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



REPLY TO
ATTN OF:

370

SUBJECT:

MISSION NARRATIVE REPORT (1-3-17, 25 Feb 68) (U)

27 February 1968

TO:

37C *KOC*

3rd ARRGp (JSAR) *full*
IN TURN

Classified by *65*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 71*

WLB/18
4/18

1. (U) This report is submitted IAW ARRSN 55-2/3 and Sup 1 dated 15 June 1967.
2. (C) Jolly Green 07 (low) and 10 (high) were scrambled from Marine Quang Tri at 0555Z, 25 Feb 68. The rescue objective was the pilot of Icon 01, an F-100, located at 040°/23/Ch 72. Because of the low overcast condition, both Jolly Greens used Quang Tri GCA for radar vectors to climb on top. At 0625Z, both Jolly Greens arrived on scene. Covey 685 (an O-2), Hobo 17 & 25 (2 A-1Es), and two Air America Hueys (UH-1Bs) were already in the area. Covey 685 advised the Jolly Greens that heavy concentrations of 37mm and automatic weapons were known to be in the area and to proceed with extreme caution. JG 07 and 10 established an orbit position three miles west of the downed pilot's position while one of the Air America Hueys attempted the pick-up. The Huey came to a hover over the survivor but was forced to pull off after receiving ground fire and taking several hits. The Hobos were then called in to suppress the ground fire. At 0633Z, JG 07 started down to attempt the pick-up while JG 10 remained at altitude. JG 07 received ground fire while approaching the hover and crew members were aware of taking some hits. The survivor was suspended from his parachute which was entangled in a tree approximately two hundred feet below the ridge line of a steep cliff. JG 07 had to hover extremely close to the side of the cliff and about fifty feet below the crest. The survivor was taken aboard at 0638Z and reported that he had heard numerous shots fired from below him during the pick-up and that several of the slugs had hit his parachute harness. The survivor appeared to be in excellent condition. JG 07 and 10 departed the area immediately. JG 10 returned to Quang Tri and JG 07 proceeded to DaNang, arriving at 0755Z. Upon inspection it was found that JG 07 had taken two hits, apparently 30 cal.
3. (C) Weather in the pick-up area was good. Crew coordination was excellent. The Flight Engineer of Jolly Green 07 is to be commended for his outstanding job in directing the helicopter over the tree in which the pilot was suspended. It was necessary for the FE to drop the penetrator with pin-point accuracy which he did in a minimum amount of time. Covey 685 did an excellent job of directing the rescue effort.

Atch 3

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GROUP 1
Downgraded at 3 year
intervals, declassified
after 12 years

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DECLASSIFIED

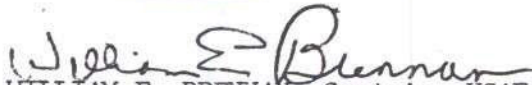
4. (C) The survivor was Captain Bernard E. Flanagan, FV3065735.
5. (U) Crew members of Jolly Greens:

JOLLY GREEN 07

RCC	Captain William E. Brennan
RCCP	Captain Jerry D. Clearman
FE	SSgt James A. Bowers
RS	Sgt Vincent E. Deets

JOLLY GREEN 10

RCC	Captain Charles R. Dunn
RCCP	Major Louis C. Gang
FE	Sgt John Enriquez
RS	Sgt Peter J. Ganun


WILLIAM E. BRENNAN, Captain, USAF
Rescue Crew Commander

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37th ARRSq Hist, Jan-Mar 1968

8.

search was continued for the F-8 pilot with negative results.

(10)(C) 1-3-17, 25 Feb 1968. At 0555Z Jolly Green 07 and 10 were scrambled from Quang Tri to a point twenty three (23) miles northeast of Saravane, Laos, to recover the pilot of a USAF F-100. Escort was provided by a USAF FAC O-2 and two (2) USAF A-1Es. The area contained heavy concentrations of hostile 37mm AAA and numerous heavy automatic weapons positions. An Air America helicopter attempted to pick up the survivor but was driven from the area by hostile fire. At 0633Z, after suppression of the enemy fire by the A-1Es, Jolly Green 07 entered a hover over the downed pilot. The survivor, Capt Bernard E. Flanagan, FV3065735, was suspended upside down by his parachute harness in a tree, however, the Flight Engineer was able to swing the forest penetrator under the parachute canopy to the pilot. In spite of this difficulty and the heavy automatic weapons fire sustained while in the hover, Jolly Green 07 was able to complete the pickup in less than five (5) minutes. Inspection of the aircraft after landing at DaNang revealed two (2) automatic weapons hits in the fuselage.

(11)(S) 2-3-15, 27 Feb 1968. At 0515Z Jolly Green 10 and 25 were scrambled from Quang Tri to assist in the recovery of a USN P-2V aircrew downed by hostile fire north of Saravane, Laos. Escort was provided by numerous USAF A-1Es and USAF FAC O-2s. Jolly Green 10 recovered Lt Bernard Walsh, 659546, USN and ARD3

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GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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Mission Narrative 1-3-17

26 February 1968⁸⁰

While on a regular Crown 5 orbit a call was received on guard at 0548 that Icon 01, an F100 with one pilot was down in Southern Laos, 040/23nm from Ch 72. Crown 2 contacted Covey 865 who had the chute in sight. He also had contact with Hobo 25, Hobo 26, Hobo 15 and Hobo 16 and they were used to secure the area while the rescue forces were enroute. Also in the area was an Army Helicopter, Hotel 39, who advised he could land in a field 50 meters from the chute.

Crown 5 was advised to take the mission and direct the rescue forces at 0600Z. At 0555 Jolly Greens 07/10 were airborne from Ch 103. They were estimating the area at 0625.

Covey 685 advised the area was 7000' scattered, and the man was in a 3000' ledge. Also in the area were some 37mm sights, and advised Jolly Green to pass north and come in from the west.

At 0615 Hotel 39 passed over the chute and saw that the pilot was still hanging in his chute. He attempted to lower his sling but it would not penetrate the trees. He also took some small arms fire.

Jolly Green 07 was vectored to the area by Covey 865, after the Hobo flight had sterilized the ridge line east of the pilot.

At 0635 Jolly Green 07 moved over the downed pilot Icon 01 and picked the man out of the chute, and was out of the area at 0639. He took some small arms fire also.

All forces were RTB at 0645, with the survivor being taken to Ch 94, landing at 0745Z.

Covey 685 did an outstanding job in co-ordinating the Hobo, Jolly Greens, on the pickup.

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

Crew; Mirick, John W.
May, John T.
Gmeiner, Richard B.
Taylor, Billie R.
Nowland, Otto O.
Hudson, George G.
Verret, Charles J.

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68-0029



DEETS
FILE NAME
PICKUP.JPG
MY NAME
DEETS #1

OVER

SURVIVOR CAPT BERNARD FLANNAGAN