

~~UNCLASSIFIED~~ **SECRET**

FROM: 1-370

SUBJ: Mission Narrative Report (2-3-13, 17 Feb 1968)

TO: 1-37C

3ARRGp (JSARC *Jul*)
IN TURN

~~CONFIDENTIAL~~
Downgraded to ~~CONFIDENTIAL~~

25 MAR 1971
(Date)

IAW AF 2-9 FEB 1968

1. (U) The following report is submitted in accordance with ARRS Manual 55-2/3ARRGp Supl 1, dtd 15 June 1967.

2. (S) JG-36 and 16 2343 scrambled by Compress at 1325L to proceed to an area at 075/71/99 where Sandys 5 and 6, and Nail 64 had found a suspected crash site of Lindy 12. Compress asked that the area be searched for possible survivors and/or positive identification of Lindy 12. Compress further asked to check the feasibility of putting a PJ on the ground for a positive I.D. if necessary. JG-36 was low and 16 high and were joined by Sandy 7 and 8 at approximately 1400L while enroute. JG-36 and 16 cruised at 7,500 feet while enroute. Upon reaching the area, JG-36 descended below the broken ceiling to join Sandys 5 and 6 and Nail 64 who were circling the suspected crash site. JG-16, with Sandys 7 and 8 remained at altitude. JG-36 circled the main crash site four times while a combat photographer took pictures of the site, and the rest of the crew scanned the area for possible survivors and/or discernible wreckage of Lindy 12. No survivors were sighted and positive I.D. of Lindy 12 could not be established. The crash site still had burning debris, and owing to the location, the burning debris and the obvious negative possibility of survivors, the RCC of JG-36, in the interest of safety, decided not to put a PJ down into the site. Metal debris and one propeller blade were observed at the crash site, although these items could not be recognized as belonging to Lindy 12. The other piece of burning debris, approximately 400 yards from the first site, was also examined.

3. (U) JG-36 climbed back to altitude with JG-16 and Sandys 7 and 8 and departed the area at 1445L. JG-36 and 16, with Sandys 7 and 8, arrived at Channel 89 at 1540L. No ground fire was encountered or noted. A careful check of all other aircraft operating in the area leads to the conclusion that the debris was that of Lindy 12.

4. (U) Crewmembers of the Jolly Greens:

JOLLY GREEN 36 (LOW)

RCC Capt Harry W. Walker
RCCP Capt Ronald McKinley
FE TSgt Jarvis E. Peele
RS Sgt Peter S. Harding
PHOTO Sgt Newman

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
8/1/00
JOLLY GREEN 36 (LOW)

RCC Maj William J. Johnson III
RCCP Capt George W. Greer
FE SSgt Harvey W. Keyes
RS Sgt Jules C. Smith

Harry W. Walker
HARRY W. WALKER, Capt, USAF
Rescue Crew Commander

Copy 1 of 9 Copies

1-37D-68-S-16

~~CONFIDENTIAL~~

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS
GROUP 4

SECRET

ARODC # 680676 *4/1*

68-AD-781

2-370-0001 Atch 2

UNCLASSIFIED

CONFIDENTIAL

4. (U) Crewmembers of Jolly Green 70 were:

RCC - Major John V. Allison ✓

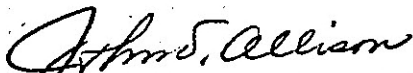
RCCP - 1Lt Leone S. Russo

FE - SSgt John B. Mahoney

RS - SSgt Albert W. Foster III

RS - Sgt Jack B. Hoover

AP - A1C Gregory M. Dultz, 601st Photo Flight



JOHN V. ALLISON, Major, USAF
Rescue Crew Commander

UNCLASSIFIED

~~SECRET~~

86

Mission Narrative 2-3-14

18 Feb 68

76

Sandy 5 and 6 were released from SAR orbit to FAC on some lucrative targets in the L 85 area. Sandy 5 was working Ozark flight, four F-105's, when Ozark Lead was hit by ZFU fire at approximately 1015Z at 101/8/97. He had a fire in the nose section and smoke in the cockpit. Ozark Lead and two started a climb to above 25,000 feet to extinguish the flames and headed south. Sandy five and Crown 2 copied his position and gave him suggested headings to avoid the PDJ. Brigham was contacted and asked to contact Ozark Lead on 364.2. Jolly Green 36 and 70, who were enroute south, were advised and they monitored Ozark's progress along with the Sandies. Udorn was advised that Ozark was inbound through Compress and to have emergency equipment to stand by with negative foam on the runway. Brigham was called again by Crown 2 and asked if he had the emergency IFF, Brigham never did contact Ozark. Ozark 2 brought Lead back and a one frequency radar vectors to a visual final was given by Udorn on guard. On final, Leads gear did not extend and he requested foam. On the next approach his fuel started to feed from one of the tanks and he took it around again. His commander was called and Lead was advised to eject and not try to crash land. Lead was turned over to approach control for a controlled ejection. His back seater went first at 180/12/70 and the front seater at 180/14/70, time 1110Z. Jolly Green 70 and Pedro were vectored to the area but Pedro RTB for radio failure. Voice contact was established and the first man was picked up at 1123Z, and the second at 1141. Both men in good shape and Jolly RTB to Channel 70 and Crown 2 RTB to 83.

Recommend that Helos should have been vectored to the area prior to ejection to monitor the ejection and decent visually.

Don

Donald W. Eichorst, Capt, USAF
Rescue Crew Commander

IP Porter
CP Tollefson
NAV Connell
RO Taylor
FE Clarkson
FE Long
IM Smith
LM Powers

~~SECRET~~

39-68-0025

UNCLASSIFIED

~~SECRET~~

86

Mission Narrative 2-3-14

18 Feb 68

76

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Donald W. Eichorst, Capt, USAF
Rescue Crew Commander

IF Porter
CP Tollefson
NAV Connell
RO Taylor
FE Clarkson
FE Long
IM Smith
LM Powers

~~SECRET~~

39-68-0025

UNCLASSIFIED

13

R. Miers, recovered the other crew member. No injuries occurred to either of the survivors during bailout or recovery other than minor scratches.

On 18 February 1968 Major John V. Allison again made two more recoveries when two pilots of a battle damaged F-105 had to bail out near Udorn Royal Thai Air Force Base. Their landing gear would not extend. This rescue effort was uneventful except that the rescue was accomplished in semi-darkness and the survivors were so close together with their beepers that it was difficult to get an adequate UHF/ADF Bearing.

Another HH-53B sustained battle damage on 27 February 1968 when Jolly Green 67 was launched to a hostile area to search for, locate and rescue any possible survivors of Sophomore 50 with nine (9) crew members. As Major Frederick M. Donohue was making a low pass over the wreckage, he received several hits. He abandoned the area, had another aircraft assess the damage and, when told he was leaking hydraulic fluid, landed at Nakhon Phanom to await maintenance. No rescues were made.

On 11 March 1968 four HH-53Bs were involved in a very difficult evacuation of several Americans and indigenous troops who were under heavy attack at a forward operating site. The evacuation was successful in that one (1) United States Air Force and fifty-nine (59) indigenous personnel were recovered. During the day all Jolly Green aircraft braved heavy enemy fire; however, no injuries were sustained nor were any hits taken by the rescue aircraft. Commanders of the

21 AUG 1981
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~~CONFIDENTIAL~~

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 (1-3-13, 20 Feb 68) (U)

TO: 37C *KRC*
3rd ARRGp (JSARC)
IN TURN

Ceb/1m

(24)

22 February 1968
HB
Had 18

13
413

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1967.

2. (C) Jolly Greens 03 (Low) and 10 (High) were scrambled from Marine Quang Tri Airfield at 0145Z, 20 February 1968. The rescue objective was two pilots who had bailed out during the early morning hours. Both Jolly Greens used Quang Tri GCA for radar vectors to a climb on top. The position was reported as 125°R/19 DME from Ch 85. Arriving in the area at 0200Z, both Jolly Greens obtained radio contact with both survivors and visual contact with the Sandys (A-1Es) at 0210Z. Sandy 5 led Jolly Green 03 down through a hole in the clouds in an attempt to visually locate the survivors. Having no luck and possessing an inoperative UHF/DF Jolly Green 03 climbed to VMC conditions at 6500 feet. During this time interval Trail 61, an O-2, was observed by Dacron 2 Alpha (the downed F-4C front seat pilot) during a low level search. Trail 61 then flew down a river and found a hole in the clouds. Jolly Green 10 was instructed to descend by both Sandy 5 and 6 in order to expedite getting below the overcast before the hole closed up. At 0230Z, Trail 61 escorted Jolly Green 10 up the river to the general area where Dacron 2 Alpha had observed Trail earlier. Alpha then heard the Jolly Green and was instructed to pop a smoke. The smoke was observed by both Jolly Green pilots. Tip tanks were dropped and a hover entered over the survivor. The penetrator was dropped at the survivor's feet, but he had trouble strapping into the penetrator. While in the hover Dacron 2 Bravo (the rear seat pilot) shot a penguin flare which was observed across the river, distance $\frac{1}{2}$ of a mile. Jolly Green 10 completed the hoisting of Alpha in 6 minutes. As Jolly Green 10 departed the hover Bravo shot another flare which was observed and confirmed on the radio. Bravo was instructed to pop another smoke which was again observed by both Jolly Green pilots. As Bravo had previously reported two broken legs, the Rescue Specialist was deployed. Although a hover was established over the smoke, visual contact was difficult due to the jungle canopy. A "move 25 feet to the right" command over UHF brought the survivor into the Flight Engineer's vision. Bravo was located on the side of a hill at 1000 feet altitude. Hoist procedures and the operation were normal and Jolly Green 10 and Trail 61 departed the area at 0300Z. Trail 61 reported ground fire as JG 10 departed the hover. The ceiling was 1000 AGL so Jolly Green 10 and Trail 61 climbed out to VFR on top at 6500 feet. Jolly Green 10 and Trail 61 landed at DaNang at 0345Z.

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DECLASSIFIED AT TWO
YEAR INTERVALS
DECLASSIFIED ON
5/1/74

Atch 1

~~CONFIDENTIAL~~

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UNCLASSIFIED

~~CONFIDENTIAL~~

3. (C) Weather was the main negative factor. Trail 61 had attempted to get into the area at 2345Z but was forced to return to Quang Tri due to 50 foot ceilings. Weather at Quang Tri was 1100 feet overcast at time of launch. The entire operation was conducted under an overcast. Had it not been for the one hole in the clouds three miles from the survivors, the Jolly Greens could not have gotten in.

4. (C) The survivors were: Dacron 2 Alpha, Capt Paul A. Brant, FR78163, 390 TFS, uninjured and Dacron 2 Bravo, 1st Lt Paul Seiler, FV3173627, 390 TFS, bruised ribs and sprained knees.

5. (U) Crew members of Jolly Greens:

JOLLY GREEN 10

RCC Capt Standley A. McGhan
RCCP Major Stuart H. Hoag
FE SSgt Elmer L. Holden
RS Sgt Angus C. McDougall

JOLLY GREEN 03

RCC Major John W. Robey
RCCP Capt John I. Patterson
FE Sgt John Enriquez
RS Sgt Douglas J. McGill

Standley A. McGhan
STANDLEY A. MCGHAN, Captain, USAF
Rescue Crew Commander

GROUP 4
Downgraded at 3 year
intervals, declassified
after 15 years

~~CONFIDENTIAL~~

**CITATION TO ACCOMPANY THE AWARD OF
THE SILVER STAR
TO
ANGUS C MCDOUGALL**

Sergeant Angus C. McDougall distinguished himself by gallantry in connection with military operations against an opposing armed force as Rescue Specialist near Khe Sanh, Republic of Vietnam on 20 February 1968. On that date, Sergeant McDougall penetrated an extremely hostile area under adverse weather conditions and rescued a seriously injured pilot. In defiance of reported hostile activity and fully exposed to hostile fire, Sergeant McDougall went down into the jungle and brought the injured pilot to safety before hostile forces could surround him. Hostile forces in the jungle directed intense automatic weapons fire at Sergeant McDougall as the rescue was completed. By his gallantry and devotion to duty, Sergeant McDougall has reflected great credit upon himself and the United States Air Force.

UNCLASSIFIED

~~SECRET~~

88

78

FROM: Capt. Paul A. Boatright

SUBJECT: Mission Nr 1-3-13, Dacron 2

20 FEB 68

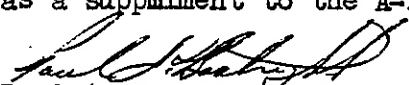
TO: Commander
39 ARRSq

1. In accordance with para. 1, 3rd ARRGp Sup 1 to ARRSM 55-2, the following additional comments are made as a separate report to the mission narrative.

2. Dispite the unfavorable existing and forecast weather the Jolly Greens should have been launched and orbiting with Sandy 5/6. Even the most complete and extensive cloud coverage may have occassional breaks that can be exploited if the required forces are on hand and ready to commence operations. In the present instance, the first break in the weather lasted some forty minutes, from 0925-1005H. This would have been ample time to survey the area, pinpoint survivors and recover them. By not having the required forces on hand when they were needed, three unfavorable events took place: first the redcovery took about one hour longer than it should have taken; second, the "sucker hole" closed in and this could well have been the only chance for the day as the cloud coverage North and East was extensive and was being pushed into the hills by a light northerly wind: ~~there~~, the first probe of the valley by Sandy 5 apparently attracted the notice of hostiles who had an hour and ten minutes to move into the area. Any additional lost time could easily have cost the two downed crewmembers as well as one or more aircraft with its crewmembers. Successful recoveries in this area require both the Sandys and Jolly Greens, plus the HC9130P-for certain extended mission, and there is really not much point in sending out only a half of the system, in fact there is a definite drawback in that ~~in~~ the first aircraft alerts the hostiles to an area of interest to us.

3. Mission briefing by Queen was incomplete in that no mention was made of the fact that (1) Canastras had been orbiting the area of Dacron 2 during the night and therefore were a matter of interest to us as they were waiting to be relieved by the Sandys. (2) No mention was made of a search just southeast of CH109 for Dimmer 3-2 which was being conducted by Navy aircraft. As common frequencies are used and as one force may be of assistance to the other, the briefing when a Crown arrives on orbit should include all known search activities and SAR Forces. This practice will usually save time as it eliminates the piece meal extraction of information later on.

4. The Trimmer 61 an O-2 seemed to have definite advantages over the A-1s. Its slower possible speed and greater maneuverability in the confines of the river valley seemed to make a definite contribution to the rapid pinpointing of the Dacron 2 survivors. I recommend that Rescue further investigate its possibilities as a supphment to the A-1 force.


Paul A. Boatright, Capt, USAF
Rescue Crew Commander

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68-0028

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SECRET

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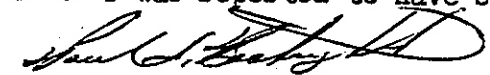
SUBJECT: Mission Narrative 1-3113 (Dacron 2)

20 February 1968

TO: Commander
39 ARRSq

1. The crew of Crown 4 was notified at 20/0100H to launch acft 211 at 0510H. No difficulties were encountered at launch or enroute. Crown 4 was on station 0555H. Weather was not a factor at T.O. or enroute: weather in recovery area was reported by Dong Ha as; 500', 1000' overcast, 5 miles in fog, winds 360/5, with no improvement forecast through out day light hours. Tops of clouds observed at 5-6000'. Queen briefed Crown 4 on the mission: objective was two crew members of Dacron 2, downed the previous night at 125/18/CH85: SAR Forces were Sandys 5-6 and Jolly Greens at Cigar and Channel 103. Trail 61 came up on VHF, asked location of search area, and stated that he would attempt to proceed from the coast up river to search area: later he reported turning back due to weather and going to CH103 for fuel. Sandy 5/6 were on scene at approx 0615H and shortly established voice contact with Dacron 2A. They informed him that they would orbit the area, the area, wait for break in clouds, and make hourly comm. checks. Dacron 2A reported no sign of anyone moving in the area. Comm checks were made with Dacron 2A at 07,08 and 09H. At about 0900H voice contact was established

with 2B. Trail 61 reported airborne at 0920 proceeding low level. At 0925 Sandy 5 reported break developing in clouds at search area and after dropping below the clouds reported good visibility in the river valleys; also that there was no sign of movement or habitation. Sandys 5 and 6 agreed that a recovery was feasible: Queen was asked to launch Jolly Greens, relayed by Crown 4 at 0935H. At 0945 Queen reported JG 03(L) and 10 airborne from Cigar: JG 03 and 10 arrived on scene at 1005. Sandy 7/8 arrived on scene at 1000H. Sandy 5 attempted to lead JG 03 down but at this time the hole closed: another hole nearby was attempted, also unsuccessful. An attempt to proceed approx 10 miles southwest to the edge of the cloud coverage and come up the valleys underneath was made by Sandy 5 and JG 03 but terminated when another hole developed over the search area and JG10 was escorted down to make the pickups at approx. 1035H. The decision to have JG 10 make the pickups vice JG 03 was concurred by both Sandys and Jolly Greens: the route from the SW underneath the clouds might be blocked, the hole might close again, and a definite opportunity for recovery might be lost. JG 10 was turned over to Trail 61, who had arrived on scene via a low level route by Khe Shan, and escorted to Dacron 2A, who was recovered at 1044H. Dacron 2B was recovered at 1053H. A pararescueman was lowered to assist 2B, who had reported both legs broken. The recovered crewmembers were taken to Da Nang AB landing 1155. Enroute 2B was found to have rib, back and knee injuries. Just as JG 10 was completing the second pickup, Trail 61 reported ground fire directed at the two aircraft, neither was reported to have been hit. No A.R. was performed


Paul A. Boatright, Capt, USAF
Rescue Crew Commander

P Nabors, Robert G.
N Hannan, George P.
RO Cruse, Doyle R.
FE Hawkins, Lewis M.
FE Barkley, Clarence H.
Im Weber, Edward E.

SECRET

39-68-0027

UNCLASSIFIED

SECRET

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78

FROM: Capt. Paul A. Boatright

SUBJECT: Mission Nr 1-3-13, Dacron 2

20 FEB 68

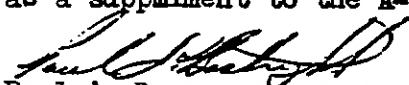
TO: Commander
39 ARRSq

1. In accordance with para. 1, 3rd ARRGp Sup 1 to ARBSM 55-2, the following additional comments are made as a separate report to the mission narrative.

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4. The Trimmer 61 an O-2 seemed to have definite advantages over the A-1s. Its slower possible speed and greater maneuverability in the confines of the river valley seemed to make a definite contribution to the rapid pinpointing of the Dacron 2 survivors. I recommend that Rescue further investigate its possibilities as a supplement to the A-1 force.


Paul A. Boatright, Capt, USAF
Rescue Crew Commander

SECRET

68-0028

UNCLASSIFIED

~~SECRET~~

87

77

SUBJECT: Mission Narrative 1-3413 (Dacron 2)

20 February 1968

TO: Commander
39 ARRSq

1. The crew of Crown 4 was notified at 20/0100H to launch acft 211 at 0510H. No difficulties were encountered at launch or enroute. Crown 4 was on station 0555H. Weather was not a factor at T.O. or enroute: weather in recovery area was reported by Dong Ha as; 500', 1000' overcast, 5 miles in fog, winds 360/5, with no improvement forecast through out day light hours. Tops of clouds observed at 5-6000'. Queen briefed Crown 4 on the mission: objective was two crew members of Dacron 2, downed the previous night at 125/18/CHB5: SAR Forces were Sandys 5-6 and Jolly Greens at igar and Channel 103. Trail 61 came up on VHF, asked location of search area, and stated that he would attempt to proceed from the coast up river to search area: later he reported turning back due to weather and going to CH103 for fuel. Sandy 5/6 were on scene at approx 0615H and shortly established voice contact with Dacron 2A. They informed him that they would orbit the area, the area, wait for break in clouds, and make hourly comm. checks. Dacron 2A reported no sign of anyone moving in the area. Comm checks were made with Dacron 2A at 07,08 and 09H. At about 0900H voice contact was established with 2B. Trail 61 reported airborne at 0920 proceeding low level. At 0925 Sandy 5 reported break developing in clouds at search area and after dropping below the clouds reported good visibility in the river valleys; also that there was no sign of movement or habitation. Sandys 5 and 6 agreed that a recovery was feasible: Queen was asked to launch Jolly Greens, relayed ~~was~~ by Crown 4 at 0935H. At 0945 Queen reported JG 03(L) and 10 airborne from Cigar: JG 03 and 10 arrived on scene at 1005. Sandy 7/8 arrived on scene at 1000H. Sandy 5 attempted to lead JG 03 down but at this time the hole closed: another hole nearby was attempted, also unsuccessful. An attempt to proceed approx 10 miles southwest to the edge of the cloud coverage and come up the valleys underneath was made by Sandy 5 and JG 03 but terminated when another hole developed over the search area and JG 10 was escorted down to make the pickups at approx. 1035H. The decision to have JG 10 make the pickups vice JG 03 was concurred by both Sandys and Jolly Greens: the route from the SW underneath the clouds might be blocked, the hole might close again, and a definite opportunity for recovery might be lost. JG 10 was turned over to Trail 61, who had arrived on scene via a low level route by Khe Shan, and escorted to Dacron 2A, who was recovered at 1044H. Dacron 2B was recovered at 1053H. A pararescueman was lowered to assist 2B, who had reported both legs broken. The recovered crewmembers were taken to Da Nang AB landing 1155. Enroute 2B was found to have rib, back and knee injuries. Just as JG 10 was completing the second pickup, Trail 61 reported ground fire directed at the two aircraft, neither was reported to have been hit. No A.R. was performed


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Rescue Crew CommanderP Nabors, Robert G.
N Hannan, George P.
RO Cruse, Doyle R.
FE Hawkins, Lewis M.
FE Barkley, Clarence H.
Im Weber, Edward E.~~SECRET~~

39-68-0027

37th AFRSq, Hist, Jan-Mar 1968

6.

returned to DaNang.

(6)(U) 1-3-10, 6 Feb 1968: At 0310Z Jolly Green 30 was scrambled from DaNang to a point ten (10) miles southeast to extract four wounded indigenous personnel. Even though this area was reported hostile, no escort was provided. At 0320Z Jolly Green 30 established radio contact with the ground party. A landing zone (LZ) was located close to the ground party's position and was utilized by Jolly Green 30 in picking up three (3) WIAs. No hostile fire was encountered. The survivors were transported to NSA hospital and the mission was terminated upon landing at DaNang.

(7)(U) 1-3-13, 20 Feb 1968. At 0145Z Jolly Green 03 and 10 were scrambled from Quang Tri to recover the crew of a USAF F-4C down twenty (20) miles southeast of Khe Sanh, RVN. The Jolly Greens arrived in the area at 0200Z and made contact with the SAR forces - four (4) USAF A1Es and a USAF FAC O-2. Because of a low cloud deck, it was necessary to utilize the fixed wing aircraft in locating the survivors' positions before committing the helicopter to the pickup. At 0230Z the FAC led Jolly Green 10 down through a hole in the overcast to the survivors' general location. Jolly Green 10 then requested smoke flares be ignited by the survivors. The flares were spotted approximately one-half mile apart. Jolly Green 10 dropped his tanks and proceeded to pick up the first survivor, Capt. A. Brent, FR78163, 390 TFS,

37th ARRSq Hist, Jan-Mar 1968

7.

AP0 96337. The pararescueman, Sgt Angus C. McDougall, was lowered on the hoist to assist the second survivor who reportedly had two broken legs. However, despite his injuries, the second survivor, 1st Lt Paul Sieler, FV3173627, 390 TFS, AP0 96337, managed to run to the penetrator and Sgt McDougall. The survivor and pararescueman were hoisted aboard and Jolly Green 10 followed the FAC up through the overcast. The mission was terminated upon landing at DaNang.

(8)(U) 1-3-14, 22 Feb 1968. At 1420Z Jolly Greens 07, 04, 30 and 10 were utilized to transport thirty one (31) litter and sixteen (16) ambulatory MEDIVACS from "Delta" hospital, Dong Ha, RVN, to NSA hospital, DaNang. The reasons Jolly Greens were used for this unusual mission were the extremely low cloud ceiling, darkness, and poor visibility at Dong Ha precluded any fixed wing aircraft landing there. The patients were in critical condition and had to be transferred immediately.

(9)(U) 1-3-15, 22 Feb 1968. At 1824Z Jolly Green 25 was scrambled from DaNang to search for the crews of a USMC A-6 and an F-8 that had collided twenty (20) miles southeast. Since this mission took place entirely at night Jolly Green 25 was assisted by a USAF C-47 flareship. At 1840Z Jolly Green 25 made a night water landing and picked up the survivors - Capt Lawrence E. Pabin, 092192, and Capt Roderick Smith, 094204, VMA (AW) 533. A

UNCLASSIFIED

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



24 February 1968

370

MISSION NARRATIVE REPORT (1-3-15, 22 Feb 68) (U)

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 81

37C 1601
3rd ARRGp (JSARC)
IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1967.

2. (C) Jolly Green 25 was scrambled from DaNang at 1824Z, 22 Feb 68, to search for survivors of a mid-air collision of an F-8 (one pilot) and an A-6 (two pilots). Upon departure, JG 25 contacted Crossbow 122, a flareship in the area, who had tentatively located a beeper at 128°/20/Ch 94. JG 25 proceeded to this position as Crossbow 122 continued to drop flares in the area. As Jolly Green 25 reached 128°/18/Ch 94 one survivor popped a night flare which was immediately spotted by the crew. Radio contact was established with the survivor and he popped another flare as JG 25 established an approach to his position. As JG 25 entered a hover near the survivor a penguin flare was spotted two hundred yards south-east of the first man's position. JG 25 landed in the water and recovered the first survivor at 1840Z. Crossbow 122 continued to drop flares as JG 25 landed and recovered the second survivor at 1900Z. JG 25 then proceeded to NSA Hospital with the survivors as JG 04 arrived on the scene to continue the search. At 1924Z, JG 25 returned to Channel 94 and assumed standby alert. JG 04 continued to search for the third pilot but no contact could be established and JG 04 was RTB'd at 0440Z, 23 Feb 68.

3. (U) Weather was 3000 feet overcast. Crew coordination was excellent and the precision placement of the flares by Crossbow 122 greatly aided the rescue effort.

4. (C) The survivors were Captain Lawrence E. Pabin, 092192, and Captain Roderick Smith, 094204, VMA (AW) 533.

5. (U) Crew members of Jolly Greens:

JOLLY GREEN 25

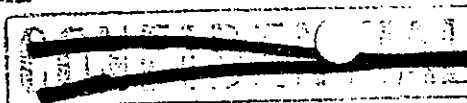
RCC Capt John B. McTasney
RCCP Capt John I. Patterson
FE Sgt Odell Carter
RS A1C Ricky D. Hindman

JOLLY GREEN 04

RCC Major John W. Robey
RCCP Capt Robert Levins III
FE SSgt Gordon T. Greever
RS Sgt Angus C. McDougall

John B. McTasney
JOHN B. MCTASNEY, Captain, USAF
Rescue Crew Commander

Downgraded at 3 year
intervals; declassified
after 12 years



Good - it is plausible under reasonable conditions.

37th ARRSq Hist, Jan-Mar 1968

7.

AP0 96337. The pararescueman, Sgt Angus C. McDougall, was lowered on the hoist to assist the second survivor who reportedly had two broken legs. However, despite his injuries, the second survivor, 1st Lt Paul Sieler, FV3173627, 390 TFS, AP0 96337, managed to run to the penetrator and Sgt McDougall. The survivor and pararescueman were hoisted aboard and Jolly Green 10 followed the FAC up through the overcast. The mission was terminated upon landing at DaNang.

(8)(U) 1-3-14, 22 Feb 1968. At 1420Z Jolly Greens 07, 04, 30 and 10 were utilized to transport thirty one (31) litter and sixteen (16) ambulatory MEDIVACS from "Delta" hospital, Dong Ha, RVN, to NSA hospital, DaNang. The reasons Jolly Greens were used for this unusual mission were the extremely low cloud ceiling, darkness, and poor visibility at Dong Ha precluded any fixed wing aircraft landing there. The patients were in critical condition and had to be transferred immediately.

(9)(U) 1-3-15, 22 Feb 1968. At 1824Z Jolly Green 25 was scrambled from DaNang to search for the crews of a USMC A-6 and an F-8 that had collided twenty (20) miles southeast. Since this mission took place entirely at ^{NIGHT}night Jolly Green 25 was assisted by a USAF C-47 flareship. At 1800 Jolly Green 25 made a night water landing and picked up the survivors - Capt Lawrence E. Pabin, 092192, and Capt Roderick Smith, 094204, VMA (AW) 533. A

UNCLASSIFIED

~~CONFIDENTIAL~~

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



REPLY TO
ATTN UFI 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-14, 22 Feb 68) (U)

TO: 37C

3rd ARRGp (JSARC)
IN TURN

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 JUL 88

23 February 1968

B
11
Cub 11
E/11
KB
HAK
18

1. (U) This report is submitted IAW ARRS 55-2/3rd ARRGp Sup 1 dated 15 June 1967.
2. (C) At 1300Z, 22 Feb 68, Det 4 AMES alerted the 37th ARRS for a possible MEDIVAC of 31 litter and 16 ambulatory MEDIVACS from "Delta" Hospital, Dong Ha, RVN to the NSA Hospital, DaNang, RVN. At 1420Z, having received permission from Queen, Jolly Green 07 was launched from Channel 94 followed by JG 04 at 1443Z, JG 30 at 1456Z and JG 10 at 1507Z. At 1529 Jolly Green 07 landed at Dong Ha, loaded on 11 litter and 4 ambulatory and departed for DaNang. Shortly thereafter, Jolly Green 04 picked up 12 litters and 1 ambulatory, JG 30 picked up 5 litters and 5 ambulatory, and JG 10 picked up 4 litters and 6 ambulatory. The aircraft landing times at Channel 94 after delivering the MEDIVACS to NSA Hospital were: JG 07 at 1715Z, JG 04 at 1730Z, JG 30 at 1743Z, and JG 10 at 1746Z.
3. (C) The weather was a factor in the mission. Dong Ha's weather was 300 foot overcast and less than 2 miles visibility. GCA control had to be utilized for both take-offs and landings, causing some congestion as GCA could only handle one aircraft at a time. No ground fire was sighted.
4. (U) Crew members of Jolly Greens:

JOLLY GREEN 07

RCC Capt John B. McTasney
RCCP Capt John I. Patterson
FE Sgt Odell Carter
RS A1C Ricky D. Hindman

JOLLY GREEN 04

RCC Major John W. Robey
RCCP Capt Robert Levins III
FE SSgt Gordon T. Greever
RS Sgt Angus C. McDougall

JOLLY GREEN 30

RCC Capt William E. Brennan
RCCP Capt William B. Byrd Jr
FE SSgt Robert H. Baldwin
RS Sgt Donald K. Claudius

JOLLY GREEN 10

RCC Capt Thomas E. Bair
RCCP Capt Frank Cardile
FE SSgt Windell L. Stumbaugh
RS Sgt Peter J. Ganun

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

John B. McTasney
JOHN B. MCTASNEY, Captain, USAF
Rescue Crew Commander

McT 2

~~CONFIDENTIAL~~

37th ARRSq Hist, Jan-Mar 1968

7.

AP0 96337. The pararescueman, Sgt Angus C. McDougall, was lowered on the hoist to assist the second survivor who reportedly had two broken legs. However, despite his injuries, the second survivor, 1st Lt Paul Sieler, FV3173627, 390 TFS, AP0 96337, managed to run to the penetrator and Sgt McDougall. The survivor and pararescueman were hoisted aboard and Jolly Green 10 followed the FAC up through the overcast. The mission was terminated upon landing at DaNang.

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(9)(U) 1-3-15, 22 Feb 1968. At 1824Z Jolly Green 25 was scrambled from DaNang to search for the crews of a USMC A-6 and an F-8 that had collided twenty (20) miles southeast. Since this mission took place entirely at night Jolly Green 25 was assisted by a USAF C-47 flareship. At 1800 Jolly Green 25 made a night water landing and picked up the survivors - Capt Lawrence E. Pabin, 092192, and Capt Roderick Smith, 094204, VMA (AW) 533. A

UNCLASSIFIED

~~CONFIDENTIAL~~

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)

TO:

37C *KAC*

3rd ARRGp (JSARG) *just*
IN TURN

Classified by *25*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 74*

27 February 1968

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.

~~CONFIDENTIAL~~

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

Atch 3

UNCLASSIFIED

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

UNCLASSIFIED ~~SECRET~~

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

GROUP 4

~~SECRET~~
Downgraded at 3 year
intervals; declassified
after 12 years

UNCLASSIFIED

~~SECRET~~

90

Mission Narrative 1-3-17

26 February 1968

80

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.

~~SECRET~~

68-0029

27 FEB 68



Tues. - AIC Ingulli assumed 1st alert at
0800 hrs. All survival & med. equip. checked
Captain BurrIDGE - RCC
Base on Red Alert.

Rock
Attack

0100 Base under attack - siren beat first
round by a few moments - ^{Radio Report} approx. 30 rounds -
also 5 medivacs - 3 flights to 93rd.

1st load - (u) legs - both had multiple breaks ^(compounded) ~~thru~~ Thiaz Fitch
IV. started before reaching us.

Internal injuries
Breathing erratic & hard. - pharynx tube inserted
by Jawsprit intern

(u) calm - multiple abrasion
legs & broken ..

2nd load - (u) 2 V.

broken arm (radial ?)
calm & conscious

(b) unconscious - stop breathing - M & M mouth, to 93rd.
Call ahead for O₂ and preparation for cont. M to M. Rec

3rd load (a) conscious and in good mood.
~~chest~~ chest injuries - probable ribs.

Base still on Red alert - no penetration so far.
2nd Medivac - patient was X-rayed for internal
as flown to 93rd with X-rays to be
check. He was in good condition ~~there~~
and was able to walk on his own

~~some~~ ~~and~~ ~~on~~ ~~the~~ ~~way~~

2 LBR O-ACR

UNCLASSIFIED

~~SECRET~~

5/15 JEF

REPLY TO
ATTN OF: OPS/3446

~~CONFIDENTIAL~~

SUBJECT: Mission Narrative, 28 February 1968, 2-3-17

28 WJVS HB
a/v 12 MAR 1968
JFV

TO: CMD W
3rd ARRGp (3JSARG) APO 96307
IN TURN

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Sup 1, dated 15 June 67.

2. (S) At 1535L, 28 Feb 1968, Jolly Green 36(L) and 17(H) were advised that a Bear aircraft was down approximately 80 miles east of Channel 89. Both Jolly Green aircraft and Sandy 5,6,7 and 8 were scrambled by Compress at 1540L, and Jolly Green 36 and 17 were airborne at 1545L. The weather was 7,500' scattered layer, with 10 miles visibility throughout the mission. Crown 2 advised on VHF that an F-100 aircraft, call sign "Nash", was capping the downed pilot and Nail 12 was also in the area. Rendezvous with Sandy 5,6,7 and 8 was sixty miles east of Channel 89; Sandy 5 & 6 continued ahead of the helicopters to locate the pilot. Nail 12 led Sandy 5 & 6 over the man, whose parachute was visible on top of the trees. He was semi-conscious, and Sandy 5 was unable to contact him as he flew over the chute. The survivor had previously stated he thought both legs were broken, and he was unable to move them. Sandy 5 advised the area around the downed airman appeared safe, and he led Jolly Green 36 to a position over him at 1635L. The parachute was easily seen by Jolly Green 36 and an immediate approach to a hover was made. No radio contact was established at anytime with the survivor by Jolly Green 36. Since the downed pilot had reported he had two broken legs the Rescue Specialist went down on the hoist. The survivor was hanging in his chute at approximately 2,500' MSL on the side of a karst formation with 150' trees. As the Pararescue Specialist was going down on the hoist Sandy 6 reported ground fire to the north; Sandy's 5,6,7 and 8 began expending ordnance in this area. The Pararescue Specialist secured the survivor, who was unable to be of assistance, to the penetrator and rode up with him on the hoist; the stokes litter could not be used due to density of the foliage surrounding the man. Jolly Green 36 hovered over the pilot for twenty minutes while he was being strapped on the penetrator. Sandy 5 advised the best exit route from the area and Jolly Green 36 departed at 1700L and arrived Channel 89 at 1740L. The survivor appeared to be in good shape, despite two broken thigh bones. Jolly Green 36 did not receive any battle damage, although all aircraft were well within range of several 37mm sites. Small arms and automatic weapons fire was drawn and suppressed by the Sandy's, and battle damage was sustained by both Sandy 7 and 8. Sandy 8 had his hydraulic's shot out. Radio discipline throughout the effort was excellent, and the cooperation of Nail 12 and Sandy's 5,6,7 and 8 was responsible for the extremely expeditious recovery of the pilot.

3. (C) The name of the survivor: GENE J. BASEL, Captain, USAF, 354 TFS.

Cy 1 of 9 Copies

Downgraded to CONFIDENTIAL

25 MAR 1971

IAW AFR 205-2

(Date)
~~SECRET~~

~~CONFIDENTIAL~~

GROUP 4

DOWNGRADE AT 1 YEAR INTL.
UNCLASSIFY AFTER 12 YEARS

1-37D-68-5-20

Blch

ARCDC # 68069174

68-AD-881

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 5/15/74

UNCLASSIFIED

~~CONFIDENTIAL~~

SECRET

4. (U) Crew of Jolly Green 36:

DALE L. ODERMAN, Major - RCC

GEORGE W. GREER, Captain - RCCP

MICKEY D. BERRY, Sergeant E-4 - FE

JOSEPH M. DUFFY, Sergeant E-4 - RS

Dale L. Oderman

DALE L. ODERMAN, Major, USAF
Rescue Crew Commander

For recording the following information: organization, location, aircraft, weapons and equipment. State all scenes taken possible. When necessary, even scenes taken photographically.

ORGANIZATION 600 Photo Squadron				PROJECT NUMBER 6/84EM		DATE FILMED 23 February 1968	
SUBJECT Air Rescue (Captain Gene I. Basel)				CAMERAMAN Sgt Brown			
LOCATION Nakhon Phanom RTAFB, Thailand				SOUNDMAN N/A			
CLASSIFICATION Unclassified		AUTHORITY FOR CLASSIFICATION N/A		OTHER SERVICES COVERING None			
CAMERA NR N/A	MAGAZINE NR N/A	TYPE FILM N/A		16 MM X	35 MM	FTG EXPOSED N/A	MORE FOLLOWS N/A
ROLL	SCENE	TAKE	FTG	LENS	DESCRIPTION		
					COVER STORY		
					An HH-3E Jolly Green Giant helicopter crew of Detachment 1, 37th Aerospace Rescue and Recovery Squadron made the 1,000th combat save in Southeast Asia February 28, when Captain Gene I. Basel, 31, Lakeside, Calif., an F-105 Thunderchief pilot of the 355th Tactical Fighter Wing was rescued in North Vietnam. Crew Members of Detachment 1 making the save were: Major Dale L. Oderman, 32, Springfield, Ore., Pilot; Captain George W. Greer, 26, Cambridge City, Ind., copilot; and Sergeants Joseph H. Duffy, 20, Kansas City, Mo., pararescueman, and Mickey D. Berry, 20, Shreveport, La., the flight mechanic. Throughout the rescue operation, A-1E Sandy aircraft crews provided aerial cover for the Jolly Green Crew. In all, units of the 3rd Aerospace Rescue and Recovery Group, of which the 37th ARRS is a part, have completed more than 1,400 successful rescues since December 1964. The combat classification results when a rescue has been accomplished in which the individual rescued has been exposed to enemy action or has been recovered from a hostile area. A non-combat save is credited when an individual could have died in a non-hostile environment if rescue forces had not recovered him. The 3rd ARRGp, headquartered at Tan Son Nhut Air Base, commanded by Colonel Paul E. Leske, Orlando, Fla., registered its first save in December 1964, when a few helicopters and other aircraft were sent from Pacific-based rescue units to Southeast Asia on a temporary duty basis. The unit was originally designated as the 38th ARRS. The group has twice been awarded the Presidential Unit Citation for outstanding operations in Southeast Asia. The first was received in January 1966 as the 36th ARRS and the other in March 1967, as the 3rd ARRGp.		

PROJECT CORONA HARVEST

DO NOT DESTROY

CATALOGED

No 0010700

17

HEADQUARTERS 3RD AEROSPACE RESCUE & RECOVERY GROUP (MAC)
APO SAN FRANCISCO 96307



REPLY TO
ATTN OF: 3C

7 March 1968

SUBJECT: Commander's Letter for February 1968

6 ADM-9

TO: All Squadrons & Detachments, 3ARRGp

1. On 28 February, Major Dale Oderman and his Jolly Green crew of Det 1, 37ARRS; at Nakhon Phanom made the 1000th combat save since rescue operations started in SEASIA in 1964. The recovery was up near the Mu Ghia pass and had all the ingredients of a good story; an F-105 pilot with 79 missions completed; two broken legs; a first save for the RCC; a descent into the jungle by the PJ; the 21st save for the PJ; Sgt Joe Duffy, on a 6 month tour extension; and a bit of hostile action in the neighborhood. We brought the crew to TSN and did a TV panel type discussion film at AFVN studios. All the major networks had camera coverage; NBC, ABC, CBS, BBC, and AFN. Without many preliminaries, the cameras started grinding and the crew told the story of their individual participation in the mission (without a note). Following about a half hour stint in front of the cameras, we went down to the Joint United States Public Affairs Office (JUSFAO) for a "Show and Tell" session before 60 to 70 press representatives from all over the world. Luckily, there had been a combat photographer on board the HH-3E during the mission and the film was shown followed by essentially a repeat of the TV presentation and a question and answer session. According to the 7AF Director of Information, we got a lot of mileage out of the 1000th save. Evidently Saigon must be pretty rough duty because the crew members told me later that they'd prefer to go to North Vietnam anytime rather than go through that routine again.

2. In early February an HH-43 engaged in a night recovery mission was shot down. The debriefs of the crew members and the Army Dustoff pilot revealed facts which should be considered in the "Lessons learned" category and which may be applicable to your unit. The two pilots were not wearing their survival vests at the time they were hit but had placed them on the floor of the cockpit next to the seat. During the crash, the pilot's vest and M-16 rifle were pulled from the aircraft by the branches of the trees through which they were descending. The co-pilot's vest was to his left rear next to the seat and when he reached for it he found it was already in flames. Although the pararescueman was wearing his vest properly, when he

PROJECT CORONA HARVEST

DO NOT DESTROY

DATA TAGGED

No

0017507

I.O.
100th Save
Publicity

ARDC
HH-43
Lessons
learned &
New Procedures

6

FOR OFFICIAL USE ONLY

DATE	RESCUE NUMBER	SURVIVOR	TYPE AIRCRAFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
28 Feb	229	Capt Basel	F-105	USAF	Laos	Capt Greer Maj Oderman Sgt Berry Sgt Duffy	Yes
6 Mar	230 231	Capt Marler Maj Benziger	B66	USAF	Thailand	Maj Oderman Maj Reagan Sgt Otero Sgt McComb	No
6 Mar	232	Capt Lewark	B66	USAF	Thailand	Maj Orsini Capt Holt Sgt Grau Sgt Fraboni	No
11 Mar	233 thru 268	Classified	EVACUATION OF L.S. 85		Laos	Maj Haynes Maj Yuhas Sgt Berry Sgt Fraboni	No
11 Mar	269 thru 294	Classified			Laos	Maj Oderman Maj Williams Sgt Cole Sgt McComb	No
25 Mar	295	Sgt Hill	C123	Laos	USAF	Capt Richardson Maj Yuhas Sgt Peele Sgt Fraboni	No
30 Mar	296 297	LtCol Johnson Maj Doran	02	Laos	USAF	Lt Platt Maj Yuhas Sgt Berry Sgt King	No
30 Mar	298 299	Maj Marquardt Capt Hodges	F-111	Thailand	USAF	Maj Oderman Capt McKinley Sgt Hannegan Sgt Boles	No

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~~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 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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UNCLASSIFIED

SECRET

93

83

Mission Narrative 2-3-17

28 February 1968

Recovery of Bear 1 F-105 11 Person. Positon was 320/52/CH85. At 0827Z Crown 2 received a Mayday from Bear II and immediately started to climb for better radio reception. Bear II, Nash Flt, Misty 44 flights were utilized for CAP until "Olds" and "Tampa" flights arrived on scene. The "Olds" and "Tampa" flights were assigned by Blue Chip and took approxametly one hour to arrive on scene. Bear Lead was picked up before "Old" and "Tampa" arrived on scene. They were utilized only as CAP for the Sandys and Jolly Greens return from the scene to CH 89. The Sandys 5-6-7-8 were notified and were on scene at 0935Z.

Jolly Green 17 and 36 were airborne at 0848Z and 0850Z with Jolly Green 36 on scene at 0944Z, in hover over Bear I. Sandy 5 was the on scene commander and negative ground fire was evident until after the Jolly Greens and arrived. Sandy 6 investigated the ground fire which was 6 to 8 miles norht of the scene. All Sandys made bomb and 20MM runs to suppress the ground fire. Nail 12 was on scene at 0900Z and reported negative ground fire, gave terrian, weather, elevation and said Bear 1 was 150 feet down from the peak of a Karst in a tree with a broken left thigh bone and possible broken right leg.

Jolly 36 picked up Bear 1 at 1000Z and proceeded to CH89. It was confirmed that Bear 1 and both legs broken and mmerous bruise and scratches. Bear 1 had been hit by ground fire.

Lyndon J. Stretton, Capt, USAF
Rescue Crew Commander

CP	Morrissey
NN	Connell
FE	Clarkson
FE	Coons
LM	Creer
Im	Coskie
RO	Best

DET 1 40 ARRS JULY 36 MAKES A.U.

SECRET

68-0032

Robert LaPointe

From: Dave McNeil [dmcneil@charter.net]
Sent: Friday, November 23, 2001 7:42 AM
To: Robert LaPointe
Subject: SAR Location Information

Mr. LaPointe

I obtained your email address from Russ O'Neal and your website.
I am trying to locate the SAR reports of two pilots shot down in SEA.
These SARs are:

28 July 67 Jolly 37 Pilot Harry Walked, PJ Charlie Smith Downed Karl
Richter
28 Feb 68 Jolly 56 Pilot Dale Oderman, PJ Joe Duffy Downed G. I.
Basel

GI Basel stated in personalization to me of his book Pak Six that he
came down within 50 ft of Karl's weathered chute.

I knew karl richter in high school and began my research about him last
april. shortly after i started my search, i found your website and have
visited it often--enjoy reading the guestbook entries--a lot of
information. I have learned a lot about karl's af career and his death
but have not yet determined "where" he died. I feel that the two SAR
reports mentioned above should give the location. Do you have copies of
these reports?

The other day work, I read deeper into your website and found that over
500 SARs are listed in the appendixes of your book. are these two
listed? how many books do you have left? I am planning on ordering one
early december. When you list SAR locations in your book--is it
lat/long, utm's or a placename?

thank you for any help you can give me.

Dave McNeil
Hickory, NC

USAF AIRCRAFT LOSSES

RECORDS FROM 641201 TO 730630

COB72	DATE: 680228	ACFT: F105D	*624385	TYPE LOSS: COMBAT	ACT TARGET COOR: 1711N10609E	TOT: 0825Z	RTE PKG: E	-LADS	AIR SP: UNK
UNIT: 355W	TAKHLI	CALL SIGN: BEAR 01			MISSION FUNCTION: 01				TYPE OF TARGET: POL STORAGE AREA
TOTAL RCV: 001	TOT MIA:	TOT CAP:	TOT KIA:		ENEMY DEFENSES: 50CAL AW				
GR/SERV	NAME	POS	CHT/BPR	STATUS	RETURNED	INCDT COOR: 1711N10609E	INCDT TIME: 0826Z	INCDT ALT: 08500	PASS: 2
CPT	BASEL, GENE I.	PLT	YES	YES	RCV	DOWN COOR: 1714N10604E	DOWN TIME: 0826Z	LOSS CAUSE: GND FIRE	
						ORDNANCE WHEN DOWN: 4XCBUR4-29		POD: NO	
						WEATHER VIS: 900000	DAY	CLOUDS: BROKEN	RESCUED BY: USAF
						REMARKS: AFTER ACFT CAME OFF BOMB RUN ACFT BEGAN TO TORCH FROM			
						TAIL SECTION, PILOT EJECTED BEFORE ACFT EXPLODED.			

UNCLASSIFIED

28 FEB 68

CONFIDENTIAL

LBS

TRAC

NTROL

RNC

1.50 DABONG.

L-36

TO NO

7 MSN.

SR 1

T LET

COL

460

ED

Comp-Compess, SAR
COMMAND CENTER

OMAHA

74 MED

0230Z AS

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1100

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105 HAIR

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OF QUATIONS.

IN GAVE

BEHINDS

TS. GROUPS

28/0739/RL

OMAHA. CR 3 IN CUTE WITH OLDS (2 F4) AND TAMPA (2 F4s) - OLDS JUST JOINED BY 2 MORE F4'S - 6 CAP ACFT NOW.

28/0746/RL

MONAUK DOWN. PARIS ADVISES A MONAUK IS DOWN 260/30/TSN DOWN AND BURNING. PERS ON SCENE ADVISE NO SURV. TACC.

28/0747/RL

OMAHA. CR 3 - SANDY 3-4 IN AREA IN COMPLETE UNDERCAST. HI-PERM IS IN AREA NOW: J4 69470 JUST COMPLETED AIR WITH CROWN "3". AIR POS NOT KNOWN.

28/0815/RL

CR 1 DET CH 70 0812Z EST CH 83 1040Z.

28/0815/HY

SSG HANDY ON DUTY. SOPHMORE 50 & OMAHA OPEN. SSG KING OFF DUTY.

28/0823/HY

BEAR LEAD F-105 QUEEN ADV ACFT DOWN POSN 1709/10604 GOOD CHUTE. ADV COMP TO LAUNCH FR NKP (JG & SANDY'S).

28/0826/HY

BEAR LEAD New POSN 1716/10622

28/0833/HY

BEAR LEAD New POSN 1710/10552.

28/0840/HY

BEAR LEAD CR-2 New POSN 320/52 CH85 (1715/10608) MISTY 41 IN THE AREA.

28/0846/HY

BEAR LEAD QUEEN ADV JG 28 WAS ABN FR QT AT 0834 IS BACK ON THE GND AT QT WILL MAINTAIN COCKPIT ALERT.

28/0850/HY

BEAR LEAD QUEEN MISTY 41 REPTS VOICE & BEEPER CTC. PILOT REPORTS HE IS IN A TREE.

28/0851/HY

BEAR LEAD COMP REPTS JG 17/36 ABN 0845. SANDY'S ALSO ABN.

28/0855/HY

JSARC = JOINT
SEARCH & RESCUE
CENTER
BLUECHIP =
7TH AF COMMAND
CENTER

OMAHA All SAR FORCES RTB DUE TO LACK OF CTC WITH SURV - EFFORT SUSPENDED FOR TODAY (JSARC/BLUECHIP) SANDY 1-2-3-4 REL TO CRICKET.

28/0857/HY

BEAR LEAD COMP ADV SANDY'S NOT ABN YET.

28/0902/HY

BEAR LEAD COMP ADV SANDY 5-6-7-8 ABN.

28/0902/HY

BEAR LEAD 7TH AF ADV THEY ARE SENDING OLDS FLT (A-F4) & TAMPA (2-F4) - THESE ACFT WILL REPLACE ALL OTHER H. PERF IN AREA. ADV COMP/CR2.

28/0911/HY

BEAR LEAD COMP ADV SANDY ETA 0950.

28/0915/HY

BEAR LEAD CR2 PILOT HAS BROKEN THIGH

BONE - WILL NEED MED. FIRE IN AREA

CONFIDENTIAL

28/0928/HY SOPHMORE SO COMP ADV Romeo Delta
 * ATA NKP 0737. BRIEFED AT 0810.
 TIME READY TO GO HNK. DO NOT FEEL
 BRIEFING WAS SUFFICIENT.

28/0930/HY SOPHMORE SO ADV COMP JPRC HAS PER
 * TO KEEP TEAM AT NKP OVERNITE - COMP &
 NKP WILL WORK OUT DETAILS FOR GO FIRST
 LITE. HAVE CLEARANCE FOR 2 SANDY & 2 JG'S.

28/0934/HY BEAR LEAD QUEEN ADV SANDY 5 HAS CHATE IN SITE.

28/0935/HY BEAR LEAD SANDY 5/6 IN AREA S 7/8 HOLDING OUT.

28/0938/HY BEAR LEAD BRINGING S 7/8 & JG'S INTO AREA.

28/0939/HY BEAR LEAD QUEEN JG GOING DOWN FOR P/H.

28/0943/HY BEAR LEAD CR-2 JG 36 WILL BE IN HOVER
 FOR P/H IN APPROX 30 SEC.

28/0945/HY BEAR LEAD COMP JG WILL TAKE SHRU
 TO NKP.

28/0950/HY BEAR LEAD CR-2 LAST WORD JG 36
 IN HOVER.

28/0956/HY BEAR LEAD QUEEN GND FIRE IN AREA.

28/0957/HY BEAR LEAD CR-2 SANDY'S P/H GND FIRE
 TO NORTH OF PILOTS POSN

28/0958/HY BEAR LEAD CR-2 JG 36 HAS SHRU ON
 BOARD Hdg OUT. PILOTS COND HNK.

28/1010/HY BEAR LEAD CR-2 JG 36 & S 7/8 ETA TO
 NKP 1042. PILOT IS CONSCIOUS - 2 BROKEN
 LEG'S + SCATCHES & BRUISES. S 5/6 WORKING
 OVER AREA HAVE BEEN DIR TO RTB.

28/1010/HY JG 28 ABN BT 1400 ETE DNG.

28/1018/HY BEAR LEAD CR-2 JG 36 REQ AMBULANCE
 MEET ACFT AT NKP. SHOE STRING ADV
 THIS IS ALL TAKEN CARE OF.

28/1025/HY CR-2

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91

FROM: Capt. Thomas Niquette (RCC Crown 2)

81

SUBJECT: Mission Narrative for Sophmore 50 (Navy P-2V) Mission # 02-03-15

TO: Commander
39 ARRSQ

1. This report is submitted IAW ARRS Manual 55-1 and 3ARRGP Supp 1 to ARRS Manual 55-1.
2. On 27 February 1968 at approximately 0506Z, Metric Flight (F-4) called Crown 2 on SAR UHF (364.2) and reported that a Sophmore 50 (Navy P-2V) had gone down. He reported seeing six good chutes and was picking up multiple beepers. Metric Lead gave the position as 1658N 10604E. This plotted out to be the 107° radial, 83 miles channel 89; 279° radial, 61 miles channel 109, and 065° radial, 87 miles channel 99. Metric stated he had voice contact with two of the downed crew members. At this time Crown 2 gave the above information to Compress and simultaneously had the SAR forces launched. Also Crown 2 called Invert to get a tanker for Metric Flight so they would be able to maintain surveillance of the area until the arrival of the SAR forces. Cricket (ABCCC) was contacted and high performance RESCAP was requested. Cricket stated he had some Nail FAC's (O-2's) in the area that might be able to help. They were Nail 54, 71 and 48. Metric Lead gave the weather in the SAR area as scattered to broken at about 7,000 feet. At approximately 0615Z, Nail 54 contacted Crown 2 and reported he was in the area and could see four chutes on the ground. Also at this time Hobo 20, 21 and 23 (A-1's) contacted Crown 2 and stated they were 15 minutes from the area moving in that direction. At 0620Z Cricket called and said he had a Lock Ace Flight of 4 Navy A-4's inbound for Crown 2's control. Lock Ace arrived at 0622Z to relieve Metric who was enroute to the tanker. Cricket also gave Crown 2 Icon Flight (4 F-100's), Phantom Flight (2 F-4's) and Vagas Flight (4 F-4's) as additional RESCAP.
3. At 0526Z, Queen reported to Crown 2 that Jolly Greens 10 and 25 had been launched from Cigar and were enroute to the scene. However, they would be needing escort. Crown 2 contacted Hobo 20 and directed him to provide escort for the Jollys. At 0527Z Jolly Green 37 and Sandys 5, 6, 7, 8 were launched from channel 89. Crown 2 asked Nail 48, who had moved out of the scene, where a safe area to hold the Jolly Greens until the area had been checked out by the Sandys. Nail 48 stated the 105° radial, 57 miles of channel 89 was the safest area. Crown 2 passed this to all SAR forces. Compress launched Sandy 3 and 4 from channel 70 to assist in the effort. At approximately 0530Z, Nail 54 called Crown 2 and stated he had voice contact with four of the down crewmen. He also had six chutes in sight. At 0542Z Jolly Green 67 was launched and reported airborne from channel 70. At 0555Z, Misty 31 (F-100 FAC) stated he was in the area and available if needed. At 0600Z Jolly Green 20 was launched from channel 89. Crown 2 requested more than the usual number of Jolly Greens because of the area and the number of downed crew members. At 0611Z Sandy 5 cleared Jolly Green 10, 25 and 37 into the area with their escort. The Jollys all had to drop their tanks to hover at the altitude in the area which was from 2,000 to 3,000 feet. Crown 2 asked Compress to have Crown 3 at channel 70

~~SECRET~~

68-0030

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92

82

to stand by to launch to take over the mission if Crown 2 had to refuel the Jolly Greens.

4. At 0638Z Jolly Green 10 picked up the first man. At 0647Z Jolly Green 37 picked up the second. Again at 0650Z, Jolly Green 10 got another one. Jolly Green 37 picked up his second man at 0645Z. At 0705Z Jolly Green 25 picked up one and at 0709Z Jolly Green 37 picked up his third man. At this time all Jolly Greens were getting very low on fuel. Jolly Green 10 and 37 began proceeding toward channel 89 and Jolly Green 25 toward channel 103. Since Jolly Green 37 was unable to make 89 without refueling, Crown 2 descended and refueled 37 at the predetermined point of 105° radial, 57 miles channel 89. As Jolly Green 37, 10 and 25 departed the scene, Jolly Greens 20 and 67 escorted by Sandys 3 and 4 arrived and entered the SAR area under the control of Sandy 5. Just prior to refueling Jolly Green 37 Crown 2 briefed the scrambled Crown 3 on the mission and aircraft involved. At this time Crown 3 took command of the mission. At 0808Z Jolly Green 20 picked up one more man. At 0830 all forces were RTB'd since no further sightings or contact could be made with the last two survivors reported to be aboard Sophmore 50. Also Jolly Green 67 took ground fire in the area of the P-2V crash site. After all forces, including Crown 2, had been RTB'd Crown 3 remained on station.

5. The ~~five~~^{SEVEN} crew members aboard Sophmore 50 were recovered as follows: Jolly Green 37 picked up 3, Jolly Green 10 2 survivors and Jolly Green 25 and 20 picked up one each. All were reported to be in good shape with no serious injuries. Two crew members were listed as missing. However, it had been reported by one survivor that all crew members had bailed out. Later that day voice contact was possibly established with the eighth survivor, no recovery was made however.

6. The following crew members were aboard Crown 2:

RCC	Niquette, Thomas H.	Capt
CP	Brandt, Larry J.	Capt.
NAV	Rogers, Donald E.	Capt.
FE	Nelson, Charles A.	MSgt
FE	Clements, Robert D.	SSgt
RO	Richardson, Charley W.	SSgt
LM	VERRET, Charles J.	MSgt

for Larry J. Brandt
THOMAS H. NIQUETTE, Captain, USAF
Rescue Crew Commander

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68-0030

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104

Mission Narrative 02-03-15 (27 Feb 68)

12 March 1968

94

The Crown 3 alert crew was scrambled at 0648Z and airborne at 0705Z from Udorn RTAB. Briefing was done over HF by Crown 2, then working a mission. Sophmore 50, a Navy P-2 was down in approximate position 092/72/CH89 (331)30 CH85. At this time 5 of 9 crewmembers had been picked up, and Crown 2 was going to refuel J.G. 37 and 25. Since he would be too low for communications, Crown 2 turned the mission over to Crown 3. J.G. 10 also working on the mission. J.G. 10 had 2 SOB: J.G. 37 had 3 SOB: J.G. 25 had 1 SOB, experiencing trouble considered landing CH85, later landed CH103 no drop tanks; one UHF radio; his survivor was the 3rd pilot reported crewmembers bailed out from 5000' feet, aircraft heading 032. J.G. 25 refueled at CH103, took survivor to CH94. The survivor reported seeing considerable blood in radio compartment of the a/c or he exited. J.G. 37 and 10 returned CH89 escorted by Sandy 7,8. J.G. 67 and 20 enroute from 89, Sandy 3,4,5,6 in area. J.G. 67 and 20 arrived, escorted by Sandy 3,4. J.G. 20 picked up survivor at 0741Z. This survivor was last to exit a/c, reported all were out. At 0804Z, JG 67 hit by ground fire, leaking fuel, pulling out of the area. All forces left area led by Nail 21, O-1 FAC aircraft. Rescap during this time was Ikon flight, 4 F-100s. Nail 21 remained in the area to recheck for beeper/voice. At 0831Z, an F-4 reported seeing 2 parachutes 5 mi SE of area where the majority of the survivors had been picked up. JG 67 leaking hydraulic fluid as well as fuel, planning to land at CH89. Sandy 3 and 4 met JG 36 and 17 and returning to SAR scene. Sandy 1 and 2 inbound from CH 70. Sandy 5 and 6 to refuel for scramble at CH89. 0847Z beeper heard by high alt aircraft. Intermitten b beeper heard from this time on. All Cap A/C and Cricket and Hillsboro receing beeper- Hillsboro taking DF cuts on it. Sandy 7,8 assumed to west of site in safe area orbir with JG 36 and 17. Sandy 3,4 RTB. AT 1011Z, Rustic flight (Udorn F-4) made voice contact with Sophmore 50. JG 36/17 and Sandy 7,8 moved up to crash site to be close for pickup. The survivor advised rustic he was in an open area, no cloud coverage. 1043Z Nail 21 had visual contact with the survivor. 1100 to 1105 JG 36 moved into survivor's area-survivor reported he heard the helo-JG36 reported possible visual, requested survivor pop a smoke, no smoke seen. JG 36 moved out to dump fuel. JG returned to hover, did not see survivor, lowered hoist and at 1124Z, reported he had lost his penetrator. JG 17 dropped tanks and attempted to move into survivors area, but could not locate survivor, and all forces pulled out at 1135Z because of darkness and loss of all contact (voice and beeper) with the survivor. Opinion of Jolly Green 36 about this-when he lowered penetrator, survivor dropped radio started for the chopper. The penetrator sheared from the a/c, and it was too dark for survivor to find radio again. Both JG reported low fuel, however would be able to make CH89 with AR. Crown 3 landed 1301Z at CH 70

Delony, Billy G. Capt, USAF
Rescue Crew Commander

PLT	Cruickshank
NN	Sander
FE	Puryear
FE	Ortiz
RO	Ward
IM	Jones

SECRET

68-0033

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FROM: Capt. Thomas Niquette (RCC Crown 2)

81

SUBJECT: Mission Narrative for Sophmore 50 (Navy P-2V) Mission # 02-03-15

TO: Commander
39 ARRSQ

1. This report is submitted IAW ARRS Manual 55-1 and 3ARRGP Supp 1 to ARRS Manual 55-1.

2. On 27 February 1968 at approximately 0506Z, Metric Flight (F-4) called Crown 2 on SAR UHF (364.2) and reported that a Sophmore 50 (Navy P-2V) had gone down. He reported seeing six good chutes and was picking up multiple beepers. Metric Lead gave the position as 1658N 10604E. This plotted out to be the 107° radial, 83 miles channel 89; 279° radial, 61 miles channel 109, and 065° radial, 87 miles channel 99. Metric stated he had voice contact with two of the downed crew members. At this time Crown 2 gave the above information to Compress and simultaneously had the SAR forces launched. Also Crown 2 called Invert to get a tanker for Metric Flight so they would be able to maintain surveillance of the area until the arrival of the SAR forces. Cricket (ABCCC) was contacted and high performance RESCAP was requested. Cricket stated he had some Nail FAC's (O-2's) in the area that might be able to help. They were Nail 54, 71 and 48. Metric Lead gave the weather in the SAR area as scattered to broken at about 7,000 feet. At approximately 0615Z, Nail 54 contacted Crown 2 and reported he was in the area and could see four chutes on the ground. Also at this time Hobo 20, 21 and 23 (A-1's) contacted Crown 2 and stated they were 15 minutes from the area moving in that direction. At 0620Z Cricket called and said he had a Lock Ace Flight of 4 Navy A-4's inbound for Crown 2's control. Lock Ace arrived at 0622Z to relieve Metric who was enroute to the tanker. Cricket also gave Crown 2 Icon Flight (4 F-100's), Phantom Flight (2 F-4's) and Vagas Flight (4 F-4's) as additional RESCAP.

3. At 0526Z, Queen reported to Crown 2 that Jolly Greens 10 and 25 had been launched from Cigar and were enroute to the scene. However, they would be needing escort. Crown 2 contacted Hobo 20 and directed him to provide escort for the Jollys. At 0527Z Jolly Green 37 and Sandys 5, 6, 7, 8 were launched from channel 89. Crown 2 asked Nail 48, who had moved out of the scene, where a safe area to hold the Jolly Greens until the area had been checked out by the Sandys. Nail 48 stated the 105° radial, 57 miles of channel 89 was the safest area. Crown 2 passed this to all SAR forces. Compress launched Sandy 3 and 4 from channel 70 to assist in the effort. At approximately 0530Z, Nail 54 called Crown 2 and stated he had voice contact with four of the down crewmen. He also had six chutes in sight. At 0542Z Jolly Green 67 was launched and reported airborne from channel 70. At 0555Z, Misty 31 (F-100 FAC) stated he was in the area and available if needed. At 0600Z Jolly Green 20 was launched from channel 89. Crown 2 requested more than the usual number of Jolly Greens because of the area and the number of downed crew members. At 0611Z Sandy 5 cleared Jolly Green 10, 25 and 37 into the area with their escort. The Jollys all had to drop their tanks to hover at the altitude in the area which was from 2,000 to 3,000 feet. Crown 2 asked Compress to have Crown 3 at channel 70

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to stand by to launch to take over the mission if Crown 2 had to refuel the Jolly Greens.

4. At 0638Z Jolly Green 10 picked up the first man. At 0647Z Jolly Green 37 picked up the second. Again at 0650Z, Jolly Green 10 got another one. Jolly Green 37 picked up his second man at 0645Z. At 0705Z Jolly Green 25 picked up one and at 0709Z Jolly Green 37 picked up his third man. At this time all Jolly Greens were getting very low on fuel. Jolly Green 10 and 37 began proceeding toward channel 89 and Jolly Green 25 toward channel 103. Since Jolly Green 37 was unable to make 89 without refueling, Crown 2 descended and refueled 37 at the predetermined point of 105° radial, 57 miles channel 89. As Jolly Green 37, 10 and 25 departed the scene, Jolly Greens 20 and 67 escorted by Sandys 3 and 4 arrived and entered the SAR area under the control of Sandy 5. Just prior to refueling Jolly Green 37 Crown 2 briefed the scrambled Crown 3 on the mission and aircraft involved. At this time Crown 3 took command of the mission. At 0808Z Jolly Green 20 picked up one more man. At 0830 all forces were RTB'd since no further sightings or contact could be made with the last two survivors reported to be aboard Sophmore 50. Also Jolly Green 67 took ground fire in the area of the P-2V crash site. After all forces, including Crown 2, had been RTB'd Crown 3 remained on station.

5. The ^{SEVEN} ~~nine~~ crew members aboard Sophmore 50 were recovered as follows: Jolly Green 37 picked up 3, Jolly Green 10 2 survivors and Jolly Green 25 and 20 picked up one each. All were reported to be in good shape with no serious injuries. Two crew members were listed as missing. However, it had been reported by one survivor that all crew members had bailed out. Later that day voice contact was possibly established with the eighth survivor, no recovery was made however.

6. The following crew members were aboard Crown 2:

RCC	Niquette, Thomas H.	Capt
CP	Brandt, Larry J.	Capt.
NAV	Rogers, Donald E.	Capt.
FE	Nelson, Charles A.	MSgt
FE	Clements, Robert D.	SSgt
RO	Richardson, Charley W.	SSgt
LM	VERRET, Charles J.	MSgt

for Larry J. Brandt
THOMAS H. NIQUETTE, Captain, USAF
Rescue Crew Commander

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68-0030

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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

1 March 1968

SUBJECT:

MISSION NARRATIVE REPORT (2-3-15, 27 Feb 68) (U)

TO:

37C

3rd ARRGp (JSARC)
IN TURN

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS

DECLASSIFIED ON

Downgraded to CONFIDENTIAL

25 MAR 1971

LAW AFR 205-2

1. (U) This report is submitted in accordance with ARRS 55-2/37d ARRGp 1-dated 15 June 1967.

2. (S) Jolly Green 10 (Low) and 25 (high) were scrambled from Marine Quang Tri at 0515Z, 27 Feb 68. The rescue objective was the crew of Sopmore 50, a Navy P-2V, located at 1658N/10604E. Weather was 4000 feet overcast, so both Jolly Greens climbed to VFR and proceeded direct to the scene. At approximately 0610Z, Jolly Greens 10 and 25 arrived on scene and were instructed by Nail 54 (a FAC O-2) to hold until Sandys (A-1Es) enroute to the area arrived. There were numerous aircraft (O-2s and A-1Es) orbiting the area. At 0630Z Jolly Green 10 entered the pickup area and proceeded to smoke as directed by Sandy 5. JG 25 maintained overhead orbit awaiting instructions. The survivor was located on the north-east side of a karst outcropping in thick jungle growth. The first hover was established but was broken off because the survivor was not immediately located and JG 10 was in full view of a hut about 200 yards away. A go-around was made and Sandy 5 again pointed out the location of the survivor. A second hover was established and pickup was made at 0638Z without incident. JG 10 was then directed to the south side of the karst outcropping for a second pick-up. A hover was established over a parachute and the survivor was located approximately 25 yards away on the side of the karst along the tree line. Because of the karst outcropping it was impossible to hover directly over the survivor. The survivor was directed by hand signals to move toward the helicopter. JG 10 was hovering within sight of a small village so a go-around was made to decrease exposure. A second hover was established, the penetrator was lowered and the survivor was recovered without further delay. JG 10 departed the area with minimum fuel and was instructed to RTB. Nail 48 vectored JG 10 to NKP, avoiding possible AAA positions and automatic weapons fire. JG 25 was directed by Sandy 5 to the south end of the karst outcropping for the pickup of a third survivor. The chute was suspended approximately 300 feet from the bottom of a cliff. JG 25 came to a hover alongside the empty parachute harness, and observed the survivor 100 feet higher up the steep cliff where he had climbed with the intention of getting on top of the karst, not realizing there was 100 feet of vertical to overhanging cliff above

Downgraded at 3 year
interval. Declassified At 680641 1/2M Copy _____ of 6 Copies
Page 1 of 2

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68-37-00029

68-AD-775

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him. A pick-up was impossible from his present position because of the steepness of the cliff. JG 25 maintained a hover alongside the survivor and motioned him to descend to his starting point where the cliff jutted sufficiently to allow a hover for pickup. The survivor got into position, the penetrator was lowered and the pickup was completed at 0705Z. Because of the excessive hovering time while the survivor descended, fuel state made RTB mandatory. JG 25 was given a vector to Channel 85 and departed the area for Quang Tri. Immediately after receiving the vector, all radio contact was lost and not reestablished until reaching Marine Quang Tri. A GCA to Marine Quang Tri was completed at 0755 for refueling. JG 25 departed Marine Quang Tri at 0810Z with the survivor and arrived at DaNang at 0900Z.

3. (U) Weather in the pickup area was good. Crew coordination was excellent. No ground fire was encountered.

4. (C) The names of the survivors were Lt Bernard Walsh, 659546, USN, and ARD3 George C. C. Wing, 9190017, USN. The name of the third survivor is unknown.

5. (U) Crew members of Jolly Greens:

JOLLY GREEN 10

RCC Capt Jerry M. Griggs
RCCP Lt Col Gerald B. Lowe
FE SSgt Gordon T. Greever
RS Sgt Martin E. Roepstorff
AP SSgt Paul E. Hagerty

JOLLY GREEN 25

RCC Major Joe B. Green ✓
RCCP Major Stuart H. Hoag ✓
FE SSgt Paul D. Kreider
RS Sgt Michael L. Walker

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

GROUP 1
Downgraded at 3 year
interval; declassified
after 12 years

~~CONFIDENTIAL~~

UNCLASSIFIED

~~SECRET~~

Downgraded to CONFIDENTIAL

85 MAR 1971

IAW AFR 200-2

(Date)

15

FROM: 1-370

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

TO: 1-37C W
3rd ARRG (JSARCA)
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

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Atch 2

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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

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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.

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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 VC-67, NKP RTAFB):

a. By Jolly Green 37:

LT RICHARD E. JACOBS

AT 1 ROGER L. ARNTZEN

ADR 3 ANDREW G. ZDEBSKI

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b. By Jolly Green 20:

AOL RALPH L. GONZALES JR.

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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 20(H)

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

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 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

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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

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
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YEAR INTERVALS
DECLASSIFIED ON 5/15/76

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FROM: Det 2, 37ARRS/Maj. Donohue/2787

6 March 1968

SUBJECT: Mission Narrative Report (2-3-15, 27 Feb 68) (U)

TO: Det 2, 37ARRS (O)
Det 2, 37ARRS (C)
3rd ARRGp (JSAR)
IN TURN

1. (U) This report is submitted in accordance with ARRSM 55-2 and 3ARRGP Supplement 1, dated 15 June 1967.

2. (C) At 1220L, 27 Feb 68, Det 2, 37ARRS was requested to prepare an aircraft for a rescue mission. No aircraft was on home alert as two Jolly Greens were on alert at a forward operating base. At 1240 Jolly Green 67 departed from CH-70. Sophomore 50 was reported down with nine (9) aboard at 106°/90 off CH-89. Jolly Green 67 proceeded to 106°/57 off CH-89 and joined in orbit with Jolly Green 20 and two Sandys at 1350. At 1400 Jolly Green 67 and 20 were cleared into the crash area where six (6) pickups had already been made. At 1415 with Jolly Green 67 acting as high bird, Jolly Green 20 moved into the position marked by Sandy and Nail. After a short period Sandy cleared Jolly Green 67 down to help in the search. Jolly Green 20 spotted the survivor and made the pickup at 1440. Jolly Green 67 and 20 then searched the area for other survivors. The two helicopters each investigated four (4) different parachutes which turned out to be flare chutes. At 1455 Sandy cleared Jolly Green 67 into the crash site to check the wreckage for bodies. Approximately one-half mile from the wreckage in a small valley, at 60K and 100' altitude Jolly Green 67 experienced a volley of small arms fire and hits. At this time a PJ was at the hoist ready for lowering. The ground fire was not observed visually. Jolly Green 67 pulled in power and accelerated to 140 knots, ducked over a ridge to mask an escape route and proceeded to climb to altitude. Immediately after taking the hits Jolly Green 67 informed Sandy of the ground fire and Sandy strafed the area. While climbing to altitude Jolly Green 67 assessed the damage and noticed fuel fumes and a stream of hydraulic fluid blowing back over the ramp area. The search was then called off as there were no more beepers. Jolly Green 67 and 20, two Sandys and a Nail proceeded to CH-89 at 8000'. Jolly Green 20 was requested to examine Jolly Green 67 for damage. Hydraulic fluid was observed streaming from the upper left side. Jolly Green 67 experienced neither a drop in hydraulic pressure or fuel quantity. The helicopter continued to handle properly. At 105°/80 off CH-89 Sandy called break left as the flight was picking up 37MM fire. Following the Nail aircraft, Jolly Green 67 and 20 performed evasive action as the Sandys strafed the roads. The flight then continued on from DE 65 with no further ground fire. Jolly Green 67 joined Jolly Green 20 and landed at CH-89 at 1600. After shutdown Jolly Green 67 assessed the battle damage. Seven hits were identified. Two hydraulic lines were completely shot out in the Accessory Gear Box section which

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could have led to eventual utility hydraulic system failure. The system did have enough fluid to lower the gear but pressure was lost on the APP. One round lodged in the fuel probe in the electronics compartment beneath the pilot. Another round went completely through the tail rotor drive shaft. The crew of Jolly Green 67 remained at CH-89. Repairs were effected on 28 Feb 68 and the helicopter departed CH-89 at 1515 and landed at CH-70 at 1610 with no further incidents.

3. (U) There were no survivors picked up by Jolly Green 67.

4. (U) Crew of Jolly Green 67 was as follows:

- a. RCC, Frederick M. Donohue, Major,
- b. RCCP, Leone S. Russo, 1st Lt,
- c. FE, Jack L. Hartman, SSgt,
- d. RS, Jack B. Hoover, Sgt,
- e. RS, Donald C. Johnson, Sgt,

Frederick M. Donohue
FREDERICK M. DONOHUE, Major, 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, 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, USN and ARD3

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

37ARRS Hist, Jan-Mar 1968

9.

George C.C. Wing, 9190017, USN; Jolly Green 25 recovered a third crewman, name unknown.

(12)(U) 1-3-18, 6 Mar 1968. At 0635Z Jolly Green 03 and 04 were scrambled from Quang Tri to attempt the recovery of eleven US marines aboard a CH-46 which crashed twenty-six (26) miles southwest of Hue Phu Bai, RVN. At 0700Z the Jolly Greens arrived in the area and were advised the enemy gun position that downed the H-46 had been silenced by our fighter bombers. Jolly Green 04 descended when voice contact was established with two of the survivors near the crash site and hoisted them aboard. Due to their deep state of shock, attempts to query these two survivors as to the position of the others were unsuccessful. Shortly after pick-up, Jolly Green 04 was forced to depart the area because of minimum fuel. At 0755Z Jolly Green 03 entered a hover near the crash site and managed to spot two more survivors. These two survivors were also recovered using the hoist and Jolly Green departed the area at 0810Z because of minimum fuel. At this time Jolly Green 28 arrived in the area and lowered Sgt Martin E. Roepstorff, the pararescueman, by hoist, to search for more survivors. The search was continued until 0915Z when Sgt Roepstorff and two US Army Special Forces personnel inspected the area by an Army UH-1 were taken aboard Jolly Green 28 to avoid their being captured by enemy units closing in on the crash site.

GROUP 4

Excluded at 3 year
intervals; declassified
after 12 years

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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 A1C 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	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

156

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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 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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R. Mears, recovered the other crew member. No injuries occurred to either of the survivors during bailout or recovery other than minor scratches.

On 18 February 1968 Major John V. Allison again made two more recoveries when two pilots of a battle damaged F-105 had to bail out near Udorn Royal Thai Air Force Base. Their landing gear would not extend. This rescue effort was uneventful except that the rescue was accomplished in semi-darkness and the survivors were so close together with their beepers that it was difficult to get an adequate UHF/ADF Bearing.

Another HH-53B sustained battle damage on 27 February 1968 when Jolly Green 67 was launched to a hostile area to search for, locate and rescue any possible survivors of Sophomore 50 with nine (9) crew members. As Major Frederick M. Donohue was making a low pass over the wreckage, he received several hits. He abandoned the area, had another aircraft assess the damage and, when told he was leaking hydraulic fluid, landed at Nakhon Phanom to await maintenance. No rescues were made.

On 11 March 1968 four HH-53Bs were involved in a very difficult evacuation of several Americans and indigenous troops who were under heavy attack at a forward operating site. The evacuation was successful in that one (1) United States Air Force and fifty-nine (59) indigenous personnel were recovered. During the day all Jolly Green aircraft braved heavy enemy fire; however, no injuries were sustained nor were any hits taken by the rescue aircraft. Commanders of the

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Mission Narrative 02-03-15 (27 Feb 68)

12 March 1968 ⁹⁴

The Crown 3 alert crew was scrambled at 0647Z and airborne at 0705Z from Udorn RTAB. Briefing was done over HF by Crown 2, then working a mission. Sophmore 50, a Navy P-2 was down in approximate position 092/72/CH89 (331)30 CH85. At this time 5 of 9 crewmembers had been picked up, and Crown 2 was going to refuel J.G. 37 and 25. Since he would be too low for communications, Crown 2 turned the mission over to Crown 3. J.G. 10 also working on the mission. J.G. 10 had 2 SOB: J.G. 37 Had 3 SOB: J.G. 25 had 1 SOB, experiencing trouble considered landing CH85, later landed CH103 no drop tanks; one UHF radio; his survivor was the 3rd pilot reported crewmembers bailed out from 5000' feet, aircraft heading 032. J.G. 25 refueled at CH103, took survivor to CH94. The survivor reported seeing considerable blood in radio compartment of the a/c or he exited. J.G. 37 and 10 returned CH89 escorted by Sandy 7,8. J.G. 67 and 20 enroute from 89, Sandy 3,4,5,6 in area. J.G. 67 and 20 arrived, escorted by Sandy 3,4. J.G. 20 picked up survivor at 0741Z. This survivor was last to exit a/c, reported all were out. At 0804Z, JG 67 hit by ground fire, leaking fuel, pulling out of the area. All forces left area led by Nail 21, O-1 FAC aircraft. Rescap during this time was Ikon flight, 4 F-100s. Nail 21 remained in the area to recheck for beeper/voice. At 0831Z, an F-4 reported seeing 2 parachutes 5 mi SE of area where the majority of the survivors had been picked up. JG 67 leaking hydraulic fluid as well as fuel, planning to land at CH89. Sandy 3 and 4 met JG 36 and 17 and returning to SAR scene. Sandy 1 and 2 inbound from CH 70. Sandy 5 and 6 to refuel for scramble at CH89. 0847Z beeper heard by high alt aircraft. Intermitten beeper heard from this time on. All Cap A/C and Cricket and Hillsboro receing beeper- Hillsboro taking DF cuts on it. Sandy 7,8 assumed to west of site in safe area orbir with JG 36 and 17. Sandy 3,4 RTB. AT 1011Z, Rustic flight (Udorn F-4) made voice contact with Sophmore 50. JG 36/17 and Sandy 7,8 moved up to crash site to be close for pickup. The survivor advised rustic he was in an open area, no cloud coverage. 1043Z Nail 21 had visual contact with the survivor. 1100 to 1105 JG 36 moved into survivor's area-survivor reported he heard the helo-JG36 reported possible visual, requested survivor pop a smoke, no smoke seen. JG 36 moved out to dump fuel. JG returned to hover, did not see survivor, lowered hoist and at 1124Z, reported he had lost his penetrator. JG 17 dropped tanks and attempted to move into survivors area, but could not locate survivor, and all forces pulled out at 1135Z because of darkness and loss of all contact (voice and beeper) with the survivor. Opinion of Jolly Green 36 about this-when he lowered penetrator, survivor dropped radio started for the chopper. The penetrator sheared from the a/c, and it was too dark for survivor to find radio again. Both JG reported low fuel, however would be able to make CH89 with AR. Crown 3 landed 1301Z at CH 70

Delony, Billy G. Capt, USAF
Rescue Crew Commander

PLT	Cruickshank
NN	Sander
FE	Puryear
FE	Ortiz
RO	Ward
IM	Jones

~~SECRET~~

68-0033



MIKE WALKER

ORIGINAL IN MCGILL

MCGILL FOLDER

FUFAW SOPHMORE SD ~~* WALKER 7 23 51 23~~
SAR 2 27 62

NOTE BERET EMBLEM & PATCHES

FILE = WALKER. JPL

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1830G: JG17 dropped his tanks and moved into area, but could not locate the survivor.
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FROM: Joint Task Force-Full Accounting (Mr. Bill Forsyth)

TO: All Vietnam Veterans, particularly Jolly Green, Crown, Sandy and Nail crews

SUBJECT: The SAR effort for SOPHOMORE 50 and SUMO, 27-29 February 1968

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My E-Mail at home is forsyth@pixi.com; work is forsytwl@hq.pacom.mil.
Thank You Mr. Bill Forsyth

Sandys fired rockets and cannon fire to suppress the fire.

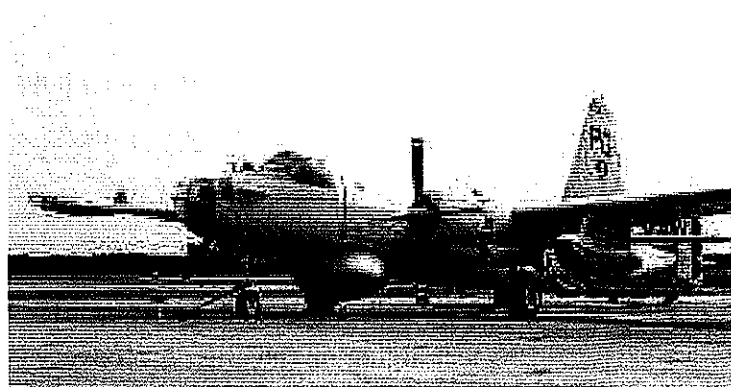
The PJ was dangling on the penetrator at the same time Bear 1 was hanging in his parachute. It took twenty minutes for Sgt Duffy to get the unconscious survivor on the penetrator. Finally both the survivor and PJ were recovered into the Jolly. Two of the four Sandys sustained battle damage while protecting the helicopter. On the way back to NKP, Sgt Duffy treated Capt Basels injuries. This was Maj Oderman's first combat save as aircraft commander of a Jolly.

Back at NKP, the entire crew was placed on a C-130 and flown to Saigon. MACV brought in the international press corps and presented the crew for a press conference. All the major U.S. networks were there. The 7th AF Public Affairs officer stated that MACV got a lot of positive press out of the 1000th save. MACV needed some good press. This mission occurred during the Tet Offensive and there had not been much positive press for any military operations. Upon returning to NKP, the

rescuemen told their teammates that they would prefer to fly a mission into NVN rather than do another one of these "dog and pony shows" in Saigon.

Sophmore 50

On 27 February, a USN P-2V was downed over Laos abeam the DMZ. An F-4 pilot reported to Crown 2 that he observed six good chutes, was picking up many beepers and had voice contact with two survivors.



USN P-2V Neptune Aircraft

USN Photo

Crown passed the information to the JRCC and requested that the Jollys and Sandys be scrambled. Three USAF O-2 FAC's were in the area directing strikes on the Ho Chi Minh Trail. Their call signs were Nail 54, 71 and 48. These

taken any ground fire. As Jolly 20 departed with its latest catch, it fired upon by 37mm AAA gun. Several rounds airburst near the Jolly but it safely egressed the area. At the same time, Jolly Green 67 reported ground fire. The two Jollies were ordered to RTB.

The Sandys began to attack the 37mm gun and silenced it. It was approaching sunset when Sandy 1 obtained voice contact with another survivor. Replacement Jollies and Sandys were inbound and arrived as darkness was settling in. Jolly 36 was escorted by Sandy 2 to the survivors suspected position. The forest penetrator was lowered into a small clearing in which the PJ had spotted a 1-man survival raft. The penetrator reached the ground but the survivor did not appear. After about five minutes of hovering, the survivor radioed that he was down slope and popping a MK-13. The smoke emanated from a heavily vegetated spot in the jungle. The FE recovered the penetrator and the Jolly pilot hover taxied to where they believed the smoke had been seen.

Again the FE lowered the penetrator but this time it disappeared into the jungle trees. He kept running out cable until he felt it go slack. He knew it was on the ground but could not see it. He held on to the cable waiting to feel the survivor shake it from side to side. This would be the signal to begin reeling it up. The survivor radioed again and asked the Jolly to drop the penetrator in another nearby spot. Apparently he was unable to get to the spot on the ground the penetrator was presently at.

The FE reeled up again and relowered the penetrator to the new location he thought the survivor had requested. By now it was pitch black and the Jolly pilot had to turn on his spotlights to obtain a hover reference. The survivor once again asked that the penetrator be repositioned. While attempting to do so, the penetrator became caught in the trees and the cable snapped. At about the same time, the survivor ceased transmitting on his radio. Jolly 36 departed the hover and returned to an orbit position with his high bird. Darkness and a lack of radio contact forced termination of SAR efforts until first light.

men would fly in an massive SARTF, all to rescue one man.

Tet Ends

The Tet Offensive was one of the defining moments of the Vietnam War. This attack shocked US citizens that had been led to believe that we were winning the war and that peace was at hand. The Offensive had an extremely powerful impact on the emotions, opinions and convictions of millions of Americans. It came just before the first primaries for the presidential election and therefore impacted political positions by the candidates. The embarrassment of the occupation of our embassy by VC troops led to political rhetoric about who was to blame and about the general conduct of the war. The embassy takeover was a big story in America. If we could not protect it from the VC, how could we protect anything else in the country? More importantly many citizens began to question the righteousness of the war or Americas ability to win it.

The headline of the March 12 1968 NY Times read **"US is Losing the War in Vietnam."** This was a simplistic assessment of a complicated situation.

Who won the Tet Offensive? There are two aspects to that question; a military victory and a political victory. **Militarily** the U.S. and ARVN eventually won all the battles and recaptured all of the cities seized by DRV. The Viet Cong was decimated and never recovered to their pre Tet strength. NVA regulars had to reinforce the losses suffered by the VC. The big attack on Khe Sanh either never occurred or failed. NVA casualties at Khe Sanh exceeded 10,000 KIA. The U.S. lost about 500 KIA in and around Khe Sanh. After the Vietnam War ended many North Vietnamese generals said that their Khe Sanh strategy was designed to divert and fix U.S. troops in and around Khe Sanh. That ensured that when the VC attacked all of the major cities in SVN they would not have to contend with the forces that were supporting Khe Sanh.

technology was brought to the field by the NVA. Armor units began to play a role. Radar controlled mobile AAA was introduced along with shoulder fired SAM's. From this point on, the threat to American airmen steadily increased.

Air Rescues biggest missions of the Vietnam War lay in the future. This story is told in volume two of this book. The rescuemen who served in Vietnam from 1964 until the Tet Offensive had developed combat rescue tactics and had been credited with over 1,200 combat saves. They had served bravely and set a high standard for those rescuemen who followed them. All of the rescuemen who had flown in SEA and those who would fly until the 1973 Paris Peace Accords were signed did so for one reason:

“That Others May Live”

¹ Larry Brandt, *39th ARRS Mission Report Mission #2-3-07*, 18 January 1968 and HQ PACAF, *Air Operations in Southeast Asia, Vol XII*, January 1968

² *Report on the War in Vietnam*, 30 June 1968, US Pacific Command

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My E-Mail at home is forsyth@pixi.com; work is forsytwl@hq.pacom.mil.
Thank You Mr. Bill Forsyth

DET 3 38 ARRSQ

6

HIST JAN - MAR 1968

The pilot immediately ejected. Position at this time was approximately 11 miles ENE of Ubon. The FSK was positioned between the runway and parallel taxiway, and Pedro 70 proceeded toward the smoke column from the aircraft crash. Chase plane reported good chute. Chute was sighted 8 miles out. Pilot and chute were observed descending into trees. After the pilot was located, recovery was effected using forest penetrator. The helicopter hovered approximately 2 feet off the ground, and a crewmember jumped out and recovered the pilot's chute and survival kit. Pickup was made at 1120L. Departure for the base was at 1125L. After returning to base the pilot was released to medical authorities at 1130L. The pilot was uninjured. FSK was recovered and returned to the rescue ramp at 1140L.

Crewmembers

RCC	Capt Bobby L Meadows
RCCP	Capt Arthur C Plunkett
MT	Sgt James M Payne
RS	Sgt David J Meade
RS	Sgt Daniel L Dieter

4. 03-29 February 1968. Det 3, 38th ARRS was alerted by Ubon Tower via the primary crash net at 0055Z, that an F-4D (Buick 4) was inbound to the field with hydraulic problems. The HH-43B scrambled with the FSK. Shortly after takeoff, the tower advised

HIST JAN - MAR 1968

that the F-4D crew would attempt a controlled bailout. The FSK was off loaded and the HH-43B proceeded to the bailout area. At 0111Z the bailout was initiated at 16,000 feet and shortly thereafter one parachute was sighted. A landing was made in an open field and the pilot was assisted to the helicopter. He had no apparent injuries. A search was then initiated for the co-pilot. No contact was made until some orange smoke was sighted. The HH-43B landed at 0212Z near the smoke and the medic and flight engineer dispatched to search for the co-pilot. His body was found in a heavily wooded area and death appeared to be the result of a parachute failure. The smoke was assumed to have been initiated by a local civilian. A takeoff with the two F-4D crewmembers aboard was made at 0225Z and they were released to medical authorities at 0233Z. The mission was terminated at 0235Z. No emergency beepers were heard at any time but voice contact was established for a short period with the pilot.

Crewmembers

RCC	1st Lt John R Bland Jr
RCCP	Capt Clarence L Hansell
MT	Sgt James M Payne
FE	Sgt George W Tefferteller Jr

SOPHOMORE 50 & SUMO

From: Mr. Bill Forsyth

EMail: work, home

Mission: Sophomore 50 & Sumo

Date: 27, 28 & 29 February 1968

Aircraft: Navy OP-2E & RF-4C

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