 took some hits, and was forced to eject. Jolly Green 27 was vector to Sandy 8 survivor and at 0118 was picked up by J.G. 27. Survivor is OK, except for cuts and bruises. At 0125 Nail 52 asked AWOL questions and Green Bay Packers was the reply. Compress confirmed as being correct. When asked about front seat man, AWOL did not know what happen to him. Jolly Green proceed to orbit high with Hobo (A-1E) as escort. Sandy 5 and 6 arrived in area 0145. Sandys orbit the area trying to pin point AWOL position. Sandy 7 RTB with ~~back~~ battle damage and no hydraulic pressure. Sandy 5 directs Jolly Green 52 to approx area of AWOL using voice directions from AWOL and use of beeper for homing. Jolly Green homes over area but no visual with AWOL. AWOL says he can hear Jolly Green. About 0256Z Jolly Green 52 takes a hit and starts losing oil pressure. J.G. 52 gets out okay, but advises he has wounded aboard JG 52 and 27 depart area for CH89. JG 53 and 15 arrived about 0334. Sandy 5 took a hit at 0336 and he RTB to CH86 with a hole in left aileron and hydraulic shot out. Firefly 13 and 14 arrived in area and Firefly 13 took on scene commander from Sandy 5. The next 90 minutes were spent trying to pin point AWOL while Jolly Green 53 and 15 orbited high. The high performance aircraft could not shoot up the area for fear of hitting AWOL. At 0537 Compress advised Crown 1 to give J.G. 15 a drink and for Crown 2 to take control of the SAR. After refueling J.G. 15 Crown 1 escorted J.G. 53 to CH89, who had taken a hit and lost control of his right rudder. After J.G. 53 landed at 89 Crown 1 was RTB to CH86. If AWOL only had some kind of a signal device, (mirror, flare etc..) the pick-up would have been successful, but it was impossible to pin point AWOL and even when the Jolly Green thought they were right over him, he still could not be ~~xx~~ spotted visual.

Stanley J. Dubriske Jr. Maj, USAF
Rescue Crew Commander

mn-31

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Mission Narrative 1-31182

12,13 November 1967

Crown 1 departed Udorn at 2200Z/12 and arrived at the SAR scene at 2240. At this time, Sandy 7 and 8 were on scene and in contact with the two ground parties which had been put into the area the previous evening. The ground parties had the call signs Bulldog and Wonderful Time.

Since Crown aircraft have no FM capability, the information was relayed to Crown through Sandy 7 and 8. Bulldog reported that at 2238Z the weather was bad-ceiling zero. At 2320Z the weather was improving. Only the mountain tops were now obscured. At 2355Z, Bulldog reported from the wreckage of JG 26. He reported possibly three bodies in the wreckage. The aircraft had been destroyed by fire and identification of the bodies was impossible at that time. Bulldog also reported two possible survivors approaching the scene. These people were later reported acting suspiciously. The last report at that time was at 0030Z. Since they were acting suspiciously, an attempt was made to approach them. Instead, the ground party attempted to account for everyone in the three helicopter wreckages.

At 0010Z, Bulldog reported 4 bodies in JG 26 wreckage, and at 0030 a 5th body was reported. The body count was complete and all onboard JG 26 were ~~xxx~~ accounted for with the identification of the 5th body. Bulldog also reported finding "equipment of 10" on JG 26.

At 0048, Queen reported one enlisted man from the UH-1 was still not accounted for. At 0051Z, Culver City reported all crew members on the UH-1 accounted for. Prior to this time, Crown 1 knew of only two accounted for on the UH-1, call sign Typhoon 2. Of 4 crew members, one was reported rescued one KIA. At 0130Z, Culver City again reported all accounted for on the UH-1.

Sandy 7 reported that a all had been rescued on the VNAF H-34, King Bee ~~ix~~ Lead. At 0140, a Covey FAC arrived on the scene to provide FM contact with Bulldog. He reported that Culver City was sending 4 helicopters to remove bodies. Rescue forces were given RTB and Crown 1 returned to normal orbit.

The crew on Crown 1 for this mission had also been flying Crown 1 on the previous day. On that mission, we monitored the communications of the original rescue effort conducted for JG 26. We concur with the narrative written by the crew of Crown 6. The still unexplained failure to allow JG 04 to rescue an injured american resulted in his death. In addition, the failure over a period of more than 4 hours to follow the unanimous recommendation of the on scene commander and of all forces in the SAR area to allow JG 04 to pick up the survivors was at best demoralizing to the rescue forces. The many other USAF and VNAF crew who played some part in this effort undoubtedly had their faith in our rescue capability severely shaken.

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Mission Narrative

17 November 1967

At 0105 Z a Mayday was received over guard by Crown 1. Zebra Lead was reported down at 20-44N 105-14E with a good chute and beeper. Jolly Green 37 was scrambled from L-36 and Jolly Green 53, who was enroute to L-36, proceeded on ~~in~~ toward the border. While in the area Zebra flight reported several short beepers and reception of foreign voices on guard. The Rescue forces were held at the border until ~~fighter~~ fighter aircraft could reach the area. Olds flight was used for electronic search and Barracuda flight provided CAP for the Sandys and Jolly ~~Greens~~ Greens after they crossed the border. Soon after crossing the border JG 37 reported a low fuel state which would ~~have~~ have prevented his making a pick-up and returning to L-98. A complete undercast at 6000' prevented a return to L-36. Crown 1 directed Sandy 3/4 to escort JG 37 back to border for air refueling and to join-up and escort JG 53, who was now nearing the border, into the scene. Olds flight was over the scene at 0205Z. After 20 min of electronic search Olds flight had received only 2 short beepers and intermittent foreign voices on guard channel. Sandy 1/2 arrived on scene at 0221Z and reported that the area had many interconnecting roads and was moderately populated. After 30 Min of search the Sandys had received only one short beeper, intermittent foreign voices on guard and had no voice contact with the survivor. The SAR effort was unsuccessful and the SAR forces were RTB at 0250Z. JG 37 had air refueling at North Station and returned to L-98 with JG 53. The Rescue forces were hampered throughout the SAR effort by the 6000' undercast and the inoperation of CH97.

Crew Members

Delony
Fogg
Goode
Glover
Puryear
Cruz
Ward
Jones

m N -33

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Capt Donald J. Donovan

Mission Narrative 2-3-89

19 November 1967

Crown 1 on Pak Sene orbit at 23.5 feet. At 0110Z, Covey 672 an C-2, requested intercept for his wingman Covey 655 who had battle damage. Crown 1 began an intercept course from his position 061/106/51. At 0115Z a Laredo 4 called that Waco Lead 105 was down and had a beeper. Crown 1 advised Brisaam that Covey 672 was under Lion control and to try to keep track of him, that Crown 1 was breaking off intercept to begin a SAR attempt. At 0119Z, several calls came in nearly simultaneously that Garage 3 (F-105) and Vegas 1 (F-105) were down in the target area. Vegas 2 recommended no SAR attempt. Waco 1 Lead (F-105) was also reported down in the vicinity of the target, also at this time Waco 2 called that Waco 4 ejected at position 030/130 North Station. JG 55 and 37 were launched from L-36, and Sandy's 1-4 headed for the area. The area determined to be safe and the Jolly Greens redeployed with the Sandys. Two high performance flights were located for Mig Cap, Bison flight 4 (F-105) and Petros flight 4 (F4C). Crown 1 moved approximately 50NM north of Chan 79 and climbed to FL 250. Firefly flt 13 and 14 were also orbiting at North Station ready to assist if needed. Sandy one Lead Jolly Green 55 to the survivor and brought him aboard at 0210 lcl the survivor was reported in condition one. Jolly Greens 55 and 37 headed for L98 and all SAR Forces were RTB AT 0230Z. Crown 1 suggested an Electronic search for the other possible survivor in the target area, but do not know if one was conducted. The Fac aircraft Covey 672 recovered successfully at CH51.

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007

RCC CAPT SVEC

19 November 1967

Mission Narrritive 2-3-91

1640 Tampa 3 down on target, No SAR, NO CHUTE

1650 Fresno 4 down on target, NO SAR, NO CHUTE

1704 Killer 3 heard a beeper position 2049/1045E 072/69/North station

1715 Report from Tile 2 Mayday 256/36 Honoi

1716 086/63/North Station Mayday squawk 20-45N 105E

1719 080/83/CH97 Tile Lead down by SAM 20115N 10535E, After being hit he turned to 220 for 4 min impact near 20-45N 105-09E

1730 Ozark, Killer other electronic search

1736 JG 55/37 airborne

1803 Sandy's cleared to area

1815 RTB, Sar Forces, no beeper or voice contact

Wx in area was estimated by Sandy Lead vis 4 miles to Ø, multi-layer up to 8000 feet, clouds in area around hills

Otter and Killer flt reported that SAM's were fired at them from pos. Lead 32

Crew

RCC CAPT SVEC

CP MAJ DILLMAN

NH CAPT HOWARD

RO SGT TAYLOR

FE MSGT CLARKSON

FE SSGT YEARTY

LM SSGT WADLEICH

mn - 35

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Mission Narrative 2-3-90

19 November 1967

At 0040Z, Baracuda Lead called on guard that he and Baracuda 2 had ten hits and were losing fuel. Crown called Brigham to start tankers North. At 050Z Baracuda 2 stated that he was down to 300 lbs fuel. Sandy 1 advised to have Baracuda 2 eject as close to CH 97 as possible. At 0055Z Baracuda 2 flamed out at 110/10 NM CH 97. Both pilots ejected safely. Sandy 1-2 spotted both chutes and located both pilots at 6 NM 170/CH 97. Two Air America's UH-1 helicopters, Poppa Foxtrot Hotel and Poppa Foxtrot India, called on SAR primary and stated that they were 10 miles from CH 97. Sandy 3 vectored them to the area of the downed pilots. The Hueys picked up both pilots and took them to Lima 111 because of low fuel state. Jolly Green 37 picked up the survivors at Lima 111 and took them to Lima 36, where they were picked up by Jolly Green 53 who took them to CH 86.

CAP aircraft were Baracuda 3-4, Mallard 1-2, and Zevra flight, CAP was on station for approximately one hour.

THOMAS B. BAINES, CAPT. USAF
Rescue Crew Commander

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Mission Narrative 2-3-93

25 November 1967

At 0820Z, Compress called Crown 2 with the information that an Air America UH-1D helicopter was down in the vicinity of Lima site 203. Jolly Green 18 and 71 were scrambled from Lima 36. Sandys 1-2-5 and 6 met the Jollys and the whole force proceeded to the area. Crown 2 contacted AA C-123 374 who was on the crash scene. He identified the area as 303/95 CH97. Hotel 62 and Hotel 40 called Crown about this time and stated that they were in the area and proceeding to the survivors. Hotel 62 picked up 5 live and one dead passengers. Hotel 40 lost his radios, but was able to pick up two crew members. Jolly Green 71 found the last man and picked him up at 1025Z. Hotel 62 and Hotel 40 went to Lima 203 to refuel, then to Lima 54 to put all survivors on 374 who was to bring them to CH 86. Crown refueled both Jolly Greens, escorted them across the fence, then RTB'd CH 83.

THOMAS B. BAINES, CAPT, USAF
Rescue Crew Commander

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Mission Narrative 10990 1-3-188

At 0243Z Crown 1 relinquished control of the SAR to Crown 4 and departed the scene. At this time (0245Z) JG 10 was cleared in to make the pickup. Up to this time and subsequently no hostile fire was experienced in the area. At 0259Z word was received that the "back seater" was picked up and was in good condition. At 0310Z Crown 4 descended to refuel JG 28 (High Chopper), just east of the border. At 0314Z King Bee (chopper) put two men on the ground to look for "front seater". The results were negative due to the wreckage being severely burned. At 0334Z refueling operations were completed. Sandy 7 and 8 remained in the area until 0412Z with negative results. Reports from the "back seater" and a Navy aircraft, who saw the crash and reported only one chute, indicated that the "front seater" went in with the aircraft.

At 0412Z the Sandies RTB and Crown 4 informed Hillsborough that the mission was closed. Crown 4 RTB to CH94.

Opinion: Some confusion was experienced at the outset as to who would control the mission. What is needed is clearly defined areas of responsibility or at least close coordination between Queen and Compress. Queen directed Crown 4 to take on scene command but Crown 1 beat him to the scene and had things organized by the time Crown 4 got within radio range of the SAR Forces. Thus Crown 1 became mission commander only to be called off by Compress without any prior motive, to refuel a Jolly Green. Crown 4 was not in ~~position~~ position to take over having returned to the normal orbit for the strike. All things considered it should have been Crown 4's mission because of the requirement of Crown 1 to refuel in the Barrel Roll area. But the only agencies that could have known this was Compress as Crown 4 and Queen and even Crown 1 (I am told) were not aware that Crown 1 would be pulled off the SAR in the very middle of operations.

Also, with both Crown 1 and Crown 4 refueling choppers eventually some thought should be given to staggering the refueling times when the forces go both over land and over water. It is conceivable that both Crown's ~~were~~ would be out of position when a SAR arises in the Steel Tiger area (for example).

CAPT ROBERT I. ROSEMAN

MAN-38

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Mission Narrative

29 November 1967

At approximately 0205Z Whiskey 31 called to say that "Whiskey 32 in F-4 was downed at 260/33NM CH85. Besides Whiskey 31, on scene was Covey 11. Jolly Green 28 and 10 were launched from Cigar and Sandy 7 and 8 from Nakon Namom.

Weather was good, no ground fire was reported. Whiskey 31 was in voice contact with the back seat pilot.

Misty 21 relieved Whiskey 32 on scene at 0215 and joined by CAP flight s Demon and Goose by 0225.

Jolly Green 28/10 arrived on scene at 0233 and Sandy 7 and 8 arrived by 0250.

At this point Crown 4 relieved Crown 1. Pickup thereafter of the back seat pilot was uneventful with no hostile fire. Search for the other pilot was fruitless.

Transfer of coordination duties from Crown 1 to Crown 4 in the middle of the mission was caused by the need to refuel Jolly Green 16 which near on its way to Lima 36. Although the circumstances of this transfer of control are complex, the fact is that control of the mission was assumed by Crown 4 rather than directed to by Queen or Compress. Since the scene was in Crown 1's normal scope of coverage, Crown 1, coordinating with Crown 4, assumed control. Better coordination between Queen and Compress would have prevented this, directing Crown 4 to the SAR Scene and alerting Crown 1 of the refueling task. The mission was in no way degraded by this transfer, but only because the mission was very clear cut and in an unopposed area although not a safe area. In another instance however Crown 1 might have become so involved that transfer of control might have been nearly impossible.

Gordon R. Flygare
Rescue Crew Commander

Crew
CAPT G.R. FLYGARE
CAPT J.T. MAY
CAPT W.L. BURTON
SMSGT D.D. BENEROOK
MSGT W.H. MAY
TSGT B.G. SMITH
SSGT K.I. MARCOTTE

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Mission Narrative 6-3-189

2 December 1967

Army Huey Call sign "Hawkeye 50"

At 1300 Crown 4 called Crown 5 and briefed us on the search mission they were directing. A Army "Huey" was down somewhere near the Mo Duc-Quang Tri area. Army "slick" choppers missing was Hawkeye 50. The Army "slick" choppers searching were Hawkeye Blue, Apache 26 and Apache Red. 1340-The clouds in search area were down to 1700' preventing a search of hill tops. Apache Red decided to halt search till weather lifted. 1352-Hawkeye Blue found burned chopper wreckage 20' from top of hill 507 Pos 180/27/CH50. 1405-Apache Red (gunship) tried to fly closer to wreckage to check for survivors and identification of wreckage. He went IFR plus the winds were treacherous, so they decided to land at Duc Pho to refuel and wait for weather to lift. 1535-Hawkeye Blue, Apache Red and Apache 26 flew to Mo Duc and landed. From there they could view hill 507 to monitor the ceiling. 1545-The clouds on hill 507 started lowering rapidly. Hawkeye Blue, Apache Red and 26 RTB. 1545- Crown 5 proceeded to south Sar orbit

Donald D. Brockel
Maj USAF

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Mission Narrative 1-3-190

Search for missing Marine Helicopter, Pestkiller 1-7. Queen notified Crown 5 that a Marine Helicopter was missing 20 nautical miles north of Da Nang, approximately ten miles off shore. Two days earlier the helicopter had been directed to turn to a heading of 260 degrees and climb to 5500 feet. After that all contact was lost. We descended to 300 feet and started a creeping -line search, 20 nautical miles legs, two miles track spacing. The principal legs were in a north-south direction; the search progressing from east to west. We started the search at 16-12N 108-13E heading north at 0930Z and ended it at 1010Z when the weather and nightfall reduced visibility and made further search impractical. We did not sight any evidence of the missing helicopter. Below is a diagram of the area searched.

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Mission Narrative 1-3-190

At 2300Z 2 Dec 67, Queen called Crown 4 and requested that we search for Pestkiller 1-7 in the vicinity of the 360/20 CH 109. Pestkiller 1-7 was an H-34D Marine helicopter that had been missing for 2 days. Crown 4 conducted a low level search in the area but was only partially able to cover the area due to wx.

At 0235Z 3 Dec 67, Scarface 7-1 reported sighting probable wreckage of Pestkiller 1-7 on the 104/16 $\frac{1}{2}$ CH69. Scarface was unable to land and check more thoroughly due to wx. Scarface 7-1 returned to Hue Phu Bi to await an improvement in the wx before continuing investigating crash site. Wreckage was an H-34.

Mission 1-3-89

At 0330 Crown 4 was sent to the 170/30 CH50 top of hill 507 to check wx in area of wreckage of Hawkeye 50. Upon reaching area Hawkeye Blue called to say he was fairly sure wreckage which he had sighted was Hawkeye 50. Since HE 50 had a smoke generator and the wreckage contained one also. He then RTB'd to Quang Ngai to pick up troops to in area to check for bodies. He was due back in area at 1245 meanwhile Crown 4 turned mission over to Crown 5 and RTB'd.

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Mission Narrative

8 Dec 67

Crown one received a call from Compress that a T-28 was down north of Channel 86. Location was 332/21 of Channel 86. Jolly Green 68 and Pedro were launched to the scene. Pedro located the wreckage and the pilot was approximately 30 yards from the crash. He did not survive the crash. Jolly Green 69 was instructed to recover the body. Jolly Green and Pedro were then RTB'd.

Don E. Brinegar, Capt, USAF
Rescue Crew Commander

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Mission Narrative 1-3-195

10 Dec 67

At 0640Z Sidewinder 91 called on guard that Sidewinder 90 and T-4C was down. Position was 157/11 of Channel 94. Crown 5 moved from south orbit to the scene. Jolly Green 04 and Pedro were launched from Channel 94. Before Crown 5 and the SAR forces arrived, Minuteman 051 picked up both survivors and took them to Channel 50. Both survivors were in good condition. Helix 17, a army helo, returned the survivors to Channel 94 which was the home base of Sidewinder 90.

Don E. Brinegar, Capt, USAF
Rescue Crew Commander

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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 106-40E) (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. Seen 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

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Mission Narrative 1-34193

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 Looter). 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

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MISSION REPORT:

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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 Locker 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 would 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 ~~me~~ 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. ~~as this 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 hole in the overcast, at about the same ^(1115L) time 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 reconnoiter 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

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Msn #1-3-191

4 Dec 67

Capt Purvis

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

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

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

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

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

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

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

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

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

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

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

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

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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 sculch disable made communication possible. Again, the lack of FM equipment aboard the Crown aircraft caused delay, and some confusion in attempting to communicate with ground stations.

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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 pararescuer 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-8, and Waterboy advised that 7th AF was checking on a Tide 03 (F-8). During the time the pick-up's were being made on Phantom 52, Jolly Green 03 and Fingerprint 51 were searching for this F-8 with negative results. Queen and Crown 5 made checks with the fleet and they confirmed no aircraft missing.

Stanley J. Dubriake Jr.
Stanley J. Dubriake Jr. Major, USAF
Rescue Crew Commander

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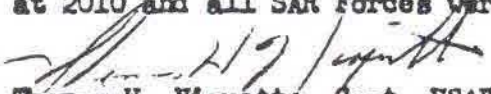
Mission Narrative

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THIS MISSION NARRATIVE IS SUBMITTED IAW ARSMM 55-1 3rd GP SUP 55-22

SAR Mission on Crown 6

At 1812Z the crew was notified that an F-4 had gone down 12 miles north of Queen. 2 good chutes and 2 good beepers. Crown 6 launched at 1840Z and arrived on the site at 1930Z. Enroute Crown 6 contacted Queen and found the area of the down pilots to be 340/51/109. They were down abeam Don Hoi, north Viet Nam about 15 miles at sea. Crown 6 made contact with Rainproof 02 who was over head at the site. The wingman of Rocket 02 (F-4E) stated that 02 had been hit and ejected with good chutes and beepers. Ranger 1 and 2 (A-1E) were all overhead. Bigmother 56 had found one crewman and was picking him up. The second crewman was found and pickup by the hoist from Bigmother 56. Both crewmen were in good conditions. Bigmother 56 was directed to transport the two crewmen to Wild Cat (carrier) for check up. Big Mother 56 arrived at Wild Cat at 2010 and all SAR Forces were RTB.


Thomas H. Niquette, Capt, USAF
Rescue Crew Commander

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Mission Narrative

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

"While on normal Crown 5 orbit a Mayday 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 330/0/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 109-05E. 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 reloaded 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, I, Captain Larry J. Brandt, FR317466, was the Rescue Crew Commander (Pilot) aboard an HC-130P, call sign: CROWN 5. At approximately 0712Z the Co-pilot heard that Carbine Lead (F-4) was in trouble with two fire warning lights. Position at that time was 330°, 69 miles, Channel 109, heading 110. At approximately 0714Z Carbine 2 reported to lead that Lead's number two engine was on fire and burning rapidly. At approximately 0715Z Carbine 2 reported that Lead had ejected; position: 333°, 80 miles, Channel 109 (1735N 10705E). He further reported of sighting two good chutes and one beeper. At approximately 0721Z both men went into the water and were reported insight by Covey 152 (O-2 FAC). At 0726 Carbine 2 established guard communications with Carbine Lead B (back seat). Lead B reported he had the other pilot in sight and that both were in good shape and in their rafts. At approximately 0730Z CROWN 5 arrived on scene, descended overhead the downed pilots and at 0733 had visual contact with both downed pilots. CROWN 5 dropped a 45 minute sea smoke to mark the positions. At this time CROWN 5 moved off and directed the helicopters into the area (Jolly Green 28, Jolly Green 04 and Angel 74), also two American destroyers were standing by 2 miles to the south (call sign: Firehorse and Journeyman). At approximately 0752Z Angel 74 moved in and hovered over Carbine Lead A for his pick up. Jolly Green 04 also moved in over Carbine Lead B for his pick up. Jolly Green 28 landed on the water and began picking up the life rafts and other debris to clear and clean up the area. Angel 64 completed his pick up and was enroute to Firehorse with Carbine Lead A when at approximately 0757Z Jolly Green 04 reported his survivor, Carbine Lead B, had fallen out of the sling just as he was about to enter the helicopter. He also stated that the survivor had dropped approximately 5 feet back into the water and had drifted to the rear of the helicopter and was unable to re-establish visual contact with Carbine Lead B. Jolly Green 04 and 28 began an immediate search of the area and were joined shortly by Angel 74 after he placed Carbine A aboard the destroyer (Firehorse). At this time CROWN 5 questioned Jolly Green 04 as to what exactly happened? It was at this time he stated the following: As Jolly Green 04 moved over Carbine Lead B he lowered his pararescuer into the water to aid the survivor into the sling. The survivor came up in the hoist and was about to enter the helicopter, assisted by the Flight Engineer. As the Co-pilot moved to assist the Flight Engineer, the survivor raised his arms to help himself into the helicopter. By raising his arms he began slipping out of the sling. Realizing the survivor was about to fall, Jolly Green 04 lowered the helicopter toward the water. The survivor fell at approximately 5 feet back into the water and disappeared to the rear of the helicopter behind a wave. Jolly Green 04 could not re-establish visual contact with the survivor. When the survivor fell back into the water his water wings were still on and inflated. Jolly Green 28 had picked up 04's pararescuer in the water. Jolly Green 04 never re-established visual or electronic contact with Carbine Lead B again. CROWN 5, Jolly Green 28 and Jolly Green 04 remained in the immediate area and conducted a thorough low search until 1145Z (well after dark) with negative results. Also the two destroyers conducted a surface search with similar results. Throughout the search the surface vessels reported a sea state of zero and winds easterly at 10 knots.

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

mn-51

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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
THOMAS H. NIQUETTE, Captain, USAF
Rescue Crew Pilot

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28 December 1967

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

Charley W. Richardson

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

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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 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 0740Z Jolly Green 04 was hovering over one of the survivors and Angel 74 was over the other. At approximately 0747Z I observed a survivor in the sling of Jolly Green 04 and a couple of minutes later a survivor in the sling of Angel 74. At approximately 0750Z Jolly Green 04 stated he did not have any of the survivors, so we began to search for the remaining survivor. Approximately 10 minutes later Jolly Green 04 stated that the survivor had fallen off the sling back into the water. Angel 74 had taken the survivor he picked up to the ship-Firehorse. The Jolly Green's and Angel 74 began searching the area. We also began flying an expanding square search. We stayed in the area until approximately 1145Z, at that time we were told by Queen to return to our base. Angel 74 had to depart the scene at approximately 0820Z. We did not find any evidence of Carbine Lead B.

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

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28 December 1977

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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

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

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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 Jolley 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 destroyers 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

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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 continue to circle the area until the Jolly Green's were over the downed pilots for the pick up, which was approximately 20 minutes. I did not know both pilots had not been picked up until approximately ten minutes after the Jolly Green's had pulled out of the area. We continued our search for the other pilot until approximately 1950 hours local.

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

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MISSION No. 1-3-199

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Mission Narrative

Crown 5 launched at 1220I on regular airborne mission control operation. Intelligence briefing had included some data on the missing aircraft call sign Misty 31 with two SOB. Reported on station at 1335 I, normal SAR orbit. Shortly after arriving on orbit Queen briefed on VHF that they believed that the Navy search which had been conducted for Misty 31 had been erroneously directed to the position of Spud 14 and Tiny 141 who had reported a beeper but did not get a fix on its position. Further the last known position of the aircraft was at 0850Z 20 Dec was $16^{\circ} 32' N - 104^{\circ} 51' E$ 050° track designation $17^{\circ} 42' N - 106^{\circ} 29' E$, request electronic search.

At 1415 Local Misty 31 airborne with same call sign as downed aircraft reported receiving a beeper but was unable to pinpoint its location because of the lack of UHF/DF equipment continuous calls for the downed aircraft on guard produced negative results. Misty 31 was joined by Misty 41 and a continuous cycling from airborne tankers was begun. At 1530 Misty 31 reported a loud beeper that was responding to commands, position $040^{\circ} / 70nm/ ch 77$. Crown 5 could at no time receive any signal from the ground. Crown 2 scrambled the Sandies 5 and 6 from Channel 89 based on this information, they proceeded to the fence and held awaiting further developments. Crown 5 requested assistance from the Navy through Red Crown but no aircraft were available. In the meantime Misty 31 returned to the tanker, breaking contact with the beeper. Four Y-105s were offered to the effort by Cricket but Misty advised that the weather and terrain were such that they would probably be useless. Weather in the area was reported as bases of overcast 4000MSL to rain up to 2000 MSL and tops of overcast at 7500. At 1600 Crown 2 was directed to return to normal orbit by King, Sandies to hold west of the fence until voice contact could be established with the survivor. At 1635 the Sandies 5 and 6 were RTB to Channel 86 and Misty m n - 52

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31 returned to the search after refueling. Sandies diverted to 89 to refuel prior to checking out another beeper report for Compress. At 1645 Misty 31 again picked up the beeper at position 005°/22nm/ch77. At 1715 Voice contact with the survivor was established. Then ensued a continuous contact for approximately 15 minutes in which it was established that both pilots had been captured and Misty 31A, the front seat pilot, was in possession of his survival radio and being permitted to use it. His two NVN guards appeared to be quite amiable and talked to the airborne Misty 31 and attempt was made to cajole the guards into returning the survivors to "Freedom Bridge", with doubtful success. At 1730 Misty 31 dropped below the overcast for a look and was immediately fired on by three 57MM positions at XE 380824. At the same time contact was lost with the survivors and not reestablished although attempts continued until 1810. During this time several attempts were made to contact the guards using Vietnamese phrases. At 1840 Misty 41 RTB because no further "P" tanker support was available although all agencies had been queried. Misty 41's transmissions promised that search would begin again the next day. At 2205 Gunfighter 1 and 8 arrived in the area with a Vietnamese linguist who began transmitting in both English and Vietnamese continuing until 2220 when his bingo time was up. At 2230 Crown 5 RTB.

- SUMMARY:
1. Both survivors were reported to be in good Physical condition.
 2. The area was extremely hot.
 3. At no time did Crown 5 receive either Beeper or Voice contact.
 4. No contact with the survivors was made after the Misty was fired on.
 5. The survivor stated that he was being taken to Hanoi.

WILTON H. CRANE

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SUPPLEMENTAL REPORT (Crown 2)

MISSION No. 1-3-199

At approximately 0732Z Misty 32 reported a beeper, his position was C 0/70/ch77. Misty 31 made several calls on guard and asked questions to be answered by beeper tones. Crown 2 was unable to copy the beeper but Misty 31 reported the beeper was responding to his questions. With this information Crown 2 requested that Sandies be launched from channel 89 to assist in locating the missing pilots. Also Crown 2 requested through Cricket the use of high performance aircraft with UHF/DF capability to attempt to positively locate the down pilots. During this time Crown 2 moved from normal orbit to the 110/30-16nm/ch89. Moving toward this position, Crown 2 began picking up the beeper but was unable to track due to its low power. At 0730 Crown 2 received from Cricket "Carbine" flight, 2 F4s which Crown 2 directed to the area. Also Sandies 5 & 6 became airborne on ~~channel~~ channel 89, checked in and proceeded to the area. As Carbine moved toward the area at approx. 0800, the beeper again went off the air and would not respond to Misty 31 calls. Carbine flight remained in the area until 0830Z, but was unable to pick up any beeper tones. This was also true for Misty 31, Crown 2, Sandies 5 & 6 and 2 F4s tail 20 and 36 who were in the area. At 0830Z Carbine was bing and RTB by Crown 2. Misty 31 reported the weather in the area as Broken to overcast bases at 2000 feet and unworkable by high performance aircraft. Since there had been no beeper for over 20 minutes, Crown 2 did not request additional high performance aircraft. ~~At 0830Z Crown 2 was directed to return~~ Crown 2 was directed to return to normal orbit and turn the mission over to Crown 5. At 0915 Misty 31 established voice contact with the downed Misty 31A Pilot. Crown 2 or 5 were unable to hear the down pilots voice or beeper. From the one sided conversation carried on by Misty 31 Crown 2 was able to determine that the back seat pilot had been captured position unknown, 31A indicated he had just been captured but thought that he could convince his guards to free him for money.

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Mission Narrative 1-3-200

22. Dec

At 0721Z Hillsboro advised Crown 5 that Whale 47-2 (F-4's) was down at 150/29/89 and Covey 236(0-2) reported two good chutes. Jolly Green 1 and 28 were launched from 89 with an ETA of 0810Z. Postscript 149(Navy F-4's) were directed to area for possible cover. Covey 236 stated he was in voice contact with backseater and marine gunships were in area. Covey 14 then came on scene and began to FAC the fighters in on gun positions. At 0805Z Covey 236 reported that Eagle claw(A marine gunship) had picked up backseater but had no contact with other pilot. At this time 9 flts. of CAP were overhead with two flts. of Hobo's. Covey 14 began directing air strikes on ground fire away from downed plane. 5 flits. dropped bombs. Sandies 5-8 arrived on scene and took command and began search for second pilot with no results. 0850Z all sets were released because 8 A-1E's were in area with 2+30 playtime. Covey 14 and 236, Sandies 5 and 6 made an extensive search of area with no results. Backseater then was asked if he ever saw or talked to other pilot, he said they were very low and he never saw other pilot and he was only in chute for approx 10 sec. before hitting ground. Covey 236 reported both chuts had been destroyed by fireball of plane after it hit. At 0930Z all forces were RB'd with no result on pilot. Co-pilot was taken to Chan 85 and was unharmed. Jolly Green's 07 and 28 were never used and held in safe area. They RT'd and gave an ETA of 1000Z to Chan 94. Crown 5 gave a well done to all A's and returned to orbit.

Glen E. Nemecek, Capt, USAF
Rescue Crew Commander

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003

Mission Narrative

25 Dec 6

1. Crown 1 departed from Udorn at 2326Z and was immediately directed by Compress to intercept and escort Lamplighter 02 (C130 flare ship) who was inbound to Udorn with number 3 and 4 engines feathered. Crown intercepted Lamplighter 02 at 350/36/CH 86. Two jersey aircraft were escorting Lamplighter 02 and Crown 1 released them. Lamplighter 02 said he was very short of fuel and might not make Udorn, but then said his engine had refigured and he thought he could make it. Crown escorted Lamplighter 02 to Udorn where he made an uneventful landing.
2. The only difficulty encountered was in penetrating the Magic circle around Vientiane. Brigham told us we had clearance thru it to intercept Lamplighter 02, but that neither Crown nor the Jerseys had clearance back thru it while escorting Lamplighter. Crown asked both Compress and Brigham to obtain clearance for Crown as Lamplighter route of flight was directly thru the Magic Circle. Clearance could not be obtained initially, and Crown was ordered by Compress to have Lamplighter ~~and~~ detour out around the Magic Circle. Crown, with great reluctance, was just turning to comply with this order when Brigham advised clearance was received, and Crown continued to escort Lamplighter.

Teddy R. Christian, Capt, USAF
Rescue Crew Commander

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Mission Narrative 2-3-96

25 Dec 67

1. Sandy 5/6 were escorting Hotel 56 who was to land at CH77 on a special mission. (Crown 1 had heard talk over the radios indicating this, and also that CH77 had been under attack, but Compress advised Crown that it was a special mission which did not concern Crown). While Hotel 56 was at CH77, mortar rounds were fired at him. He immediately took off, leaving 2 or 3 passengers, headed west, and called on guard that he was hit and would crash shortly. Sandy 5 advised him of a clear area approx 3 miles away but H56 stated he could not make it.
2. Sandy 5 and Raven 534 watched him crash and about 10nm west of CH77, 135/60 CH39 at 0948Z. Two or three people were seen to leave the helicopter and run off toward the south. Crown 1, who was close to CH89, heard the calls and relayed to Compress who scrambled Jolly Green 36/20 and Sandy 7/8 from CH89.
3. Sandy 5/6, Raven 534 and Nail 54 orbited the crash site. Jolly Green 36/20 and Sandy 7/8 arrived at 1035Z, and lowered a pararescueman who checked Hotel 56. No one was in the helicopter, and the two or three people who had been seen were not found. Search in the immediate area was ~~continued until~~ continued until after dark, and the SAR effort suspended at 1815Z.
4. This was an Air America helicopter, and the pilots voice was not american. Probably the account for them leaving the crash site and not contacting the SAR force on a survival radio.
5. Crown obtained Nail 48, who was in the area and had five parachute flares, from Hillsbro. Since the Jolly Greens arrived only 20 min before dark, Crown considered a few parachute flares might be useful in making a pickup if delays were encountered. A C-130 flare ship was not considered necessary, since searching under flares was not considered practical.

Teddy R. Christian, Capt, USAF
Rescue Crew Commander

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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/CH35). The pilots ejected and landed in the mountains, in heavy foliage, a few hundred meters apart. They had ejected in the clouds, ~~had~~ 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 radio: 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 land marks to aid in locating them. One of them had an injured hand, and the other was uninjured. One of them was requested to authenticate which he did, and then identified ~~the~~ the voice of the other survivor.
2. Muenn 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 survivor's 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 Plutocrat 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.

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8. Numerous aircraft contacted Crown and volunteered services, and a ~~the~~ major problem was in selecting only those which might be useful. Jets were ~~requested but not~~ the first fighters on scene, but they were released when 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 ~~the~~ 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

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Mission Narrative
(Advent 12)

This mission narrative is submitted IAW ARCSM 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 SAF UHF Primary. Advent 12 went down at approximately 090/60 $\frac{1}{2}$ /CH39, 17-25N 105-4 $\frac{1}{2}$ E. 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(24.0) and requested that Advent 12 hold on his beeper till he was 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~~ 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 slash 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

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Mission Narrative 1-3-203

30 Dec 67

1. Beeper were received from the two pilots who had ejected from Misty 21 (F-100 FAC) at 0814Z, approximate position 313/45 CH109 (later located as 100/98 CH 89). Jolly Green 10/27 were scrambled from CH109, Sandys 5/6/7/8 from CH89.
2. Numerous offers of help were received by Crown 5 from flights in the area. The following flights were used as top cover for a short while until things were organized. they were then released.
 - a. Saddleback 501/516 (A-4)
 - b. Wildcat (~~F-105~~) (4 F-105)
 - c. Bison (4 F-105)
3. Other flight (4 F-105 Ironhands with Shricks) arrived on scene at 0022Z 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.

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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.

Teddy R. Christian, Captain, USAF
Rescue Crew Commander

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REPLY TO
ATTN: OF: Capt. Brandt (CROWN 3)

SUBJECT: Mission narrative for Preview 1 and Jolly Green 20 (2-3-67)

TO: Commander
39 AERS

1. This mission narrative is submitted in accordance with AERS Manual 55-1 and 3rd Group Supp. 1 to AERS Manual 55-1.

2. Background information: On 14 Jan. 68, at approximately 0900Z, Preview 1 (EB-66) was shot down by a Mig at approximately 2020N 10445E. Multiple beeper sounds were heard at that time and later that afternoon voice contact was established with 4 of the 7 crew members aboard Preview 1. The crew members contacted were: Preview Pilot, Navigator, Instructor Navigator and Raven 4 (EWO). Since darkness was closing in, the survivors were advised to close down their radios and that a SAR would be resumed at first light. Preview Pilot reported he had a broken leg. The other crew members stated they were in good shape. The following morning, 15 Jan. 68, the SAR was resumed, however, the weather in the area was too bad for the forces to maneuver and effect a recovery. The SAR was then temporarily suspended until later that afternoon when the weather improved sufficiently to allow SAR forces to enter the area. At approximately 0900Z, while attempting to locate and recover survivors, Jolly Green 20 (HH-3E) crashed about 5-10 miles west of the Preview survivors. Shortly after Jolly Green 20 crashed, the weather again moved in and the SAR forces had to be withdrawn. However, survival radio contact was made with Jolly Green 20 who reported all 5 crew members had survived the crash but 3 had received injuries. The Co-pilot had a broken leg, the Co-pilot a bad cut on his arm and the Pararescueman a broken arm and leg. Since darkness was closing in, all survivors were told to close down their radios until first light. Throughout 16 Jan. 68, the weather in the area remained unworkable and no further SAR efforts were attempted that day. In the morning of the 17th, the weather improved and all agencies were notified that another SAR effort would be attempted.

3. At approximately 0211Z, Crown 3 (alert) was launched from Udorn RTAFB, Thailand for possible SAR effort on Jolly Green 20 and Preview 1. Just after becoming airborne, passing 10,000 feet, Crown 3 experienced a buffeting and jolting. The left scanner reported that the left refueling hose had reeled out and had separated from the aircraft. Crown 3 reported the approximate position of 1805N 10309E to Compress and Brigham and continued on the mission since the right hose was operational and could be used for refueling. Crown 3 then contacted Crown 1 to find out what Jolly Greens Crown 3 was to refuel. Crown 3 was directed to act as tanker and refuel Jolly Green 69 and 71 (HH-53). Crown 1 was to take care of the communications part of the mission. Crown 3 was further informed that Jolly Green 69 and 71 had launched from Lima 98 and were already enroute to a holding area to wait for good contact with the down crew members. Sandy 1 and 2 (H-1) were in the area of the down crew members to check on radio contact, also the weather. The approximate position of the survivors was 095 radial for 6 miles, channel 97 (2020N 10445E). Crown 3 contacted Crown 1 for Mig CAP in the area that Crown 3 would be refueling the Jolly Greens. Crown 1 stated that Garbit 1 and 2 (F-4) were in the area and that Rustic 1, 2, 3 and 4 (F-4) would be replacing Garbit. The CAP would be on UHF 259.0. Crown 3 contacted the CAP and informed them that Crown 3 was entering the area of Lima 36 to refuel. At 0300Z Crown 3

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refueled Jolly Green 71 20 miles east of Lima 36 with approximately 6200 pounds of fuel. At the end of the refueling, Crown 1 contacted Crown 3 to state that Sandy 1 said the weather in the SAR area was not suitable for a rescue attempt and that all forces were returning. Sandy 1 and 2 returned to channel 70. Jolly Green 69 and 71 were to land at Lima 36. Crown 3 refueled Jolly Green 69 on the way back to Lima 36 with approximately 6000 pounds at 0355Z. Jolly Green 69 and 71 landed at Lima 36 approximately 0417Z and Crown 3 returned to orbit channel 70. Firefly 13 and 14 (A1E) were diverted from their fraged mission and sent into the area to orbit and look for holes or a weather break over the SAR scene. Arriving at approximately 0430Z.

4. At approximately 0500Z Firefly 13 and 14 reported the weather had improved and that they were able to penetrate the overcast just west of route 801 and were now proceeding up a valley VFR on approximately the 110 radial for 60 miles of North Station (Ch. 97). The approximate SAR area. Firefly 13 recommended that the helicopters be launched and a SAR attempted. Crown 3 relayed this information to Compress and shortly thereafter Jolly Green 69 and 71 were launched from Lima 36. While Firefly 13 remained at the SAR scene and in contact with the Preview survivors, Firefly 14 proceeded back up the valley to the hole west of route 801 to pick up Jolly Green 69 and 71 and escort them up the valley under the overcast to the survivors. The Fireflies and Jolly Greens were in the area at 0541Z and proceeded with the pick up. Jolly Green 69 was low, 71 was high. Jolly Green 69 located and recovered Preview Pilot at approximately 0610Z, moved on and picked up the Instructor Navigator at approximately 0625 and the Raven at 0635Z. At that time no other Preview survivors could be contacted or located. At 0645Z, Jolly Green 69 and 71, Firefly 13 and 14 began egressing the area. Jolly Green 69 and 71 both reported they now had bingo fuel for channel 70 (Udorn). Firefly 13 reported he had a rough running engine and a oil pump light. Firefly 14 figured he had less than bingo fuel for channel 70. Jolly Green 69, Firefly 13 and 14 were instructed to RTB channel 70. This was accomplished without further incident. However, Firefly 13 and 14 proceeded ahead of Jolly Green 69 because of their critical engine and fuel status.

5. As Firefly 13 and 14 were egressing with Jolly Green 69, Sandy 3 and 4 arrived and took over as "on scene" commander from Firefly 13. At this time better and voice contact was established between the Jolly Green 20 survivors and Sandy 3 and 4. Also at this time, the SAR forces were ordered through Compress to reorganize as follows: Jolly Green 71, after air refueling with Crown 3, was to remain in the area with Sandy 3 and 4. Firefly 15 and 16, who had been diverted and were 20 minutes from the area, were to join up with Jolly Green 16 (A-32) who had departed Lima 36 and was also enroute to the scene. At first Compress wanted Jolly Green 16 to hold at the border and join up with Firefly 15 and 16, however, Compress later cleared Jolly Green 16 to proceed to the scene. It was originally planned that Jolly Green 16 would make the recovery of Jolly Green 20 survivors, but this was later changed to Jolly Green 71 because 71 was already on scene and the weather was getting worse. Since Crown 3 was to refuel Jolly Green 71 prior to the Jolly Green 20 SAR effort, Crown 3 moved into the SAR area and descended, but was not able to contact Jolly Green 71 because he and Sandy 3 and 4 were already working with the Jolly Green 20 survivors. Refueling was then postponed until the Jolly Green 20 pick up was completed. At approximately 0728Z Jolly Green 71 went into a hover and began the recovery of the 5 Jolly Green 20 crew. Jolly Green 71 told the survivors to hurry because the weather was moving in fast. Also during the pick up it was reported that 71 was loosing fuel from an unknown cause. The y

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