

DECLASSIFIED

~~CONFIDENTIAL~~

PROJECT CORONA HARVEST

DO NOT DESTROY
31 January 1968

FROM: Det 2, 37ARRS, APO S.F. 96237

SUBJECT: Mission Narrative Report (2-3-07, 15 Jan 1968)(U)

TO: Det 2, 37ARRS (O)
Det 2, 37ARRS (C)
3RD ARRG (JSARC)
IN TURN

(7)
CATALOGED

CATALOGED

No 0002785

1. (U) This report is submitted in accordance with ARRS 55-2/3rd ARRG Supplement 1, dated 15 June 1967.

2. (C) 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 (see Mission Narrative for Preview 01 and Jolly Green 20 (2-3-07, 15 Jan 1968). 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. At the time Jolly Green 69 arrived, Sandys 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

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5800.10

4/3

Reproduced 8 Oct 68 by Auth of ARODC
Reproduced ___ cy of ___ cy(s)

~~CONFIDENTIAL~~

Reproduced on 11/11/69 by Aex De
by authority of ARODC
Copy # 1 of 1 cy(s)

318

Atch 15

DECLASSIFIED

~~CONFIDENTIAL~~

7

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, A1C Fisk, 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 interphone 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.

3. (U) No survivors were recovered on this mission.

4. (U) Crew members of Jolly Green 69 and 72:

69

RCC	Major John V. Allison
RCCP	Captain James R. Mears
FE	SSgt Gene A. Sellers
RS	Sgt Stephen P. Stracke
RS	A1C Wayne L. Fisk
AP	A1C Gregory M. Dultz

72

RCC	Major John E. Duffy
RCCP	Captain Robert E. Ruddick
FE	SSgt Pedro Mejia
RS	Sgt Jack B. Hoover
RS	A1C Michael M. Dodd
RS	SSgt Albert W. Foster III

John V. Allison
JOHN V. ALLISON, Major, USAF
Rescue Crew Commander

DECLASSIFIED

~~CONFIDENTIAL~~

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

DECLASSIFIED

FROM: Det 2, 37ARRS, APO S.F. 96237

31 January 1968

SUBJECT: Mission Narrative Report (2-3-07, 15 Jan 1968)(U)

TO: Det 2, 37ARRS (O)
Det 2, 37ARRS (C)
3RD ARRG (JSARG)
IN TURN

1. (U) This report is submitted in accordance with ARRS 55-2/3rd ARRG Supplement 1, dated 15 June 1967.

2. (C) 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 (see Mission Narrative for Preview 01 and Jolly Green 20 (2-3-07, 15 Jan 1968). 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. At the time Jolly Green 69 arrived, Sandys 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

Reproduced 8 Oct 68 by Auth of ARODC

Reproduced ___cy of ___cy(s)

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
EXEMPTED FROM AUTOMATICALLY DOWNGRADED AT THE
FOUR YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

Reproduced on 16 May 69 by AEX De
by authority of ARODC
Copy # 1 of 1 cy(s).

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

7

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, A1C Fisk, 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 interphone 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.

3. (U) No survivors were recovered on this mission.

4. (U) Crew members of Jolly Green 69 and 72:

69

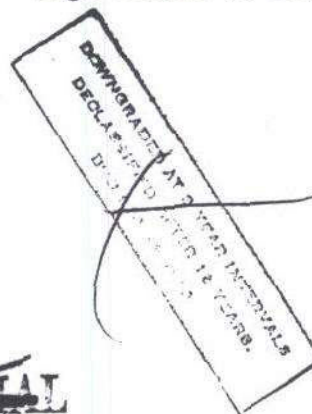
RCC	Major John V. Allison
RCCP	Captain James R. Miears
FE	SSgt Gene A. Sellers
RS	Sgt Stephen P. Stracke
RS	A1C Wayne L. Fisk
AP	A1C Gregory M. Dultz

72

RCC	Major John E. Duffy /
RCCP	Captain Robert E. Ruddick
EE	SSgt Pedro Mejia
RS	Sgt Jack B. Hoover
RS	A1C Michael M. Dodd
RS	SSgt Albert W. Foster III

John V. Allison
JOHN V. ALLISON, Major, USAF
Rescue Crew Commander

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

Mission Narrative 2-307

~~SECRET~~

15 JAN 68

79

63

Crown 2 arrived on station at 0520Z. Crown 1 & 3 were running the SAR for Jolly Green 20 and the crew from Preview 2. Jolly Greens 69 and 71, and Firefly 13 and 14 were the SAR forces on the scene.

At 0610Z, Jolly Green 69 picked up Preview pilot. At 0621 Z, he got Preview instructor Nav. At 0635Z Preview EWO was picked up. Jolly Green 69 and Firefly 13 and 14 left the area. Firefly 13 reported that his sump light had come on and that he was departing making best time for Udorn.

At 0655Z Sandy 3 located Jolly Green 20. Jolly Green 71 was over JG 20 at 0710Z. The last man was picked up from JG 20 at 0802Z. Sandy 3 and 4 reported ~~xxxx~~ weather closing in, all forces RTB. At 0805Z Jolly Green 71 reported the loss of both engines. He immediately got #2 restarted but could not restart #1. Crown 2 vectored Jolly Green 16 and Firefly 15 and 16 to intercept and escort JG ~~XX~~ 71. Jolly Green 71 was escorted to Lima 36 by Crown 3, Jolly Green 16, and Firefly 15 and 16. Sandy 3 and 4 RTB'd to Udorn due to lack of fuel.

Jolly Green 71 landed at Lima 36 in company with JG 16. Jolly Green 16 picked up JG 20 crew and proceeded to Udorn. Crown 3 refueled JG 16 and escorted him to Lima 108, then RTB'd to Udorn. Firefly 14 landed and Lima 35 to refuel.

No contact was made with anyother crew members from Preview. MIGCAP was provided by Zodiac, Vegas, Hudson and Buttkland 2. A total of 18 fighters and three tankers lwere used. Eight persons recovered. Light ground fire and MIG threat were reported. Ethan Charlie supplied continuous radar coverage and vectors for MIGCAP.

A problem resulted from having questions and answers given or demanded over SAR frequencys during critical mementos of the mission. In order that Crown answer questions from other agencys concerning fuel states, ground fire, condition of survivors etc... Crown must ask Jolly Green or Sandy to talk about things other than his immediate concerns. These things could, I'm sure, wait until the forces were in a safe area and things had ~~stomach~~ calmed down.

Thomas B. Baines, Capt, USAF
Rescue Crew Commander

DECLASSIFIED

~~SECRET~~

39-28-0001

11
DECLASSIFIED

~~SECRET~~

74

64

Mission Narrative

On 15 Jan Crown 2 replaced Crown 1 on station. Wx had prevented a first light effort. At approx 0800Z Jollys 20/71 were launched from L-36 toward the SAR area also airborne were Sandy's 3-6, Otter & Panda flits for MIG-Cap. Crown 7 was in the area at alt as tanker.

Although wx was still bad, contact was made with down Preview plt and Sandy 5 began vector Jolly 20 overhead the survivor. Jolly 20 reported VFR conditions at FL 65. Shortly after that mission Jolly 20 impacted with a mountain. (3500', in clouds, all alive with broken bones). In order to effect possible pick up the 8 known ameridans now on the ground, Jolly 15/71 were launched from 36. Enroute, Jolly 15 took a hit knocking out his VHF. Because of the wx and situation all forces were RTB'd. The survivors were told that there would be another effort, wx permitting, The following day.

Roger F. Arndt 1/1

Roger F. Arndt, 1/LT, USAF
Rescue Crew Commander

~~SECRET~~

DECLASSIFIED

39-68-0010

DECLASSIFIED

~~SECRET~~

74

64

Mission Narrative

On 15 Jan Crown 2 replaced Crown 1 on station. Wx had prevented a first light effort. At approx 0800Z Jollys 20/71 were launched from L-36 toward the SAR area also airborne were Sandy's 3-6, Otter & Panda flits for MIG-Cap. Crown 7 was in the area at alt as tanker.

Although wx was still bad, contact was made with down Preview plt and Sandy 5 began vector Jolly 20 overhead the survivor. Jolly 20 reported VFR conditions at FL 65. Shortly after that mission Jolly 20 impacted with a mountain. (3500', in clouds, all alive with broken bones). In order to effect possible pick up the 8 known ameridans now on the ground, Jolly 15/71 were launched from 36. Enroute, Jolly 15 took a hit knocking out his VHF. Because of the wx and situation all forces were RTB'd. The survivors were told that there would be another effort, wx permitting, the following day.

Roger F. Arndt 1/LT

Roger F. Arndt, 1/LT, USAF
Rescue Crew Commander

DECLASSIFIED

~~SECRET~~

39-68-0010

DECLASSIFIED

75

Mission Narrative 2-3-07

~~SECRET~~

14 January 1968

65

At 0805 Crown 2 and Crown 5 began picking up beepers. After taking fixes, Crown 2 plotted approx area 10438E. Sandy's 1-4 were sent into area with no results. Crown 2 contacted Tampa 1 & 2 (F-4C) to make high alt search. Tampa began picking up beeper and also voice contact with Preview 1 (RB-66) Tampa vectored Sandys into area. Sandy 3 established contact with 4 crew members, pilot, navigator, inst. navigator and raven 4. Due to weather in area visual contact was impossible with survivors. The approx position of the known survivors was 128/48-54/97. There were 7 crew members aboard Preview 01 with no contact with remaining 3. Preview 01 pilot advised Sandy Lead he had a broken leg, all others reported to be in fairly good shape. Due to wx, The Jolly's (20-36) were not sent into area but RTB'd to L-89. Sandy Lead informed all Preview survivors a first light effort would be made and to take cover and hide. Sandy 1-4 RTB to Chan 86. Preview 01 was downed by Mig.

Glen E. Nemecek

Glen E. Nemecek, Capt, USAF
Rescue Crew Commander

DECLASSIFIED

~~SECRET~~

39-68-0008

DECLASSIFIED

60

~~SECRET~~

Mission Narrative 2-03-07

22 Jan 1968

50

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 preview 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 1 re-confirmed position east of the border 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.

MIRICK
John W Mirick
 John W Mirick
 Rescue Crew Commander

~~SECRET~~

DECLASSIFIED

35-68-0019

Mission Narrative

2-03-07

17 January 1968

On the normal Crown 1 orbit, 17 January 1968 at 2330Z, Shellac flight proceeded to 096/60 of north station for a weather check. He reported a broken condition with some holes in area.

Jolly Green 69 was proceeding to Lima Site 36 and was refueled by Crown 1 at 6500', above the overcast, in the vicinity of south station. At this time Sandys 1,2,3,4, were proceeding to normal orbit. Sandy 3 reported the weather was clearing, tops 4000', 50 miles south of north station and a broken condition was given by Barracuda flight in the Preview area.

At 0215Z Sandys 3 and 4 proceeded to the area of the downed survivors for a weather check. At this time Barracuda flight was used as MIG CAP and was replaced by Gambit flight, and Rustic flights. These flights were cycled on and off tankers to provide a continuous MIG CAP.

Sandy 3 advised the weather was clearing so Sandys 1,2,Jolly Green 69, and 71 were positioned 120/50 from north station. Crown 3 was launched as a tanker, for inflight refueling of the Jolly Greens. Sandy 3 contacted the ~~downed~~ downed pilot of Jolly Green 20 who advised the weather was clearing and to hold forces until the weather improved. He stated the clouds broke up at 1300L each day for a short time. Sandy 3 also contacted the preview pilot further east ~~who~~ who said it was still overcast in this area.

Sandy 3 advised to RTB the Jolly Greens to Lima Site 36 and for the Sandys to be replaced to keep the weather under surveillance. Crown 3 refueled the Jolly Greens prior to them landing at Lima 36. Fire Fly 13/14 relieved Sandys 1, 2,3,4 in the area.

At 0500 Firefly 13 reported the weather improved enough to attempt a rescue. At this time Vagus flight was used for MIG CAP, and Jolly Greens 69 and 71 were launched for the border.

At 0530 Crown 2 assumed control of the mission resulting in the recovery of eight crew members. Five from Jolly Green 20, 3 from Preview 1.

John W. Mirick
John W. Mirick, Major, USAF
Rescue Crew Commander

Goode Raymond T. Lt COL

Zertuche Leopoldo Jr. 1/LT

Hoffman James L. SSGT

Coughlin Donald W. TSGT

Suiter Harold B. TSGT

Powers William E TSGT

SECRET

35-68-0014

DECLASSIFIED

~~SECRET~~

62

52

Mission Narrative

2-03-07

17 January 1968

On the normal Crown 1 orbit, 17 January 1968 at 2330Z, Shellac flight proceeded to 096/60 of north station for a weather check. He reported a broken condition with some holes in area.

Jolly Green 69 was proceeding to Lima Site 36 and was refueled by Crown 1 at 6500', above the overcast, in the vicinity of south station. At this time Sandys 1,2,3,4, were proceeding to normal orbit. Sandy 3 reported the weather was clearing, tops 4000', 50 miles south of north station and a broken condition was given by Barracuda flight in the Preview area.

At 0215Z Sandys 3 and 4 proceeded to the area of the downed survivors for a weather check. At this time Barracuda flight was used as MIG CAP and was replaced by Gambit flight, and Rustic flights. These flights were cycled on and off tankers to provided a continuous MIG CAP.

Sandy 3 advised the weather was clearing so Sandys 1,2,Jolly Green 69, and 71 were positioned 120/50 from north station. Crown 3 was launched as a tanker, for inflight refueling of the Jolly Greens. Sandy 3 contacted the ~~down~~ downed pilot of Jolly Green 20 who advised the weather was clearing and to hold forces until the weather improved. He stated the clouds broke up at 1300L each day for a short time. Sandy 3 also contacted the preview pilot further east ~~wh~~ who said it was still overcast in this area.

Sandy 3 advised to RTB the Jolly Greens to Lima Site 36 and for the Sandys to be replaced to keep the weather under surveillance. Crown 3 refueled the Jolly Greens prior to them landing at Lima 36. Fire Fly 13/14 releived Sandys 1, 2,3,4 in the area.

At 0500 Firefly 13 reported the weather improved enough to attempt a rescue. At this time Vagus flight was used for MIG CAP, and Jolly Greens 69 and 71 were launched for the border.

At 0530 Crown 2 assumed control of the mission resulting in the recovery of eight crew members. Five from Jolly Green 20, 3 from Preview 1.

John W. Mirick

John W. Mirick, Major, USAF
Rescue Crew Commander

Goode Raymond T. 2+COL

Zentuche Leopoldo Jr. 1/LT

Hoffman James L. SSGT

Coughlin Donald W. TSGT

Suiter Harold B. TSGT

Powers William E TSGT

~~SECRET~~

DECLASSIFIED

35-68-0014

DECLASSIFIED

~~FOR OFFICIAL USE ONLY~~

1 146

History - Det 1, 40th ARRSq, Jan - Mar 68

CHRONOLOGY

1968

- 3 Jan - Rescue of Zorro 11 by Jolly Green 20(#218).
- 6 Jan - Rescue of Boswell 3 by Jolly Green 16 and 36(#219, #220).
- 10 Jan - Det 1 visited by Col Freshwater, Vice Commander, 3rd ARRGp.
- 12 Jan - Medical evacuation from L-85 by Jolly Green 17.
- 15 Jan - Jolly Green 20 crashed while on Prevue 1 mission in North Vietnam.
- 16 Jan - Rescue of Hangar 2 by Jolly Green 16(#221, #222).
- 17 Jan - Crew of Jolly Green 20 rescued by Jolly Green 71 of Det 2, 37 ARRS.
- 18 Jan - Rescue of Hangar 1A by Jolly Green 09(#223).
- 23-24 Jan - Maj Orsini briefed the 553rd Reconnaissance Squadron at Korat RTAFB on SAR mission.
- 25 Jan - Det 1 visited by Col Emil Beaudry, Vice Commander ARRS, Col William Misick, Deputy Commander Material, ARRS, and Col Paul E. Leske, Commander, 3rd ARRGp.
- 26 Jan - Col Beaudry presented Silver Stars to 1Lt Privette and Sgt McComb.
- 11, 12, 13 Feb - Maj Orsini briefed 388th Tactical Fighter Wing at Korat RTAFB on SAR mission.
- 27 Feb - Rescue of Sophomore 50 by Jolly Green 37 and 20. (#225-#228). 37 ARRS also took part and rescued three other crew members.
- 28 Feb - Rescue of Bear 1 by Jolly Green 36(#229). This was the 1000th combat rescue made by 3rd ARRGp.
- 29 Feb - The crew of Jolly Green 36, Maj Oderman, Capt Greer, Sgt Berry, and Sgt Duffy went to Tan Son Nhut AB, RVN, for interviews on the 1000th rescue. They were interviewed by the major television networks, for a UPI newspaper story and USAF hometown news releases, and appeared at the Saigon daily Armed Forces briefing for reporters.
- 2-3 Mar - Maj Orsini, Capt Walker, Capt Holt, Lt Platt, and SSgt Keyes interviewed for a National Geographic Magazine article of rescue in SEA.

~~FOR OFFICIAL USE ONLY~~

DECLASSIFIED

DECLASSIFIED

~~SECRET~~

045

R PLX TO

ATTN: OF: Capt. Brandt (CROWN 3)

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

TO: Commander
39 ARRS

1. This mission narrative is submitted in accordance with ARRS Manual 55-1 and 3rd Group Supp. 1 to ARRS Manual 55-1.
2. Background information: On 14 Jan. 68, at approximately 0900Z, Preview 1 (ED-66) was shot down by a Mig at approximately 2020N 10445E. Multiple beepers 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 (HJ-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 PCO 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. On 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 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 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 (HJ-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 (HJ-11E) 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 Gambit 1 and 2 (F-4) were in the area and that Rustic 1,2,3 and 4 (F-4) would be replacing Gambit. 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

MP-60

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

~~SECRET~~

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 (AIE) 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 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 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 RTD 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-3E) 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 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 losing fuel from an unknown cause. The y

mn-60

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

~~SECRET~~

647

suspected ground fire. As Jolly Green 71 was making the pick up under the overcast, Jolly Green 16 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, tacan 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-VHF/DF, visual sightings and vectors, Crown 3 was able to bring Firefly 15 and 16, orbiting north of the scene, and Jolly Green 16 who was 10 miles east of the scene together over the SAR area. At approximately 0800Z, Jolly Green 71 completed the pick up and said he would climb out through the overcast and be ready for air refueling when VFR 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 straffing 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 0812Z, 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 clouded 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 VHF 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.

6. At the start of the second SAR effort on the 17th of Jan. 68, Crown 3 was orbiting charnel 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 Mig 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 Mig 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 Mig CAP flights were: Buick 1,2,3 and 4 (F-105), Vagas 1,2,3 and 4 (F-4), Zodiac 1,2,3 and 4 (F-4), Hudson 1,2,3 and 4 (F-4), and Ozark 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 Mig CAP could receive information from both Crown 2 and 3 plus Ethan Charlie. About midway through the SAR effort Crown 2 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 Mig CAP for the area and relayed all directions from Compress and King.

mn-60

DECLASSIFIED

~~SECRET~~

7. 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. At approximately 0920Z Jolly Green 16 was airborne at Lima 36. Crown 3 moved in and refueled Jolly Green 16 with 2000 pounds of fuel, enough to make 70. 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 70. At 0945Z Crown 3 was cleared to RTB, landing at 1030Z channel 70.

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

ROC	Brandt, Larry J.	Capt.
CP	Miquette, Thomas H.	Capt.
YN	Thompson, Harry A.	Capt.
RO	Richardson, Charley W.	SSgt.
FE	Nelson, Charles A.	MSgt.
FE	Puryear, Leon M.	TSgt.
LM	Fletcher, Finis W.	MSgt.
ACM	Holloran James	Maj.

For *Thomas H. Miquette* Capt.
LARRY J. BRANDT, Capt., USAF
Rescue Crew Commander

mn-60