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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

29 January 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-⁷, 27 Jan 68) (U)

TO:

37C Kde
3rd ARRGp (JSARC) Kde
IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1 dated 15 June 1967.
2. (C) Jolly Green 25 was scrambled from DaNang at 0325Z, 27 Jan 68, for a controlled bailout of two F-4C pilots. The area was 15 miles east of DaNang in the Gulf of Tonkin. Before bailout, Skate 54, the F-4C, was asked if the pilots knew how to get into the rescue sling. The reply was in the affirmative. The crew of Skate 54 was instructed not to get out of the sling, that JG 25 would remove them. Again the reply was in the affirmative. Bailout was made at approximately 0405Z. Jolly Green 25 moved in on the aircraft commander and Pedro 1 and 2 approached the co-pilot under direction of Crown 4. The aircraft commander entered the rescue sling with no problems; however, he neglected to cut his life raft loose and the Rescue Specialist had to be deployed. JG 25 moved left, reduced hover altitude and the Rescue Specialist jumped into the water and cut the raft loose to preclude blowing the raft into the engines or rotor blades. The pilot and Rescue Specialist were recovered without incident. JG 25 returned to DaNang 10 minutes later after covering Pedro's pickup. Landing was at 0450Z. Crew coordination and discipline were excellent through out the mission.

3. (C) The survivor was Major Richard W. Phillips Jr, FR25208.

4. (U) Crew members of Jolly Green 25:

RCC Captain Jerry M. Griggs, EV3081409
RCCP Captain Joseph H. Bowers, FR75606
FE SSgt James A. Bowers, AF14785982
RS Sgt Walter White III, AF19846738

Jerry M. Griggs
JERRY M. GRIGGS, Captain, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

Downgraded at 3 year
intervals. Declassified
after 10 years

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Atch 4

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Mission Narrative 1-317
CROWN # 4

SECRET

49
29 January 1968

At 0240Z, Skate 54 reported his #2 man had battle damage. 0241, Skate thinks he can make it to CH94, his position 340/40/CH109. Crown 5 is heading for CH94. 0253 Skate 2 reports he had a fire but it appears to have gone out, also he has no hydraulic pressure or airspeed indication. 0255, Jollie Green 25 and Pedro 1 and 2 launched at CH94. 0300, Skate flights over CH94, orbiting over water 090/10 CH94. Skate 2 could not get his landing gear or flaps down.

0322, Crown 5 has Skate flt in sight. Skate 2 will have a controlled ejection by Panama and their command post. J9 Jolly Green 25 and Pedro 1 and 2 to position at 07077 CH94. 0343, Skate 2 just ejected, two good chutes, we have them in sight. 0348 JG 25 and Pedro 1 have chutes in sight, they are still decending and have rafts deployed. 0350 JG 25 has PJ in the water, over front seat man. 0352, Pedro says back seat seems to be tangled in chute, sending five man into the water to cut him loose, 0356, JG 25 has front seat on board, OK. 0408, Pedro 1 has back seat aboard also the five man. Both are OK. 0410 all forces RTB.

Nabors Robert G. MAJ.

Goode Raymond T. LTCOL

CRUICKSHANK John P. CAPT

Sander martin J. CAPT

Cruse Doyle R. TSGT

Hogan R. L. Jr. SMSGT

Lincoln Robert L. TSGT

Weber Edward E. TSGT

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CHAPTER III

OPERATIONS

MISSIONS

1. Mission 7-38-1, 25 January 1968. Pedro 93 was scrambled by tower on a crashed Marine O-1, 3 miles out on the 032 degree radial of channel 94 (DaNang). The crew of the O-1, Captain P.F. Meg, 092582 pilot, and LtCol J.J. Major, 01878822 observer, were both in good condition and taken to a near by Navy hospital for check-up. Pedro 93 returned to the crash sight for investigation and later returned to DaNang Air Base. Two non-combat saves were recorded.
2. Mission 1-3-7, 27 January 1968. Pedro 69 was scrambled by tower on an F-4 airborne emergency. The emergency developed into a bailout of the F-4 crew approximately 12 miles East of DaNang. Pedro 69 crew responded and recovered Lt Boyce R. Core FV3173649, by water hoist pick up. Pedro 69 crew returned to DaNang and was credited with one combat save.
3. Mission 7-38-2, 30 January 1968. Pedro 69 took off following a rocket attack on DaNang Air Base to check damages and for medical evacuation of injured during the attack. The Pedro crew air evacuated one patient, Sgt James House AF14821066, from DaNang to a near by Naval Hospital and recorded one save.
4. Mission 7-38-3, 2 February 1968. The crew of Pedro 69 responded to a call on an urgent med-evac. The patient, ADJM Wayne Michalai, B518166, had suffered a cardiac arrest, and was rushed to a near by Naval Hospital. Because of the quick response and aid given, Pedro

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FROM: Capt George R. Andrews, RCC

28 January 1968

SUBJECT: Mission Narrative Report (1-3-7, 27 Jan 1968)

TO: Commander, Det 7, 38th ARRS *use*
3JSARC
IN TURN

(12)

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9/13

1. (U) This report is submitted IAW ARRSM 55-2/3ARRGP Sup 1, dtd 15 Jun 67.

2. (C) Detachment 7 was advised by Queen RCC that an Air Force F-4, Skate 54, was approaching DaNang AB, RVN with one engine on fire. Pedro 69 scrambled at 1055L and set up an orbit with PSK. Skate 54 then advised tower that he was unable to lower his gear and was going to eject. He requested rescue forces be dispatched to the planned ditching area. Pedro 69 returned the PSK to the base, then departed North. DaNang Approach Control vectored Pedro 69 to a point approximately 17 miles on the 020° radial of channel 94. Pedro 69 was then advised to RTB as the F-4 pilot would attempt a landing on a foamed runway. Upon nearing DaNang AB, Pedro 69 was advised that the F-4 crew had again decided to eject rather than attempt landing. Pedro 69 immediately returned for fuel.

Pedro 93 departed DaNang AB at 1130L to render assistance, if required, and to serve as cover. Pedro 93 was vectored to the bailout area by Crown 4. Two chutes were sighted soon after the controlled ejection. Jolly Green 25 was observed approaching one of the pilots. Pedro 93 located the other pilot in the water, dropped a smoke-drift flare, and set up a hover over him. The pilot left his raft, and entered the horsecollar. Immediately after commencing hoist operations, it was noted that the pilot was still attached to, and tangled in, his chute shroud lines. He was immediately placed back into the water. One of the Flight Engineers was dropped into the water to cut the pilot free. At this time, due to low fuel state, the RCC on Pedro 93 decided to RTB, as Pedro 69 was alongside and had acknowledged he could readily pickup both men.

The parachute, still attached to the pilot, had by this time entangled the Flight Engineer. The RCC of Pedro 69 decided to put one of his fireman, a strong swimmer, into the water to render assistance. The horsecollar was lowered to the Flight Engineer and he was hoisted into the helicopter. The fireman successfully freed the pilot of his chute by using his rescue "V" knife. With the chute released, the fireman assisted the pilot clear of the shroud lines. The horsecollar was lowered and the pilot hoisted aboard. The horsecollar was then lowered for the third time and the fireman brought into the helicopter. With everyone safely aboard, Pedro 69 returned to DaNang AB, landing at 1255L.

3. (C) The name of the survivor was: Boyce R. Core, FV3173649, 1stLt, 390th TFS, DaNang AB, RVN.

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GROUP 4
Declassified in 3 year intervals
[Signature]

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4. (U) Crewmembers of Pedro's:

PEDRO 69

RCC Capt George R. Andrews
RCCP 1stLt Michael L. Walker
RS SSgt Evert E. Handy
RS Sgt David A. Helton

George R. Andrews
GEORGE R. ANDREWS, Captain, USAF
Rescue Crew Commander

PEDRO 93

RCC Major William E. Cline ✓
RCCP Capt Richard E. Porter ✓
FE SSgt Daniel M. Palmer
FE Sgt William P. Owens

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37th ARRSq Hist, Jan-Mar 1968

5.

Special Forces team at a point twenty three (23) miles west south-west of DaNang. The team was in heavy contact with a large enemy force. Escort for the Jolly Greens was provided by four (4) UH-1 gunships, three (3) USAF A-1Es, three USAF FAC O-1Es and two (2) F-4Cs. Jolly Green 30 was in the hover approximately fifteen (15) minutes hoisting eight (8) wounded in action (WIA) aboard the helicopter. Jolly Green 10 picked up the remaining three (3) WIAs and four (4) dead. The survivors were all US Army Special Forces Vietnamese nationals. Jolly Green 30 and 10 landed at DaNang at 0812Z after discharging the survivors and bodies at the Naval Support Activity (NSA) hospital.

(5)(U) 1-3-6, 27 Jan 1968. At 0325Z Jolly Green 25 was scrambled from DaNang to an area fifteen (15) miles east to recover two USAF pilots forced to bail out under controlled conditions by a landing gear malfunction. At approximately 0410Z, Jolly Green 25 entered a hover over the aircraft commander and deployed the pararescueman, Sgt Walter White, into the water to assist the survivor. The pararescueman was forced to cut away part of the survivor's parachute when he became entangled in it while being hoisted aboard the helicopter. The survivor's name was Major Richard W. Phillips, FR25208, 366 TFW, APO 96337.

Jolly Green 25 acted as cover ship while an HH-43B from Det 7, 38 ARRS recovered the other F-4C pilot.

F-4C PILOT

RETURNED TO
DANANG

Mission Narrative L-317
CROWN # 4

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49
29 January 1968

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