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FROM: 1-370

Downgraded to ~~CONFIDENTIAL~~

SUBJ: Mission Narrative Report (2-3-08, 16 Jan 68)(U) 5 MAR 1971

IAW AFR 205-2

TO: 1-37C W
3rd ARRGp (JSARC)

(Date)

30 JAN 1968

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Supl 1, dated 15 June 1967.

2. (S) Jolly Greens 16(L) and 37(H) were launched at 0840Z and proceeded to the initial position of two F-4 (Hanger) pilots given as 075/76/89. Shortly after take-off, both aircraft were directed to hold at the border on the 060° radial. Bingo time was given as 1215Z. While enroute a revised position of 060/80/89 was given; this was subsequently revised to 060/87/89 (18°07'N, 105°56'E) which was the actual location of the recovery. Both Jolly Greens, escorted by Sandys 7 and 8 established orbit as directed until moved to a position directly over the survivors. Meanwhile, Sandy 5, the lead aircraft, had gone below the cloud cover and was conducting a search. At 1005Z Jolly Green 16 was cleared to begin a descent, and advised that the weather was generally 2000 feet overcast with 3 miles visibility. By 1010Z Jolly Green 16 was clear of the clouds and established immediate visual contact with Sandy 5. Because of weather conditions and terrain interference, some difficulty was encountered in pinpointing the survivors. At 1047Z the parachute of the first pilot was sighted. Hanger 1A advised that he was not in his chute, but approximately 75 yards away. He ignited a smoke flare to pinpoint his position and Jolly Green 16 immediately established a hover above his position. He was on board within 5 minutes and Jolly Green 16 proceeded to the location of Hanger 1B, which had been approximately marked by Sandy 5 using a smoke rocket. The position was quickly sighted and Jolly Green 16 established a hover over the survivor who was still hanging in his parachute. At this time it became necessary to use both search and flood lights. The penetrator was lowered to the survivor and, after 5 minutes, it was apparent that he was having difficulty. The rescue crew commander elected to send the pararescue specialist down to assist him. After some difficulty caused by darkness and the denseness of the jungle, the survivor and the pararescueman were hoisted on board. During the recovery of Hanger 1A, Jolly Green 16 did not encounter any hostile action; however, Sandy 5 reported that during the recovery of Hanger 1B an enemy ground party was sighted approximately one half mile away, moving toward the survivor. After the recovery of the second survivor, Jolly Green 16 and Sandy 5 departed the area and joined Sandy 6, landing at 1210Z. Radio discipline during the entire mission was good.

3. (C) The names of the survivors were: Charles Lewis, AFSN Unknown, Major, USAF, and Jack Kelly, AFSN Unknown, First Lieutenant, USAF, 480th TFS, DaNang.

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652

1-370-S-68-11

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON 31 DEC 76

Cy 1 of 9 Cys

68-AD-433

~~SECRET~~

GROUP 4

DOWNGRADE AT 1 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

Atch 3

ARODC # 68-460

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4. (U) Crewmembers of Jolly Greens:

Jolly Green 16 (L)

RCC Capt Robert D. Greer
RCCP Capt John H. Canfield
FE SSgt Carl L. Warmack
RS Sgt Peter S. Harding

Jolly Green 37 (H)

RCC Maj Joseph B. Ferrell
RCCP Maj Paul M. Reagan
FE Sgt Narciso A. Otero
RS MSgt Clarence R. Boles

Robert D. Greer

ROBERT D. GREER, Capt, USAF
Rescue Crew Commander

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72

Mission Narrative 2-3-08

16 January 1968

62

Mayday heard from Hangar flight at 0830Z, said they were ejecting. Cricket gave their position as 060/87.CH89- a beeper was heard after ejection.

Crown 2 initiated SAR immediately, then Compress advise that Crown 5 would handle the SAR as Crown 2 was to be held for another possible mission. Crown 5 had negative contact with Compress, tankers, Jollie Greens or the Sandys. Crown 5 suggested Crown 2 remain in command. Queen and Crown 2 agreed. King said Crown 5 will take command. Crown 5 obtained information from Crown 2 as to what recourses had been deployed and requested Jolly Green 16 and 37 plus Sandys were being scrambled from CH 89. Hi performance aircraft available were- Ozark, Scuba, Gunfighter, Dallas, Hammer, Bear and Bison.

Jolly Greens 16 and 37 airborne out of CH89 along with the Sandy 5,6,7,8 approximately 0850Z. Border clearance requested from Compress at this time. Crown 5 was attempting contact with Scuba flight who was enroute to scene, but unable due to poor communications- had intermittent contact. At 0905Z Scuba reported he had contact with Hangar 2 on the ground.

Jolly 16 and 37 directed by Compress to orbit at the border along with Sandy 7/8 -Sandy 5 & 6 to proceed to scene and attempt contact and check on the weather. A recheck with Compress on border clearance for Jolly revealed still no clearance. Sandy 5 arrived on scene and made voice contact with Hangar 2A-the weather in the area described by the downed man on Sandy 5 was bases 1000 thin layer and 3500 feet layers. Visibility approximately 3 miles. Sandy 5 could not pinpoint Hangar 1A so elected to descend thru bottom layer and attempt to establish visual contact with downed man.

At 0925Z Compress directed Sandy 1,2,3, 4, to scene. Sandy 5 still had much difficulty trying to locate men on the ground. Compress wanted to know from Sandy 5 if SAR feasible-Sandy 5 recommended Jollys be brought in. At 1020Z border clearance obtained and Jollys inbound. Arrived scene approximately 1030Z, Jolly 16 descended and aided Sandy 5 in locating Hangar 2A-pickup made at 1053Z, Sandy 5 finally located other man, he was still in his harness, PJ was deployed and with Jolly 6 lights on pickup was made at 1115Z. Darkness was closing in which made locating second man hard.

At 1105Z Sandy 1,2,3,3 were told to pull electronic search before RTB. All other forces RTB, with J 16 & 37 taking survivors to CH 89-Jolly 16 reported survivors in pretty good shape.

At 1133Z beeper and voice contact made by Sandy 1,2,3,4, with Hangar 1A&B-were advise SAR forces would be back at first light to get them as it was too dark to attempt it then.

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Rescue Crew Commander

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35-68-0018

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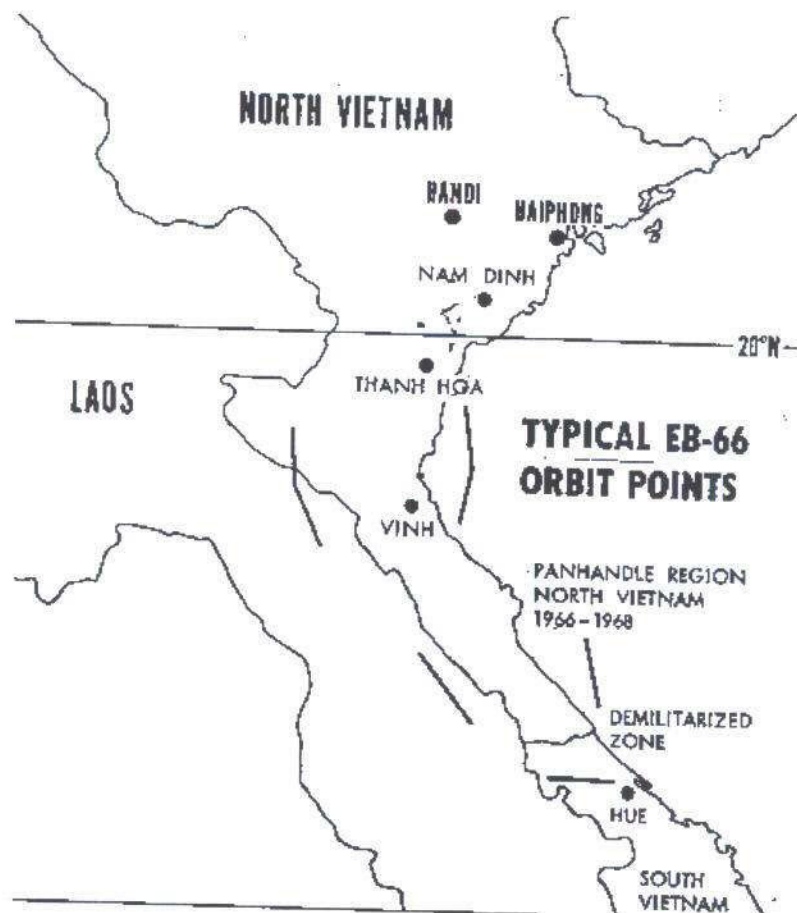


Figure 13. This map details the other EB-66 orbits used when the EB-66s were forced south or when they were supporting air operations in the southern half of North Vietnam.

Tactics now changed rapidly. ECM pods were the only electronic protection the fighter-bombers had to defeat the fire control radars as the EB-66s flew their new orbits. The EB-66s concentrated on neutralizing the early-warning, GCI, and acquisition radars from their new orbit locations. North Vietnamese early warning radars could “see” an approaching force about 250 to 300 miles away and alert defenses such as fighters, guns, and missile batteries. Ground Control Intercept (GCI) radars were used to direct fighters towards their targets from ground based command posts, and acquisition radars gave precise range, bearing, and height data to batteries attempting to shoot down aircraft. Rather than combating a part of the North Vietnamese integrated air defense system, EB-66s were now able to electronically attack the entire net.¹⁵⁶ Seventh Air Force directed that the western orbits be moved up to 21 degrees north latitude on the border of North Vietnam and Laos. In November 1967 intelligence noted a significant shift in enemy missile deployment. The North Vietnamese defenses were being concentrated around the

¹⁵⁶ Michel, *Clashes*, 124.

DET 137 ARR

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SUMMARY TABLE OF RESCUES

DATE	RESCUE NUMBER	SURVIVOR	TYPE AIRCRAFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
3 Jan	218	Maj Pattee	T28	USAF	Laos	Maj Ferrell Lt Sichterman Sgt Grau ALC Taylor	No
6 Jan	219	Capt Brownlee	F-105	USAF	Thailand	Capt Walker Capt Canfield Sgt Otero Sgt Boles	No
6 Jan	220	Maj Gustafson 76th Mission 2nd pickup	F-105	USAF	Thailand	Lt Platt Capt Greer Sgt Keyes Sgt Lombard	No
16 Jan	221 222	Maj Lewis Lt Kelly	F4 HANGER 02	USAF	NVN	Capt Greer Capt Canfield Sgt Warmack Sgt Harding	No
18 Jan	223	Capt Stovin	F4	USAF	NVN	Capt Conant Capt Greer Sgt Cole Sgt Allaire	Yes
28 Jan	224	Capt Brown	T28	USAF	Laos	Capt Otsini Capt Greer Sgt Warmack Sgt Harding	No
2 Feb	225 226 227	Lt JG Jacobs AP2 Forbski AT1 Arntzen	P2V	USN	Laos	Lt Platt Maj Williams Sgt Keyes Sgt Boles	No
27 Feb	228	AP1 Gonzales	P2V	USN	Laos	Capt Walker Maj Washington Sgt Parker Sgt Harding	Yes

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Atch 1

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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 Musick, 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.

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Pacific Stars and Stripes information for 37 ARRS

For date 680122

DOWNED

18 JAN 68

HANKE 1 A + R SAR

RESCUED 18 JAN 68

37 ARRS was a US Air Force unit

Primary service involved, US Air Force

Quang Nam Province, I Corps, South Vietnam

Location, Da Nang

DATE PUBLISHED

Description: Monday 22Jan68-3 Pilots Saved in Daring Rescues Over N. Viet SAIGON (UPI) - For Maj. Charles E. Lewis, of Dennison, Texas and 1st Lt. Jack L. Kelly, 27, of Pawnee, Okla., it was a short wait after being downed over North Vietnam before being rescued. But for Capt. Scott B. Stovin, 29, of Milwaukee, Wis., it was a long wait. The three were aboard two F4 Phantom jets downed by unknown causes over the Southern Panhandle of North Vietnam earlier this week. "I didn't think they'd make it to us in time," said Lewis. "There was heavy overcast when we went down and it was getting late. We had to wait just a little more than an hour before they found us." The helicopter rescue of Lewis was swift and without complications. But his fellow pilot was hanging in a tree, unable to free himself of the parachute harness. Sgt. Peter S. Harding, 21, of Foxboro, Mass., was lowered from the hovering chopper, 45 miles west northwest of Dong Hoi to cut Kelly loose. The pilot of the Jolly Green Giant helicopter, Capt. Robert S. Greer, 35, Enid, Okla., said, "both of the pilots were downed in dense jungle. We were lucky there were both on a ridge-like section of a hill." The other pilot wasn't found so quickly. The following day the helicopters, and the planes that fly cover for them, "Sandys," were back scouting the panhandle for him and his copilot. The copilot still is missing but probably dead or captured. It wasn't until the third day they found the third man, in hazardous terrain, 60 miles northwest of Dong Hoi. The lead Sandy pilot, Col. Ralph S. Hoggart, 43, Mount Pleasant, Penn., made a pass over Stovin. Automatic weapons fire opened up on his propeller driven ship. "The gun emplacement fired a little early and gave away its position before it could cause the mission real trouble," said Capt. Donald Miles, 28, Cleburne, Tex., a second Sandy pilot. When the guns were silenced, the Jolly Green Giants moved in. The jungle penetrator was lowered by S. Sgt. Don E. Cole, 29, Union City, Tenn., as Capt. Henry C. Conant, 27, Luckey, Okla., held the chopper over Stovin's position. "The undergrowth was heavy and there was elephant grass all around," said Sgt. Patrick F. Allaire, 21, Mason, Mich. When Stovin was hoisted up, the North Vietnamese opened up on the chopper. "I was looking out the door when I saw a tracer passing right over us," the pararescue man said, "I also saw a couple of puffs of smoke coming from what I took to be a gunner's position and I opened up on it. I don't know if I hit him or just scared him, but we didn't get any more fire from that direction."

Comments: MAJ Lewis, Charles E.; jet pilot; ; 1LT Kelley, Jack L.; jet pilot; ; CPT Stovin, Scott B.; jet pilot; ; SGT Harding, Peter S.; pararescue; ; CPT Greer, Robert S.; pilot; ; COL Hoggart, Ralph S.; Sandy pilot; ; CPT Miles, Donald; Sandy pilot; ; SSG Cole, Don E.; pararescue; ; CPT Conant, Henry C.; pilot; ; SGT Allaire, Patrick F.; gunner;

The source for this information was 6801PSS.MGL from paper source documents supplied by Les Hines

Please send additions or corrections to: