

DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~

FROM: 1-400

SUBJ: Mission Narrative Report (2-3-20, 11 Mar 68)(U)

13 APR 1968

TO: 1-40C W

3ARRGP (JSARCP)

IN TURN

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

1. (U) This report is submitted IAW ADDITIONAL, Sup 1, dated 15 June 1967.

2. (S) Jolly Green 17 was scrambled from Channel 89 ground alert 11 Mar 68, 1520L and was airborne 1525L to recover the pilot of Hobo 21 who was originally said to be down 1500/13/Ch 89. Several aircraft, including the wingman of Hobo 21 were in the area. Contact was established on FM with these aircraft and the position of the downed ALE was up-dated to 169/24/Ch 89. The new position put the site in the Mekong River adjacent to a small Thai village. Hobo 22 Stated that the aircraft had gone into the river without indication of a parachute. No beeper had been received. When Jolly Green 17 arrived at the scene, 1540L, two HH-3E Dusty helicopters were there and were searching the river for signs of a survivor. Jolly Green 17 assumed low level search responsibility over the river near the origin of an oil slick and the other helicopters were asked to search further downstream. Several pieces of debris from the cockpit of Hobo 21 were observed in the water a short distance from the oil slick, along with a large piece of the horizontal slab visible below the water surface. All search efforts proved futile in finding a survivor in the water and a search of the river bank was made in hopes of finding the pilot, had he made the shortline. Numerous indigent personnel had gathered on the bank and many native boats were in the water near the bank. At no time did we see any American personnel in the crowd. The presence of a seat cushion and innertube type seat cushion on the water indicated that the cockpit was open and the aircraft seat had been vacated. However, at no time did any of the indigents give recognizable signals that would indicate a survivor was on shore. The "locals" in boats were very effective in directing the helicopter to pieces of wreckage, and for this reason it appeared they would have had little difficulty making known that a survivor was on shore. As it later turned out, the pilot had been retrieved in good physical condition and was inside a house in the village. The search was terminated at 1815L. Jolly Green 17 landed Channel 89 at 1830L. Weather was not a factor in the mission.

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3. (U) There were no survivors recovered.

18 AUG 1971

IAW AFR 205-2

-(Date)

4. (U) Crewmembers of Jolly Green 17 were:

RCC Maj Edward B. Russell
RCCP Maj Milton S. Washington
FE SSgt Carl L. Warmack
RS Sgt Roy A. Taylor

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GROUP 4
DOWNGRADE AT 5 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

Edward B. Russell

EDWARD B. RUSSELL, Maj, USAF
Rescue Crew Commander

Arch 1

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68-AD-1140

Cy 1 of 9 Cys

1-40D-68-S-32

ARJOL # 680879

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