

DECLASSIFIED

~~UNCLASSIFIED~~~~SECRET~~

Downgraded to CONFIDENTIAL

25 MAR 1971

IAW AFR 200-2

(Date)

FROM: 1-370

SUBJ: Mission Narrative Report (2-3-15, 27-29 February 1968) (U)

TO: 1-37C W
3rd ARRGp (JSARG)
IN TURN~~CONFIDENTIAL~~

12 MAR 1968

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Sup 1, dated 15 June 67.
2. (S) At 1224L, 27 February 1968, Jolly Green 20 and 37(L) were scrambled from Channel 89 to recover the downed crew of a Navy P2V, Sophomore 50, down at 107/83/89. At launch Jolly Green 20 encountered maintenance difficulties that delayed its departure until 1258L. Unescorted, Jolly Green 37 was directed to proceed to an orbit point at 110/57/89 and rendezvous with Sandy's 7 and 8 and Nail 48. Since the area in the immediate vicinity of the survivor's was well defended Nail 48 volunteered to guide Jolly Green 37 into the area. Through the efforts of Nail 48 they arrived on the scene unopposed. In the area, Jolly Green 37 was joined by Jolly Green 10 (Da Nang), Sandy's 5 and 6, and Nail 54 (who had been in the area since ejection and had a good idea of the locations of the majority of the survivor's). A total of eight survivor's were reported to be on the ground. At the onset, Sandy's 7 and 8 were attempting to direct both Jolly Green helicopters to survivor's on the ground but the difficulty was considerable due to the large volume of traffic on all frequencies utilized by the SAR force. The type of survival radio used by the downed navy crewmembers contributed tremendously to the communications confusion. The Navy survival radio emits a continuous beep unless the "speak" or "listen" switch is depressed. Because some of the survivor's were burned around their hands, it was not always possible for them to depress this switch. The result was a continuous beeper tone on UHF. Furthermore, our FM radio was of little use since the Sandy's new FM sets are not compatible with those installed in the HH-3E. The only reliable source of communication available to us was VHF, which was extremely congested. Due to the efforts of the Sandy's and the cooperation of the Jolly Green helicopters, all beepers on the ground were tracked down and the survivor's recovered. Jolly Green 37 made its first recovery at 1320L without difficulty. The second survivor, however, was hanging upside down in a tree and it was necessary to send the Pararescue Specialist down the hoist to assist him. He was successfully recovered at 1347L. Sandy lead then directed 37 to the third survivor who was in an easily accessible area. By 1354L he was on board and because of a low fuel state at this time, Jolly Green 37 had to depart the area. Air refueling was completed with Crown 2 and Jolly Green 37 landed Channel 89 at 1503L. Jolly Green 20, airborne at 1258L, was joined by Sandy's 3 and 4 at 1343L and by Jolly Green 67 (Udorn) at 1351L. These forces had been directed to remain in orbit. The weather was clear with visibility limited by a light haze at altitude. At 1400L, the orbiting SAR force was cleared to the position of the downed aircraft (107/83/89); they reached the crash site at 1451L and were joined by Sandy's 7 and 8 and Nail 54. The Nail and Sandy

~~CONFIDENTIAL~~Cy 1 of 9 CopiesAtch 2 ARDC # 680691

1-370-68-S-21

~~SECRET~~

GROUP 4

DOWNGRADE AT 3 YEAR INTL
DECLASSIFY AFTER 12 YEARS

68-AD-882

DECLASSIFIED

DECLASSIFIED

~~UNCLASSIFIED~~

~~SECRET~~

~~CONFIDENTIAL~~

aircraft began a search of the area and within a few minutes a strong beeper was detected about five hundred yards from the downed aircraft. Jolly Green 20 was directed to the beeper's position by the Sandy aircraft and immediately obtained voice contact with the survivor. Unfortunately, as the survivor attempted to give directions to Jolly Green 20, his survival radio would transmit the beeper signal as soon as he released his transmitter switch. This effectively blocked out all communication between the SAR aircraft and the survivor. The beeper was finally silenced by the survivor and a successful pick-up was made by Jolly Green 20 at 1441L. The large number of white flare chutes hanging from trees in the area and the fact that the Navy back-pack parachute utilizes a white chute canopy, made searching for other survivor's extremely difficult. At 1504, Jolly Green 67 reported hostile ground fire and the SAR force was directed to return to base. As Jolly Green 20 was exiting the area, the Sandy aircraft observed 10-15 burst's of 37mm fire at the six o'clock position of the withdrawing helicopters. Immediate evasive action was taken by the SAR force with no apparent damage sustained by any aircraft. After landing, however, it was found that Jolly Green 20 had sustained a small arms hit in the leading edge of one of its main rotor blades. Jolly Green 20 and 67 landed at Channel 89 at 1600L. Meanwhile, Jolly Greens 36(L) and 17 had been scrambled by Compress at 1530L to assist in the recovery of the Sophomore 50 crew. Both Jolly Greens were airborne at 1535L and estimated the area of the crash site at 1630L. Enroute the Jolly Greens were picked up and escorted by Sandy's 3 and 4. About 25 minutes out, the Sandy's were instructed to hold the Jolly's at 047/55/99. After arriving in orbit at 1640L Sandy's 3 and 4 then moved into a new area at 072/96/99 to work with Sandy's 1 and 2. Sandy's 7 and 8 joined Jolly Greens 36 and 17 in orbit at 1610L. At approximately 1640L Jolly Green 36 advised Crown 3 that the Jolly Greens were still at least 25 minutes out of the area, and darkness would be a factor in the recovery if anyone else was located on the ground. At this time Sandy's 1 and 2 had voice contact with another survivor, Crown 3 relayed this information, and at 1705L Sandy's 7 and 8 and Jolly Greens 36 and 17 were cleared to proceed into the area. An indirect course was required to detour a heavy concentration of anti-aircraft weapons. Both the Jolly Greens and Sandy's were orbiting at 10,500 and 11,000 feet and did not descend until clear of the anti-aircraft weapons. Until darkness, the weather was not a factor in the mission. Both Jolly Green 36 and 17 had the cockpit windows fog up in the rapid descent and this considerably hampered visibility (in addition, the copilot's front window was badly scratched, further restricting visibility on that side of the aircraft). At 1735L Jolly Green 36 joined Sandy 2 and was escorted by him into the area. Jolly Green 36 could not spot the survivor's smoke, but Sandy 3 directed the helicopter into a hover directly over the flare. The forest penetrator was lowered into a very small clearing in which the Pararescue Specialist saw a life raft and what appeared to be a signal panel. The source of the flare appeared to be very close to the clearing, but after hovering approximately five minutes the survivor had still not reached the penetrator. He called on guard asking the Jolly to move down hill towards him. Jolly Green 36 came into a hover lower on the slope over a second smoke flare. The penetrator was lowered into the dense jungle undergrowth and was left on the ground for 5 minutes until the survivor requested the Jolly to move up slope. For the next 15 minutes the flight engineer on Jolly Green 36 and the survivor

~~CONFIDENTIAL~~

Cy 1 of 9 Copies

2
DECLASSIFIED

~~SECRET~~

DECLASSIFIED

~~UNCLASSIFIED~~~~SECRET~~~~CONFIDENTIAL~~

attempted to talk the aircraft into a hover directly over his position. At each attempt the penetrator had to be raised and lowered to permit the helicopter to move. The area involved was a very steep slope with exceptionally dense undergrowth and it appeared the survivor could not move to the penetrator. When the survivor said the aircraft was directly over his position the Jolly Green lost radio contact and the Sandy's had to relay all transmissions. Furthermore, darkness was seriously hampering the effort; the aircraft had all lights on but the undergrowth prevented the flight mechanic from seeing the penetrator. The survivor asked the Jolly Green to move back, and while raising the penetrator to reposition the helicopter, the cable snapped. At this time all radio contact with the survivor was lost, and he was not heard from for the remainder of the mission. Jolly Green 17 was called in to attempt a pickup and arrived in the area at 1830L. It was too dark for Jolly Green 17 to enter a hover because of the rugged terrain, and at 1840L Jolly Greens 36 and 37 advised against further efforts. Both Jolly Green 36 and 17 returned to Channel 89 landing at 1950L. On 28 February Jolly Greens 17 and 20, and Sandy's 5,6,7 and 8 were launched at 0530L to search the area where Jolly Green 36 had lost a forest penetrator at 1820L on 27 Feb 68. Radio contact with the survivor was not reestablished and, due to the ruggedness of the terrain and extremely dense foilage and undergrowth, it was not possible for the SAR force to locate the exact area. The Jolly's and Sandy's returned to Channel 89, landing at 1025L. Another briefing was conducted at 0430L on 29 Feb and the following SAR forces were involved: (1) Jolly Green 20 with 4 members of the ground team on board, (2) Jolly Green 37, also with four ground team members, (3) Jolly Green 36, (4) Sandy's 5,6,7 and 8, (5) Nail 77 with one ground team member. Jolly Green 20 was low. During the briefing a decision was reached that if the exact location of the last sought after survivor's could not be found, the ground team would not be put on the ground to search for that crew. An alternate area was designated (XD203867) near the crash site of Sophomore 50, and the ground party was to work this area with the hope of locating the two missing Navy crewmembers. Jolly Greens 20, 37 and 36 were airborne at 0610L, estimating the primary area at 0730L. The weather enroute was scattered to broken, cloud bases 6,000 feet MSL, tops at 8,500 feet, and 3-5 miles visibility in haze. Jolly Green 37 accomplished the navigation to and from the area; it was necessary to circumnavigate several areas of heavily concentrated anti-aircraft weapons positions enroute. Sandy's 5 and 6 and Nail 77 were already in the area when Jolly Greens 20, 37, and 36, and Sandy's 7 and 8 arrived. The weather in the area was marginal. Low clouds completely covered the specific area, but there were large breaks to the south and southwest. Jolly Green 20 and Nail 77 descended in a clear area, and attempted to work under the clouds. Jolly Green 37 and 36 and all Sandy's orbited high with TACAN fixes. Jolly Green 20 was able to get within two miles of the suspected position of the survivor, but was unable to get close because the cloud bases were at 2,500' (29.92) while the survivor's elevation was an estimated 2,600 to 2,700'. At 0805L Jolly Green 20 decided the weather would not permit working in the primary area, and the SAR force moved to the alternate. The weather in this area was better, with low scattered clouds near the crash site of Sophomore 50. Clearance was received to put the team on the ground at a predetermined point (XD203867) approximately 1.5 kilometers from the crash site. Jolly Green 20 selected a clearing at the base of a large karst, landed, and discharged four members.

~~CONFIDENTIAL~~

Cy 1 of 9 Copies

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

~~UNCLASSIFIED~~

~~SECRET~~

~~CONFIDENTIAL~~

Jolly Green 37 came in directly behind Jolly Green 20, picked up automatic weapons fire (he took 3 suspected 30 caliber hits in the aft section of the helicopter, apparently causing no internal damage) and broke off from his approach. Sandy 5 and 6 came in and suppressed the ground fire, after which Jolly Green 20 landed and picked up the ground team; Jolly Green 20 did not pick up any ground fire and took no hits. At 0910L the SAR force navigated through the anti-aircraft weapons positions, and returned to Channel 89, landing with approximately 40 minutes of fuel remaining. Crown 1 cooperated in every way with the Jolly's for air refueling, and remained with them until they landed at Channel 89 at 0955L. Another briefing of the personnel involved was held at 1230L, and at 1355L Jolly Green 17 (low), 37, and 16 took off from Channel 89 for the primary area. Sandy's 3 and 4 escorted the Jolly's; Nail 40 who was already in the primary area, advised that the weather was good. The ground team was again aboard Jolly Green 17 and 37. The weather was overcast with the cloud layer's up to 9,500' and 3 to 5 miles visibility. Once in the area at 1505L the weather was good, and not a factor in the mission. Jolly Green 17 and Nail 40 conducted a low altitude search while the rest of the force orbited high enough to hold TACAN fixes over the area. The exact suspected coordinates fell in the area bounded by XD4076 and XD4778. Eventually, Jolly Green 17 and Nail 40 were joined by Jolly Green 37 and Sandy's 5 and 6 conducting an unsuccessful low altitude search; furthermore the burning crash site which had been seen by Nail 54 on the evening of 27 February (it was 3 to 4 miles west or slightly southwest of the survivor, and visible while hovering over the survivor) could not be found. At 1631L Jolly Green 37 was within 30 minutes of Bingo fuel and approaching darkness would have made it inadvisable to discharge the ground team without a positive position. The SAR force returned to base, landing Channel 89 at 1730L. The personnel on Jolly Green 17 recommended no further search be conducted committing such a large SAR force to the area, even though the cooperation of the Sandy's, Crown, Nail's, and ground personnel was excellent during the entire period from 27 February till 29 February. A further recommendation for multiple pick-ups where the survivor's are separated from each other, is that each Jolly Green and Sandy working together utilize a discreet VHF frequency. An HF frequency could be used by all the SAR forces in the area for common communications and a complete understanding of the overall situation. It is strangely recommended that the Navy adopt the standard Air Force survival radio, the RT-10.

3. (C) The names of the survivor's were (all from U.S. Navy Observation Squadron VO-67, NKP RTAFB):

a. By Jolly Green 37:

LT RICHARD E. JACOBS

AT 1 ROGER L. ARNTZEN

ADR 3 ANDREW G. ZDEBSKI

~~CONFIDENTIAL~~

Cy 1 of 9 Copies

4

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

~~UNCLASSIFIED~~

~~SECRET~~

b. By Jolly Green 20:

A01 RALPH L. GONZALES JR.

~~CONFIDENTIAL~~

4. (U) Jolly Green crew members were:

27 FEBRUARY 1968

JOLLY GREEN 37(L)

RCC 1st LT JAMES H. PLATT
RCCP MAJOR DEAN H. WILLIAMS
FE SSGT HARVEY KEYES
RS MSGT CLARENCE R. BOLES ✓

JOLLY GREEN 36(L)

RCC CAPT HENRY C. CONANT
RCCP LT COL ROYAL A. BROWN
FE SGT NARCISO A. OTERO
RS SGT MICHAEL R. FRABONI

JOLLY GREEN 20(H)

RCC CAPT HARRY W. WALKER
RCCP MAJOR MILTON S. WASHINGTON
FE TSGT ALBERT P. PARKER
RS SGT PETER S. HARDING

JOLLY GREEN 17(H)

RCC MAJOR WILLIAM J. JOHNSON III
RCCP MAJOR PAUL M. REAGAN
FE SSGT RAYMOND J. PRICE
RS SGT JULES C. SMITH

28 FEBRUARY 1968

JOLLY GREEN 17(L)

RCC MAJOR EDWARD B. RUSSELL
RCCP CAPT JAMES E. OLIVER
FE SSGT CARL L. WARMACK
RS SGT PATRICK F. ALLAIRE

JOLLY GREEN 20(H)

RCC MAJOR DALE L. ODERMAN
RCCP CAPT GEORGE W. GREER
FE SGT MICKEY D. BERRY
RS SGT JOSEPH M. DUFFY

29 FEBRUARY 1968 AM

JOLLY GREEN 20(L)

RCC CAPT HENRY C. CONANT
RCCP LT COL ROYAL A. BROWN
FE SSGT COY W. CALHOON
RS SGT MICHAEL R. FRABONI

JOLLY GREEN 37(H)

RCC MAJOR FREDERICK C. FAUST
RCCP MAJOR PAUL M. REAGAN
FE SSGT RAYMOND J. PRICE
RS SGT JULES C. SMITH

~~CONFIDENTIAL~~

~~SECRET~~

Cy 1 of 9 Copies

5

DECLASSIFIED

DECLASSIFIED

~~UNCLASSIFIED~~

~~SECRET~~

~~CONFIDENTIAL~~

CONT'T 29 FEBRUARY 1968 - AM

JOLLY GREEN 36

RCC MAJOR EDWARD B. RUSSELL

RCCP CAPT JAMES E. OLIVER

FE SSGT CARL L. WARMACK

RS SGT PATRICK F. ALLAIRE

29 FEBRUARY 1968 - PM

JOLLY GREEN 17(L)

RCC CAPT HENRY C. CONANT

RCCP LT COL ROYAL A. BROWN

FE SSGT COY W. CALHOON

RS SGT MICHAEL R. FRABONI

JOLLY GREEN 37(H)

RCC MAJOR FREDERICK C. FAUST

RCCP MAJOR PAUL M. REAGAN

FE SSGT RAYMOND J. PRICE

RS SGT JULES C. SMITH

JOLLY GREEN 16

RCC CAPT HARRY W. WALKER

RCCP CAPT RONALD MCKINLEY

FE SGT NARCISO A. OTERO

RS SGT J.T. LOMBARD

Richard E. Adams
RICHARD E. ADAMS, Major, USAF
Operations Officer

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 5/15/76

~~CONFIDENTIAL~~

Cy 1 of 9 Copies

6

DECLASSIFIED

~~SECRET~~