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

REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-4, 12 Jan 68) (U)

TO: 370 *KAC*
3rd ARRGp (JSARC)
IN TURN

13 January 1968

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

40P08

2. (C) The objective of this mission was to investigate a crash site at 200°/16/Ch 103 to determine if it was Dimmer 30, a Marine H-53, and if there were any survivors. A briefing was conducted by Col Gallentine, Base Commander of Marine Quang Tri, immediately prior to launch. Present were crews of Jolly Green 10 and Cadaver 4-10 and wingman (UH-1Bs). Jolly Green 04 and 10 were airborne at 0010Z and proceeded to the scene. Crown 4 was in the area and a FAC (Trail 64, an O-1E) was on the scene. Trail 64 marked the crash with a smoke rocket. Jolly Green 04 dropped tip tanks and jettisoned fuel to make it possible to hover over the crash site. Density altitude was 5500', indicated altitude 3200'. From 0032Z to 0050Z Jolly Green 04 made low passes and hovered directly over the crash site. The aircraft had flown into a mountain side and was completely consumed by fire, with the exception of a small section of the tail. There appeared to be no possibility of survivors. Because of this, hazardous terrain, high altitude, deteriorating weather, and the possibility of enemy forces in the vicinity, the decision was made not to deploy the Rescue Specialist. Jolly Green 04 and 10 proceeded to Cigar to pick up replacement tip tanks and landed at Marine Quang Tri at 0135Z.

3. (C) No survivors were located.

4. (U) Crew members of Jolly Greens:

JOLLY GREEN 04

RCC Major Donald G. Simpson
RCCP Captain Joseph H. Bowers
FE SSgt Gordon T. Greever
RS Sgt Ricky D. Hindman

JOLLY GREEN 10

RCC Captain Fred H. Otte
RCCP Lt Col Jacob T. Carwile
FE SSgt Windell L. Stumbaugh
RS A1C Martin E. Roepstorff

Donald G. Simpson
DONALD G. SIMPSON, Major, USAF
Rescue Crew Commander

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

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Downgraded at 3 year
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after 12 years

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Atch 2

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Mission Narrative 1-3-4

8 January 1968

68

Crown 04 was launched one hour early on 12 Jan 68 to aid in the final identification of Dimmer 30 (USMC H-53).

The crash site was visually established by Trail 64/66 as YD 235 260 or 200/15 CH103(182/18 CH 109). The weather was good and Jolly Greens 04L/10H were launched from CH103, escorted by USMC gunships (Cadaver 4-10). Jolly Geen dropped his tip tanks and descended, finally maintaining a hover directly over the wreckage. From this position the Jolly crew could see the tail number H3710, all else being burned beyond recognition. This checked with the identification of the missing H-53.

The weather closed in shortly after identification was established. There was no enemy activity and no bodies were seen. Both Jolly's were returned to CH103, Jolly 04 stopping first to get new tanks at Cigar. Crown 04 returned to normal orbit.

Roger F. Arndt
Roger F. Arndt, 1/Lt, US&F
Rescue Crew Commander

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76

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10 JAN 68

Mission Narrative 1-3-4 Dimmer 30

On 10 Jan 68, Crown 5 arrived abeam channel 69 at 1315H. Crown 4 was conducting a search for Dimmer 30, a Marine CH53 with 40 POB. The area of the search was a 3600' hill located at 280/30MI, channel 69. The aircraft in the area were not able to get closer than 3-4 miles from the hill because of heavy low clouds. When Crown 5 arrived on scene, the area was solid undercast. Crown 5 recommended that all other aircraft RTB until the weather improved.

At 1515, the clouds began to break and Crown 5 requested that the search aircraft return. The following aircraft participated: Trail 64 arrived on scene at 1530. He was a FAC whose area include the SAR scene and he was very familiar with the terrain. He searched the entire area around the 36000' peak up to the 1700' level. Weather prevented search at higher levels. In the area searched, trail 64 reported only a fair probability of detection because of haze. Trail 64 terminated the search at 1645 because of deteriorating weather.

Fingerprint 49 and 50 searched the same area as Trail 64 from 1600-1645.

Scarface 1-1 a flight of two Marine UH-1's arrived on scene at 1630 but the weather had gotten too poor for a search.

Comments: Since Dimmer's last known altitude was 3000' in the vicinity of the 3600' peak, his most probable position is at that level. The search has little probability of locating him until the weather lifts in the hills.

Queen reported another possible location for Dimmer 30 at YD519 315 based on ground fire from an area in which there are usually no people. This is a small possibility, but is being investigated.

John T. May, Capt, USAF
Rescue Crew Commander

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