

arrival of the new HH-53Bs the 40th Aersospace Rescue and Recovery Squadron had another arrival - a twelve foot Jolly Green Giant statue signifying the name of the organization and adding an additional morale factor to the unit.

Several rescue efforts occurred during this reporting period. Captain Carl W. Oliver in Jolly Green 69 and Major Frederick M. Donohue in Jolly Green 71 rescued two F4C pilots who had to bail out near Udorn Royal Thai Air Force Base on 5 January 1968. The rescue was uneventful.

On 17 January 1968 a very significant event occurred. Eight (8) crewmen were rescued from North Vietnam by crews of the HH-53Bs. Five of those rescued were personnel from the Jolly Green Giant unit at Nakhon Phanom. The other three personnel rescued were from a downed B-66 crew. In the rescue of the HH-3E crew, Captain Cayler and crew did not experience ground fire; however, the HH-53B was hovering on a side of a steep mountain with the weather deteriorating rapidly. Crew members of the downed helicopter were injured and great care had to be exercised in the rescue, consuming valuable time. With the HH-3E personnel aboard, the aircraft took off with a terrain clearance heading given by one of the Sandy (A1E) aircraft in the area. While climbing out in IFR conditions, both engines of the HH-53B failed. The crew managed to get one engine started immediately with no loss in altitude. The aircraft had been losing fuel and had to make an emergency landing at a forward operating site. The HH-3E crew was evacuated by another HH-3E and brought to Udorn Royal Thai

Air Force Base. The HH-53B crew was picked up later by another Super Jolly Green and brought to Udorn. The aircraft was later repaired and recovered.

Major John V. Allison on 17 January 1968 also rescued three (3) of the six crew members of the downed B-66 crew. This rescue was accomplished under poor weather conditions with the survivors all in different locations. On 23 January Major Allison was again called out to locate the remaining three (3) B-66 survivors. Hearing a good beeper and seeing two Pen Gun Flares, Sandy pilots directed the helicopter into the area of the beeper. While entering a hover at 150 feet absolute altitude and at 20 knots indicated airspeed, the helicopter experienced ground fire and was taking hits. Major Allison and crew immediately evacuated the area but not before expending 500 rounds of ammunition at suspected enemy locations. Two miniguns were put into action for the first time in a combat capacity by an HH-53B. It could not be determined if any of the enemy had been hit. Sergeant Wayne L. Fisk, Pararescueman, believes he may have made hits on the enemy. With the aid of aerial refueling, the HH-53B returned to Udorn with leaking auxiliary fuel tanks but landed safely after receiving 23 hits. The enemy was successful in putting the aircraft out of commission for several weeks.

Captain Alfred C. Montrem and crew on 8 February 1968 recovered a downed crew member from the 555th Tactical Fighter Squadron, Ubon, Thailand. Because of hoist cable difficulties on Captain Montrem's aircraft, Jolly Green 70 (the High Bird), commanded by Captain James



15 JAN 68

ALSO another PHOTO ETZEL.JPG

FILE= ETZEL2.JPG

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with only four chutes besides

and, came another report: another pickup." all around in the opera-

of nine," said Colonel number of saves over enemy was eight at one time, and were elated at the spectacular rescue mission.

At 2 o'clock, Two Jollys went to get aerial refills, and returned home. Then a beeper from the ground. Was

#### Pure Rescue Crews

constant worries of the at Nam. Using captured Vietnamese put up beeper a rescue team within

2. Rescue Control Head- at question-and-answer on a mission to the committed, the man on by radio.

during this rescue near Jollys had asked one of authenticating answers. "Do you drive?"

me the reply. "Name of your mission?"

first name?" and awkward silence. "gets to the mind. Final- remember!"

l, but he might have n capture if his wife at lapse.

e was ordered in to her signal. One of the had said he thought a re and wounded. But from below. Perhaps wounded to reply. Or there, watching and is?

Donohue until nearly ved this:

Receiving heavy- stiffened. It had been ot saying to himself,



EKTACHROMES BY HOWARD SOCHUREK © N.G.S

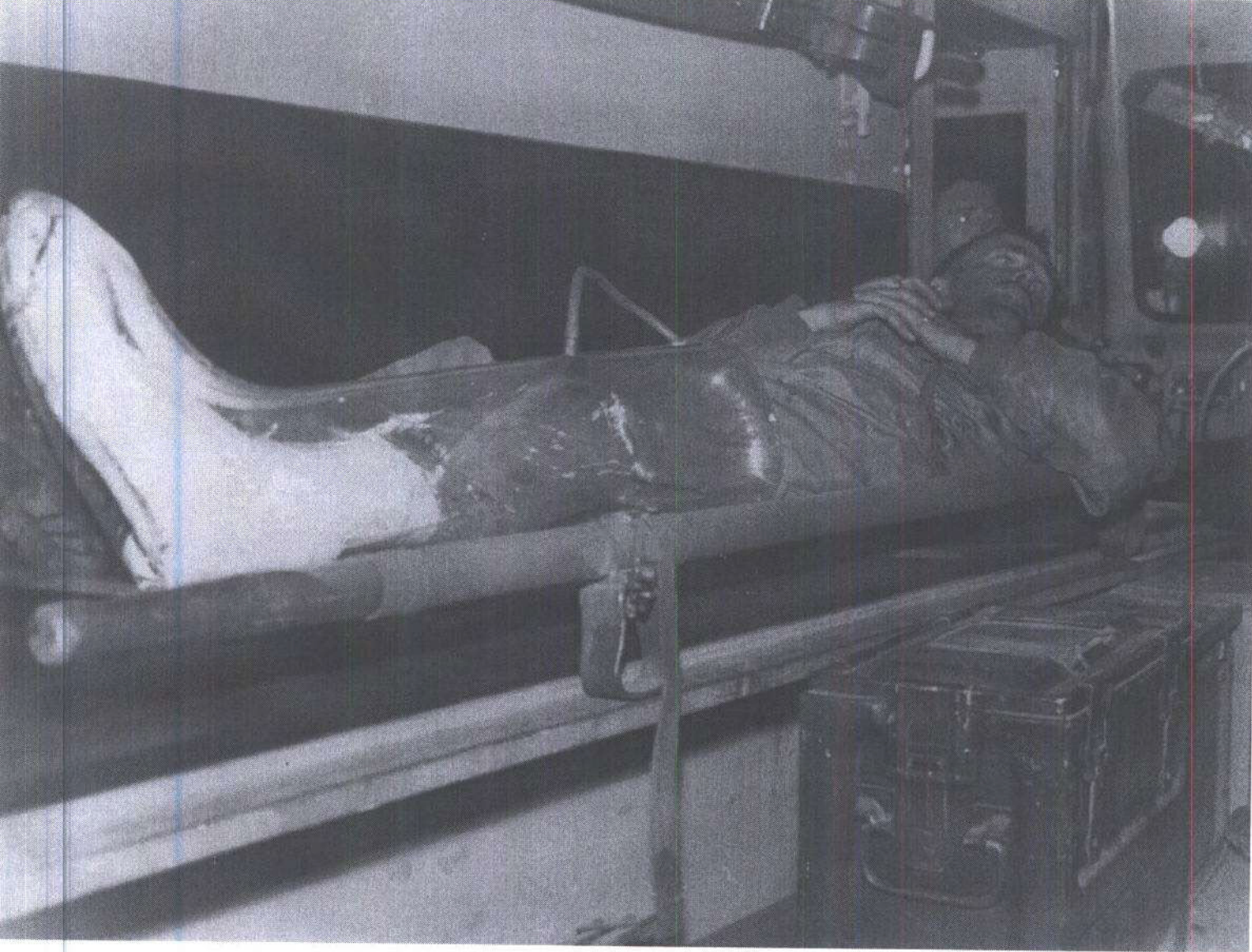


## "The bravest men I've met"

THIS AUTHOR SOCHUREK, veteran of 19 trips to report on the Viet Nam war, characterizes the selfless men of the Aerospace Rescue and Recovery Service. Capt. Gregory A. M. Etzel, still on crutches, crashed while attempting to recover seven downed fliers west of Hanoi. He and his crew lived off the jungle for three days before another team pulled them out. First Lt. Leone Russo (upper right) flew as copilot with Maj. Frederic M. Donohue (center) in the dramatic rescue portrayed on pages 352-3; their Buff limped back riddled with 24 bullet holes. Checking in after a long and exhausting mission, Lt. Col. James M. Dixon (lower), commander of a rescue detachment, wears the war on his face. All dedicate themselves to the ARRS motto, "That others may live."







FILE = ETZEL, JAC



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the fluid of the utility hydraulic system to escape. Two rotor blades were hit in the main spar.

Weather at the time of launch from Quang Tri was clear. At the crash site, scattered to broken cumulus clouds covered the area at 1500 feet (AGL), which hampered to some extent the effort of the A1E aircraft.

Initial notification: 1745L

Scramble take-off (Jolly Greens) 1750L

Jolly Greens arrived on the scene at 1807L

Rescue of one survivor was at 1907L

Departed area at 1907L

Jolly Greens landed at Dong Ha at 1920L

Type of terrain: 2000 foot high mountainous terrain completely covered by heavy jungle growth, brush and tall trees. Most of the trees and vegetation appeared dead, evidently as a result of defoliation. The pickup was made from the side of a 45° sloping mountain. A small stream ran through the bottom of the valley.

The first contact with aircraft in the area was with Deadlock 12-0. Hobo flight was the first Air Force aircraft to arrive after Jolly Green reached the scene. Crown 2 coordinated the SAR forces. Sandy 5 and 6 arrived later to make repeated ordnance runs with Hobo flight for the purpose of suppressing groundfire. The Hobo aircraft were hindered in the first passes by Marine F4B's who was also making low passes. A near mid-air collision resulted. Several agencies attempted contact with the jets, but were unsuccessful.

Hostile action was extremely intense. The downed aircrews were completely surrounded on all sides by hostile troops, who possessed small arms and automatic weapons.

Another mission report covering a SAR mission flown on

14 January 1968 outlined how it was in the HH-53/HC-130 operation: <sup>35</sup>

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CORONA HARVEST VOL IV AIRCREW RECOVERY IN SEA  
1965-31 MAR 68

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On 14 January 1968, the seven crew members of Preview 01 were forced to bail out at approximately 0900Z. Three of the crew members were recovered on 17 January. . . . At 2305Z, 23 January 1968, Jolly Green 69 (low bird) and Jolly Green 72 (high bird) launched from Udorn RTAFB, Thailand to perform airborne alert and strip alert from a forward operating base. Enroute, both helicopters accomplished a rendezvous and air refueling with Crown 2. The weather at the forward operating base was 4500 broken with scattered ground fog. Jolly Green 69 and 72 orbited for one hour, landed and established strip alert at 0125Z. Jolly Green 69 was refueled from drums, but before Jolly Green 72 could be refueled, the helicopters were directed to re-establish an orbit over the forward operating base with Sandys 3 and 4. Jolly Green 69 and 72 took off at 0210Z and orbited the forward operating base with Sandys 3 and 4. Sandys 1 and 2 had received a beeper signal and sighted a red smoke flare near the Preview 01 pick up area, 20°20'20"N, 104°53'52"E. The signal and smoke were located on the Northwest side of a hill in a narrow canyon running Northeast-Southwest. The hill was directly across a river from a village containing ten to fifteen huts. Because of the close proximity of the village, the Sandy On-Scene-Commander requested immediate clearance for the Jolly Greens to attempt a recovery. Weather in the area was 4000 overcast, 6-7 miles visibility with breaks in the overcast. Jolly Green 69 and 72, escorted by Sandys 3 and 4, were directed to move their orbit to a point just short of the North Vietnamese border and await clearance. Clearance to cross the border and attempt the pick up was received at 0324Z. Using UHF/DF with Sandy 1, Jolly Green 69 and 72 proceeded above the overcast to the pick up area. Sandy 1 warned that the signal and smoke could be a trap since no voice contact had been made. All crew members were briefed on the situation. Jolly Green 69 followed Sandy 2 down through a hole in the clouds while Jolly Green 72 remained above the overcast with Sandys 3 and 4. As Jolly Green 69 followed Sandy 2, power required to hover out of ground effect was computed and fuel was dumped to permit this maneuver if it should be required.

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At the time Jolly Green 69 arrived, Sandy's 1 and 2 had reached bingo fuel and a rapid recovery attempt was imperative. Sandy 1 and Jolly Green 69 switched to Guard Channel, but had to return to SAR Primary because of the interference created by the beeper signal. As Jolly Green 69 was receiving Sandy 1's instructions to pinpoint the survivor's position, two pen gun flares were sighted. Sandy 1 dropped a white phosphorous bomb between the survivor's location and the village to screen the rescue attempt. The hoist operator was alerted and an approach started. When the helicopter was flared to establish a hover, small arms fire was observed by the hoist operator and #3 gunner. All crew members heard multiple rounds hitting the helicopter. At this time the helicopter's airspeed was approximately 20 knots and absolute altitude 150 feet. An immediate go around was commenced and #1 and #3 guns returned the fire. Approximately 500 rounds were expended by the two guns. The ramp gunner believes he scored hits, but this could not be confirmed. A maximum power take off was initiated and held until Jolly Green 69 was clear of the ground fire. A climb was then made to clear the hills and overcast. A quick survey of battle damage showed hits had been received in both auxiliary tanks, and attempts to transfer fuel to the main tanks failed. All cabin inter-phone communications and the HF radio were inoperative. The pilot's ID-249 was shattered. The useable fuel status at this time was 1+15. Crown was advised of the situation and a rendezvous for air refueling was requested. The rendezvous was made over the forward operating base and the internal tanks were filled. When instructions were received to land at a forward operating base, Jolly Green 69 advised that such a landing would result in a large fuel spill and possible fire because of the lack of crash equipment. Also, the condition of the landing gear and utility hydraulic system were unknown. Crown relayed this information and permission was received to return to Udorn. On landing at Udorn at 1255Z, a hover was maintained until Maintenance personnel inspected and installed pins in the landing gear. Jolly Green 72 returned to the forward operating base to resume SAR alert. Jolly Green 70 was launched from Udorn to replace Jolly Green 69.

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**From:** Hedderly <hedderly@swbell.net>  
**To:** Robert LaPointe <rlapointe@gci.net>  
**Date:** Tuesday, November 09, 1999 4:28 PM  
**Subject:** Re: Your request for information.

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Thanks Robert for your response,

We crashed on the afternoon of January 15, 1968 in a mountainous region about 60 miles southwest of Hanoi. There were 5 aboard ...all wounded but all survived (many miracles in 8 seconds of terror). The National Geographic did a lengthy article in September 1968 about the SAR missions and titled the section "Air Rescue Behind Enemy Line" by Howard Sochurek. I have been able to locate Captain Etzel (pilot in command) after a 31 year separation. He lives in Citrus Heights California 95610-2422 phone 916-725-6688 e-mail [gnretzel@jps.net](mailto:gnretzel@jps.net) ...one the bravest men I have ever known. Feel free to contact me any time and thanks for your work on such a worthy book.

Best Regards,  
James A. Hedderly

----- Original Message -----

**From:** Robert LaPointe  
**To:** hedderly@swbell.net  
**Sent:** Monday, November 08, 1999 12:09 AM  
**Subject:** Your request for information.

I checked the PJ Association address list for Sgt Angus Sowell but he is not listed. If you could send me the date of the mission in question I might have something in the mission reports I have collected.

Bob LaPointe

TO: HQ  
 FROM: Capt. Ronald (CROWN 3)

17 Jan 68

SUBJECT: Mission narrative for Preview 1 and Jolly Green 20 (2-3-7)

TO: Commander  
 39 AFMS

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

Background Information: On 14 Jan. 68, at approximately 0900Z, Preview 1 (2-6) was shot down by a Mig at approximately 2020G 10445E. Multiple beepers are 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 (E.O). 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 (2-3-7) 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 POC 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 unsuitable and no further SAR efforts were attempted that day. On the morning of the 17th, the weather improved and all agencies were notified that another SAR effort would be attempted.

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 judding. The left scanner reported that the left refueling hose had reeled out and had separated from the aircraft. Crown 3 reported the approximate position as 1805N 10309E to Compress and Brigham and continued on the mission since the right hose is 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 a tanker and refuel Jolly Green 69 and 71 (2-3-7). 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 (A1E) are 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 60 miles, Azimuth 97 (2020G 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 Combat 1 and 2 (F-4) were in the area and that F-4s 1, 2, 3 and 4 (F-4) would be replacing Combat 1. 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 98 to refuel. At 0200Z 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 fringed mission and sent to the area to orbit and look for holes or a weather break over the SAR scene. Arriving at approximately 0430Z.

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 0545Z 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 overpassing the area. Jolly Green 69 and 71 both reported they now had bingo fuel for channel 70 (adorn). 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.

As Firefly 13 and 14 were overpassing with Jolly Green 69, Sandy 3 and 4 arrived and took over as "on scene" commander from Firefly 13. At this time beeper and radio 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 re-organize 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 (A1E) 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 were 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 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 losing fuel from an unknown cause. They

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pected ground fire. As Jolly Green 71 was making the pick up under the overcast, Jolly Green 14 and Firefly 16 and 15 were having difficulty joining up above the overcast at 7500 feet. Since it was undercast and North Station was only giving out azimuth information, all SAR forces were having difficulty maintaining their positions. Using dead reckoning, tacit azimuth, various mountain peaks through the overcast and landmarks through occasional holes in the undercast, Crown 3 was able to position over the SAR scene. From this position, using UHF-VF/DF, visual sightings and vectors, Crown 3 was able to bring Firefly 15 and 16, sitting north of the scene, and Jolly Green 16 who was 10 miles east of the scene together over the SAR area. At approximately 0700Z, Jolly Green 71 completed the pick up and said he would climb out through the overcast and be ready for air refueling when VFP on top. Shortly after lift off however, Jolly Green 71 reported he had lost an engine and was losing power on the other one. He then reported that the one with a loss of power was now back on speed but would be leveling out below the overcast and attempt a re-start. When Jolly Green 71 was unable to re-start the engine, he requested the nearest safe Lima site. A quick check determined it was Lima 36 on a vector of 240 for 80 miles. With Sandy 3 and 4 in escort and briefing ahead, Jolly Green 71 proceeded along this heading below the overcast. After about 15 miles, Jolly Green 71 came to a hole in the overcast and decided to climb to clear the hills and highly probable ground fire areas. At approximately 0722Z, Jolly Green 71 climbed on top at 7200 feet and was joined on his right by Crown 3. Flying at 100 knots IAS, skimming the overcast, and vectoring around loaded peaks, Crown 3 provided Jolly Green 71 and the rest of the SAR forces with continuous vectors toward Lima 36. Approximately 10 miles from Lima 36, Jolly Green 71 decided to descend through a hole in the overcast and proceed to Lima 36 under the overcast. Since another hole might not be found, Crown 3 concurred. Shortly after Jolly Green 71 descended, Crown 3 was able to contact an Air America Porter aircraft at Lima 36. By having the Porter (93X) remain at Lima 36 and give VF hold downs, Crown 3 was able to proceed the short distance to Lima 36, finding a hole over the field. From an orbit point over Lima 36, Crown 3, through the use of UHF/DF, determined Jolly Green 71's position to be SSE of Lima 36 behind a high ridge. At this time, Jolly Green 71 turned to the south to proceed around the ridge. Also at this time, Jolly Green 16 arrived over the Lima 36 hole and descended and proceeded on the opposite side of the ridge to intercept Jolly Green 71. Jolly Green 16 sighted 71 and escorted him to Lima 36 without further incident.

At the start of the second SAR effort on the 17th of Jan. 68, Crown 3 was orbiting channel 79. Since Crown 1 was briefing Crown 2 on the mission, Crown 3 took command of the Crown mission till Crown 2 arrived on scene. Crown 3 requested Big CAP for the area and received Buick 1,2,3,4 (F-105). Crown 3 moved to the area of Lima 36 for possible refueling and Crown 2 took command of the Crown mission. During the entire mission Crown 2 kept Big CAP in the area of the SAR. The CAP flights always overlapped so that there were always at least 4 CAP aircraft in the area. The Big CAP flights were Buick 1,2,3 and 4 (F-105), Vagans 1,2,3 and 4 (F-4), Zodiac 1,2,3 and 4 (F-4), Jackson 1,2,3 and 4 (F-4), and Clark 1,2,3 and 4 (F-4). All flights' bingo time allowed each flight to remain in the area for approximately one hour. Ethan Charlie (EC-121) was contacted by Crown 2 and requested to monitor UHF 259.0, so that the Big CAP could receive information from both Crown 2 and 3 plus Ethan Charlie. About midway through the SAR effort Crown 3 was unable to maintain radio contact with all SAR forces due to weak radios. Crown 3 took communication control of the SAR forces in the immediate area and relayed to Crown 2. Crown 2 continued to maintain constant Big CAP for the area and relayed all directions from Compress and King.

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As per Compress's instructions Jolly Green 20 survivors were transferred from Jolly Green 71 to Jolly Green 16 at Lima 36 for evacuation to channel 89. Approximately 0920Z Jolly Green 16 was airborne at Lima 36. Crown 3 moved forward and refueled Jolly Green 16 with 2000 pounds of fuel, enough to make 89. Jolly Green 71, on the ground at Lima 36, was informed that Jolly Green 72 was enroute from channel 70 to pick up Jolly Green 71's crew for return to channel 89. At 0945Z Crown 3 was cleared to RTD, landing at 1030Z channel 70.

The following is a list of crew members aboard Crown 3:

|                        |       |
|------------------------|-------|
| Brandt, Larry J.       | Capt. |
| FR3117466              |       |
| Hquette, Charles P.    | Capt. |
| FV312926               |       |
| Thompson, Larry A.     | Capt. |
| FV3121161              |       |
| Richardson, Charley W. | SSgt. |
| AF14533977             |       |
| Nelson, Charles A.     | MSgt. |
| AF19426412             |       |
| Furgur, Leon H.        | TSgt. |
| AF18428765             |       |
| Fletcher, Finis W.     | MSgt. |
| AF19393340             |       |
| Halloran James R.      | Maj.  |
| FM40516                |       |

*Thomas H. Hight* Capt.  
 LARRY J. BRANDT, Capt., USAF  
 Basic Crew Commander

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Mission Narrative 2-03-07

22 Jan 1968

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At 2317Z Crown 1 was on station and Compress advised that Jolly Green's 69 and 72 were enroute to Lima 36 and requested in flight refueling. Crown 1 proceeded to South Station and rendezvoused with Jolly Green 69 and 72 and refueled them enroute to Lima 36. They orbited Lima 36 and landed at 0121Z, when the weather cleared. Sandy's 1,2,3 and 4 were on fragged orbit and than were directed to the ~~previ~~ area to search. They recieved border clearance at 0157Z

PREVIEW

Sandy three reported a weak beeper at 0200. He was unable to get a cut on it to pin point the beeper. Sandy 1 reported a beeper at 0211 and advised to launch the Jolly Greens to a safe area. They were airborne at 0221 and estimating the area at 0325Z.

At 0220Z Sandy one than advised to hold the Jolly Greens for the beeper was in or near a village. Cordinates VH 8013(112/67 CH97.). At 0240Z they they advised it was across the river and the revised coordinates were VH 893493 (102/68 CH97) and this was given at 0253Z. Crown 1 advised Compress that border clearance was needed, Crown i re-confirmed position east of the border x and advised at 0300Z. We were instructed to hold at the border at this time to await clearance. The Sandys and Jolly Greens arrived at the border at 0314Z. Clearance was recieved at 0327Z.

As Jolly Green 69 started into the area of the flare, he advised he had taken some ground fire and was leaking fuel from his drop tanks. He advised Sandy One that the ground fire came from the vicinity of the flare. There was no visual sighting of the survivor. The Sandys and Jolly Greens started from the area. Sandy 3 and 4 were instructed to remain until the fire flys arrived on scene, but weather began to move into the area and the forces were RTB at 0349Z.

Crown one proceeded to Lima 36 to and rendezvous with Jolly Green 69 to pass fuel so he would be able to redover at Channel 70. He was unable to transfer fuel from his drop tanks due to battle damage. After refueling Jolly Green 69 we refueled Jolly Green 72 and he was landed at Lima 36 with full tanks.

During the mission the Cap flight were Nash 1,2,3 and 4 and Wolf 1,2, 3 and 4. Were release at 0540, Crown one RTB at 0545 to Channel 70 .

MIA  
John W. Mirick

John W. Mirick

Rescue Crew Commander

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FLY TO

RE OF: Capt. Brandt (CROWN 3)

17 Jan 68

SUBJECT: Mission narrative for Preview 1 and Jolly Green 20 (2-3-7)

TO: Commander  
39 ARRS

. This mission narrative is submitted in accordance with ARRS Manual 55-1  
2d Group Supp. 1 to ARRS Manual 55-1.

. Background information: On 14 Jan. 68, at approximately 0900Z, Preview 1 (D-60) was shot down by a Mig at approximately 2020N 10445E. Multiple beepers are 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 (E/O). Since darkness was closing in, the survivors were advised to close down their radios and wait 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 is 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 MEC had a broken leg, the Co-pilot a bad cut on his arm and the Pararescuer 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. On the morning of the 17th, the weather improved and all agencies were notified that another SAR effort would be attempted.

. 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 buffetting and yawing. The left scanner reported that the left refueling hose had reeled out and had separated from the aircraft. Crown 3 reported the approximate position as 1805N 10309E to Compress and Brigham and continued on the mission since the right hose is operational and could be used for refueling. Crown 3 then contacted Crown 1 and found 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 90 and were already enroute to a holding area to wait for good contact with the down crew members. Sandy 1 and 2 (A1E) are 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 60 miles, arrival 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 Gambit 1 and 2 (F-4) were in the area and that Fistic 1, 2, 3 and 4 (F-4) would be replacing Orbit. 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 90 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 at approximately 0417Z and Crown 3 returned to orbit channel 70. Firefly 13 and 14 (A1E) were diverted from their fringed mission and sent to the area to orbit and look for holes or a weather break over the SAR scene. Arriving at approximately 0430Z.

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 no 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 0545Z 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 overpassing the area. Jolly Green 69 and 71 both reported they now had bingo fuel for channel 70 (adorn). 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 return 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.

As Firefly 13 and 14 were expressing with Jolly Green 69, Sandy 3 and 4 arrived and took over as "on scene" commander from Firefly 13. At this time beeper and radio 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 re-organize 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 (A1E) 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 were 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 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 losing fuel from an unknown cause. They

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