

DECLASSIFIED

~~CONFIDENTIAL~~

FROM: 1-370

SUBJ: Mission Narrative Report (1-3-26, 18 Mar 68) (U)

TO: 1-370W

3rd ARRG (JSAR)

IN TURN

28 MAR 1968

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

2. (S) At 1200L, 18 March 1968, Jolly Green 17 and 36 were directed by Compress to scramble and recover the crew of Misty 21 down at 090/92/89. At launch SAR forces from Da Nang who had been conducting the rescue effort were approaching bingo time and would soon be forced to RTB. They had recovered the rear seat pilot and were continuing the search for the front seat pilot. Jolly Green 36H was airborne at 1208L while Jolly Green 17L's launch was delayed until 1215L by maintenance difficulties. The weather at launch, enroute, and in the rescue area was 3/8 cloud cover with bases at 8,000 feet. Jolly Green 17 arrived at the orbit point at 1312L, and was immediately advised to RTB since no contact could be established with the remaining pilot. The return trip was uneventful except Jolly Green 17 observed probable automatic weapons fire at 090/72/39, however no battle damage resulted. Both crew coordination and radio discipline were excellent.

3. (U) There were no survivors picked up by Jolly Greens 17 and 36.

4. (U) The crewmembers of the Jolly Greens were:

JOLLY GREEN 17 (LOW)

RCC LT JAMES H. PLATT

RCC MAJOR JOSEPH B. FERRELL

ROCP MAJOR MILTON S. WASHINGTON

ROCP MAJOR PAUL M. PERGAN

FE SSGT DON E. COLE

Classified by FE SSGT HIRSH D. THACHER
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/1/07

RS SGT RANDY S. MCCOBE

AP SGT THOMAS GRANDMAISON

Downgraded to CONFIDENTIAL
17 AUG 1971

(Date)

IAW AFR 205-2

JAMES H. PLATT, 1st Lt, USAF
Rescue Crew Commander

Cy 1 of 9 Copies

ARODC # 680 781

~~CONFIDENTIAL~~

68-AD-996

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
EXCEPT AFTER 12 YEARS

1-37-68-S-25 Atch 1

DECLASSIFIED

DECLASSIFIED

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



REPLY TO
ATTN OF: 370

20 March 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-26, 18 March 1968) by

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 5/1/84

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

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1 dated 15 June 1967.
2. (C) SAR alert aircraft Jolly Green 28 (Low) and Jolly Green 04 (High) were scrambled by Queen on HF radio from FOL Marine Quang Tri at 0325Z, 18 March 1968. Both Jolly Greens were off at Quang Tri at 0330Z. The position of a downed USAF F-100 (Misty 21) was relayed by Crown as 323°/53/Channel 85. JG 28 and 04 proceeded on a heading of 270° for 35 miles in order to remain clear of the DMZ. The Laos-NVN border was followed to the bail out area. Misty 20 (F-100) and Nail 56 (a FAC O-2) were in the area attempting to locate the survivors. They established voice contact with Misty 21B and determined that he was west of heavily fortified Route 912. At 0425Z, JG 28 elected to cross to the west of Route 912 in order to get closer to the survivor. The crossing was made at a right angle to the road at 8,500 feet. Sandy 07 and 08 (A-1Es) arrived at 0430Z and located the general vicinity of the survivor. It took approximately 10 minutes for JG 28 to pinpoint the survivor as his radio transmissions were unreadable and his smoke and flares were never sighted. He was visually located by the FE and 0445Z and was extracted without difficulty by hoist. JG 28 remained in the area until 0505Z and then RTB'd to Channel 103 for refueling. There was still no contact with Misty 21A. JG 04 elected to remain southeast of Route 912 until contact was established with Misty 21A. Sandy 07 and 08 escorted JG 28 back to Channel 103 utilizing the reciprocal to the entry route. JG 28 refueled at Channel 103 then proceeded to Channel 94, landing at 0610Z. JG 04 was directed to RTB at 0600Z. When enroute to Channel 103 an explosion was heard and felt to the rear of the aircraft. Tracers were also seen by the FE. The coordinates of this incident were 16°58'N/106°27'E. JG 04 landed at Channel 94 at 0930Z.
3. (U) Crew coordination and radio discipline were excellent. Weather was high scattered and visibility three to five miles.
4. (C) The survivor was USAF Captain Brian Williams.

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years



DECLASSIFIED

Atch 6

DECLASSIFIED

~~SECRET~~

97

87

Mission Report

18 Mar 68

MSN # 1-3-26

At 0323z Nettle 01 notified Crown 4 that a Misty aircraft had called mayday at pent D 58. Crown 4 immediately began closing the position plotted as 092° 88NM from channel 89. At 0328Z Jolly Green 28 and 04 were scrambled from Quang Tri and proceeded to the area unescorted. Sandies 5 and 6 were also scrambled from Channel 89. Misty 11 arrived at the scene and established voice contact with the back seat with the back seat pilot (Misty 21B) who did not know if the other pilot had successfully ejected or not.. A beeper was heard for a few seconds at the same time Misty 11 was talking to the survivor on the ground but no further contact was ever established. No 'Chate/beepers were ever heard. Rescap was provided by Nettle flight and Montanan flight, relieved by Hammer and then Sharkbait. No tankers were available therefor the flights were released as they approached Bingo time. This also applied to Misty 11, however no problem was encountered because Misty 41 and 31 arrived in time to maintain continuity. At 0423Z Jolly green 28 and 04 arrived at the scene and held clear of a suspected hot area awaiting the confirmation of the survivors position. Sandies 5 and 6 arrived at the scene at about the same time and pinpointed the position by a day smoke at 0445Z.

The weather in the area was good with a visibility of about 6 miles in Haze and smoke, No ground fire or unfriendly forces were evident. Jolly Green 28 Made the pickup at 0455Z; some difficulty was encountered due to the excited state of the survivor and the dense ~~xxx~~ forest canopy. At 0510 Jolly Green 28 departed the area for Channel 103 escorted by Sandies 7 and 8 who had arrived at 0450.

Jolly Green 04 remained in orbit awaiting results on misty 21A. Sandies 5 and 6, Nail 15 and 56 and Misty 41 continued to sweep the area at all altitudes ~~xxx~~ transmitting on guard and attempting a visual sighting with negative results.

At 0507 Z Jolly Green 17 and 36 arrived in the area and Jolly green 04 was RTB again escorted by Sandies ~~28~~ 7 and 8. At 0605 JSARC directed all forces to RTB. no contact has ever been made with Misty 21A.

68-0041
WILTON H. CRANE LTCOL
Wilton Crane

a point twenty-three (23) miles east of Dong Ha, RVN. At 0840Z Jolly Green 04 recovered the pilot of a USMC F-8, Capt Gary L. Post, USMC 086936, VMF (AW) out of the water and returned to DaNang.

(19)(U) 1-3-25, 17 Mar 1968. At 0210Z Jolly Green 28 was scrambled from Quang Tri to recover the crew of a USAF F-4C down in the water twenty-eight (28) miles north of Dong Ha, RVN. Jolly Green 28 landed on the water at 0240Z and pulled Major Paul D. Lambrides, USAF, on board. A USN SH-3A recovered the other pilot. Jolly Green 28 returned both pilots to DaNang.

(20)(U) 1-3-26, 18 Mar 1968. At 0325Z Jolly Green 28 and 04 were scrambled to recover the two man crew of a USAF F-100F downed by enemy fire fifty-three (53) miles north of Khe Sanh, RVN. RESCORT was provided by USAF A-1Es and another F-100F. At 0425Z the A-1Es located one survivor, Capt Brian Williams, whom Jolly Green 28 recovered using the hoist. A search was conducted with negative results for the other pilot.

(21)(U) 1-3-27, 21 Mar 1968. At 1900Z Jolly Green 24 and 04 were scrambled to recover the pilot of a USN A-4 nine (9) miles southeast of DaNang. Recovery was delayed until 2200Z by bad weather and low visibility. At first light, Jolly Green 24 landed and recovered Major John A. Herber, USMC 063664, VMA 311. No hostile fire was encountered during the mission.

(22)(U) 1-3-29, 25 Mar 1968. At 2100Z Jolly Green 25 and 04 were scrambled from DaNang to recover the crew of a USMC H-34 down in the water twenty (20) miles north of DaNang. A USAF C-47

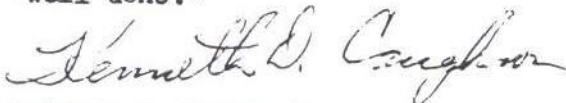
1st Ind to 37 Tac Ftr Wg (DCOF) Ltr, 26 Mar 68, Letter of Appreciation

37AERS (37C)

5 Apr 1968

TO: Major Green and Crew

1. One of the most pleasant duties as a Commander is to pass on correspondence such as that received from the 37th Tactical Fighter Wing. It brings great credit upon you as crewmembers, the 37th ARRS, and the Air Force.
2. There is little I can add to the thanks and appreciation extended by Capt Williams and Lt Col Jones, except to express the gratitude of the squadron for the professionalism you demonstrated in making a very difficult mission almost appear routine. Your competence and courage bring great honor, not only upon yourselves, but the "Jolly Green Giants" as well.
3. From a grateful Commander, please accept my appreciation for a job "well done."



KENNETH D. CAUGHRON, Lt Colonel, USAF 1 Atch n/c
Commander

FROM: 37th TAC Ftr Wg (BGGF)
APO SF 96368

SUBJECT: Letter of Appreciation

TO: Commander
37th ARRS

1. It gives me great pleasure to forward the attached statement from Captain Williams. The courage and professionalism demonstrated by the SAR forces on this rescue were singularly outstanding. They entered a known heavily defended area to save another airman's life. Their willingness to expose their vulnerable aircraft to hostile fire by hovering for a prolonged period in an attempt to locate Captain Williams when his parachute was invisible was directly responsible for his safe recovery.

2. Please pass our sincere thanks and professional admiration for a job well done.

DONALD G. JONES, Lt Col, USAF
Commander, Commando Sabre Operation

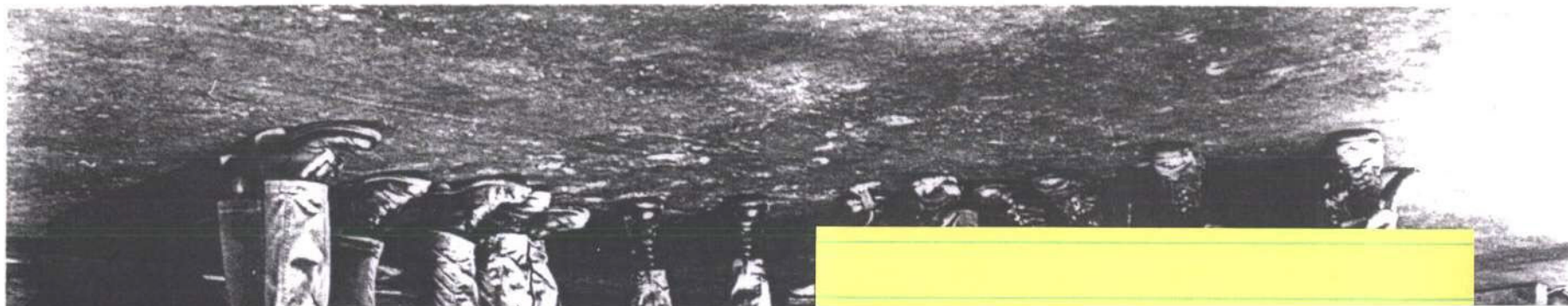
CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(FIRST OAK LEAF CLUSTER)

TO

ROBERT H. BALDWIN

Staff Sergeant Robert H. Baldwin distinguished himself by extraordinary achievement while participating in aerial flight as an HH-3E Flight Engineer in North Vietnam on 18 March 1968. On that date, Sergeant Baldwin penetrated deep into extremely hostile territory in a search and rescue effort for a downed United States pilot. Sergeant Baldwin exposed himself to hostile fire in the open doorway of the helicopter during a prolonged low-level search of the hostile area. Sergeant Baldwin directed the pilot into a hover over the survivor and brought the survivor on board. The professional competence, aerial skill, and devotion to duty displayed by Sergeant Baldwin reflect great credit upon himself and the United States Air Force.



Save #265 18 Mar 1968
RCCP Lt Col Gerald B. Lowe
RCC Major Joe B. Green

18 Mar68.jpg

AF Museum Photo

VIETNAM'S A Shau Valley seems to be the place where heroes are made. Maj. Bernard Fisher won a Medal of Honor there. And only a few miles from where he flew his A-1E in for an impossible rescue, Maj. Joe B. Green flirted with death while winning the Air Force's second most distinguished award for heroism—the Air Force Cross.

Joe Green grew up in an area known for distinguished sons who served their nation well. Eden, Tex., calls Gen. Ira C. Eaker, former Air Corps chief of staff, a native son. The garden community also claims Col. Wilbur J. "Red" Grumbles, the World War II fighter pilot who insisted on a second combat tour in the Pacific after being liberated from a Nazi stalag.

Maj. Gen. Earl Rudder, the ex-Ranger who led the attack on Omaha Beach to launch the D-Day offensive on June 6, 1944, calls Eden home. He's now president of Texas A&M. Adm. Chester W. Nimitz lived "just a piece down the road," as Lt. Gen. Hewitt T. Wheless, the former Air Force assistant vice chief of staff still does.

On March 30, 1968, Joe B. Green—who incidentally had been bounced on Eaker's knee as a boy—had no idea that he would be the next Eden native son to be called a hero.

March had been a busy month for Joe Green and his battle-seasoned crew. They had rescued eight aircrew members that month while flying with the 37th Aerospace Rescue and Recovery Squadron at Da Nang Air Base.

A March 14 rescue of four Marines from a downed UH-1B near Hue had been particularly hairy. Ground fire was so intense at the scene that even the wounded survivors were instructed to break out the helicopter windows and fire all available weapons during the takeoff.

On March 18 Green and his crew rescued an Air Force F-100 pilot who had been downed over Mu Gia Pass, North Vietnam. Ironically, the survivor, Air Force Capt. Brian Williams, had flown with Green when they were assigned to Cannon AFB, N. Mex.

Three others had been picked up during March, and on this eventful day their HH-3E "Jolly Green" would make an even dozen aircrew members rescued for the month.

Their bird was on the alert when the call for help came. Some Marine helicopter troops were in deep trouble. The 6-foot Texan led a flight of four Jolly Greens from Da Nang to the Marine command post at Hue where a Marine colonel painted a dismal picture in the briefing.

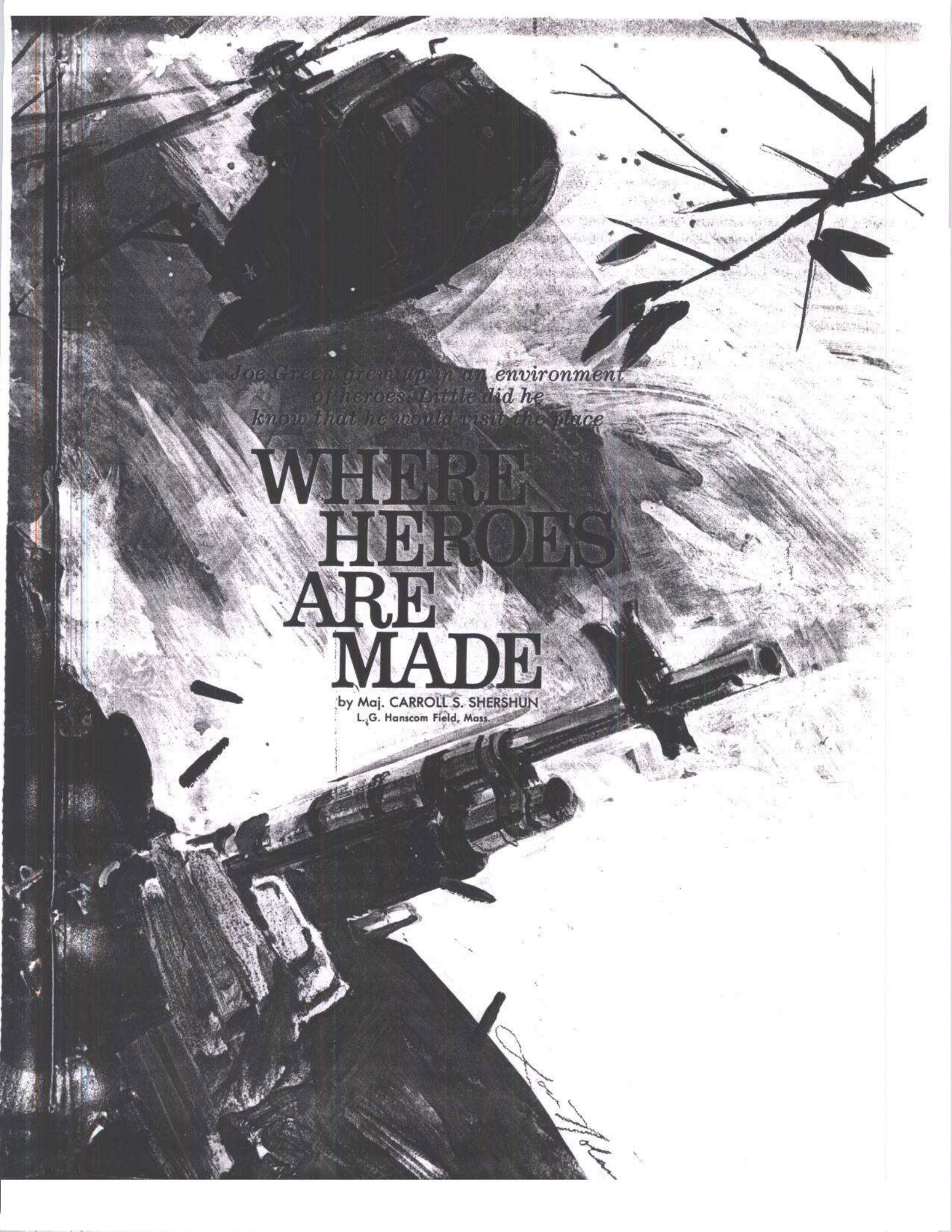
The previous afternoon a Marine chopper had been shot down in a finger of the A Shau Valley, only four miles from where Fisher had made his rescue. A second Marine helicopter took too much lead in a rescue attempt and crashed. Two more crashed over the site in quick succession. Four birds were down. During the night eight survivors of the crashes had crawled, walked, run and slashed their way through the jungle, fighting North Vietnamese Regulars all the way. Some were wounded.

Not only was the picture grim on the ground, but the weather was abominable. A low ceiling hung over the valley floor, obscuring most of the mountain peaks. Therefore, there would be no suppressing fire from A-1Es. The crash site was ringed with hills from which many enemy guns were firing. The low ceiling would make it necessary to fly below some of the peaks and across the heavily fortified roads at low altitude. It was impossible to completely eliminate the heavy ground fire, and there were no friendly ground troops in the area to assist in the rescue.

"The Marine colonel asked for volunteers to look the situation over," said Green, "and we elected to give it a go." The four Jolly Greens headed for the survivors, accompanied by two armed Army Cobras.

To add to the misery of an already desperate situation, two more Marine Huey gunships were shot down while strafing the area, only 15 minutes be-

An always thorough Joe Greer sits in the pilot's seat of his "Jolly Green" at Da Nang AB



*Joe Green grew up in an environment
of heroes. Little did he
know that he would visit the place*

WHERE HEROES ARE MADE

by Maj. CARROLL S. SHERSHUN
L.G. Hanscom Field, Mass.

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An always thorough Joe Green sits in the pilot's seat of his "Jolly Green" at Da Nang AB.



fore Green's flight went in. Survivors, some critically wounded, had managed to join the others. Six choppers were down, and ground fire was being directed at the now 14 survivors from all four quadrants.

THE flight held about five miles from the survivors in a "safe" area while the two Army *Cobras* in Green's flight went in to look things over and soften enemy resistance. While hovering in the "safe" area, the Number 2 bird in Green's flight took a lot of heavy fire from the ground and limped back to Hue to check the damage.

In radio contact with the survivors on the ground, Green flew in from east to west on his first approach. As they approached the small clearing, all hell broke loose. Ground fire was coming from everywhere. The survivors waved them off. According to Green, that was the "real heroism of the day. Some of them were literally bleeding to death," he said.

But the pass had given them a better picture of the situation. The survivors were congregated around a couple of shell holes on the side of a hill. The seriously wounded were down in one hole. Those who could fight had formed a defensive perimeter. A couple of yellow panels helped Green spot them. Trees ringed the site, many 100 to 150 feet high. It would be a tough go if they came back.

As they flew over the survivors, Green ducked in and out of the soup, giving the enemy a bobbing, weaving target. But for the men on the ground, the situation looked hopeless.

After getting out of the enemy's reach, the crew was aware of what they would face if they went back—if they did go back. No one would have blamed them if they had hightailed it for home right then.

Green looked at his crew for their decision. Capt. Frank Cardile was copilot, Sgt. Donald J. Bouchelle, pararescueman, and TSgt. Robert Q. Rector, flight engineer. They gave their silent answer. Thumbs up.

The Army *Cobras* and the Marine command post were notified. The *Cobras* pressed the attack and Green made his second approach from the southwest, ducking in and out of the thick soup and dropping over a hill on a fast approach to the hover.

They swung over the site, and again heavy fire came from all directions. The enemy was below them at the base of the hill and above them on the hillside too. But, "Those Army boys (in the armed *Cobras*) did a great job," says Green. "They could see the bad guys and were laying it on them."

The small arms and machinegun fire decreased. But it was not silenced by the pounding from the *Cobras*. Green and his crew sat vulnerable, 150 feet above the ground, barely above tree level. Captain Cardile helped direct the *Cobra* fire from his left seat. A Marine FAC also helped spotting the enemy guns but the low ceiling limited his light aircraft.

As the chopper took small arms fire, Sergeant Rector dropped the hoist with the two-man jungle penetrator. All the while the Army gunships continued to spray the enemy with machineguns and grenade launchers.

"The grenade launchers were noisy," says Green. "I didn't know but what we were blowing up."

One of the Army pilots then spotted a serious threat to the rescue bird, roosting at tree-top level. The North Vietnamese were starting to launch B-40 rockets, anti-tank weapons much like a bazooka.

"I was sitting in the right seat when the rocket came over my right shoulder from about 4 o'clock," said Green. "I assume it was a B-40 since a phosphorus trail appeared momentarily just outside the cockpit. It was probably fired from about 200 yards out and I guess it passed right through the rotor blades."

Suppressing fire continued. Sergeant Bouchelle worked one of the two M-60 machineguns on the Jolly Green, laying down a hail of lead on the enemy.

Meanwhile, Sergeant Rector got the two most seriously wounded sur-

vivors aboard as the ground fire continued to abate. The hoist dropped again, and two more were pulled aboard.

By then the Jolly Green had been hurt, and the *Cobras* had expended their ammo. Green manhandled the chopper since he anticipated the loss of his "power assist" to the controls. "Warning lights were on everywhere," says Green, "and we were just about out of fuel."

The drama was not over in the Jolly Green as they pulled away from the site, unable to take other survivors aboard. One Marine's leg was hanging by a thread. He was bleeding profusely. Sergeant Bouchelle quickly put his medical training as a pararescue man to work.

"That guy was really a mess," says Green, "but by the time we got to Hue, he looked as if he'd just come from the emergency room at a hospital. Bouchelle had stopped the bleeding and sewn his leg together. The guy was in pretty decent shape when we landed."

And landing was another problem. The nose gear wouldn't extend. Green called this "no problem." But care had to be taken as they sat down—otherwise they could have chopped off the tail of the helicopter.

But the landing proved to be uneventful, and the wounded were quickly removed from the helicopter.

Back at the rescue site things took a turn for the better, though the situation was still critical. The ceiling lifted enough for A-1Es to pound the enemy surrounding the remaining 10. Helicopters Numbers 3 and 4 in Green's flight completed the pickup, still under heavy fire. His Number 2, after inspecting battle damage also returned to the fray, but his services weren't required.

A Shau Valley made another hero that March 30th. Joe Green finished his 12 months at Da Nang with a tally of 22 rescues—16 aircrew members and six soldiers.

Back in Eden, Tex., when the oldtimers gather around the park bench, they talk about the town's heroes—Ira Eaker, Red Grumbles, Earl Rudder . . . and Air Force Cross winner Joe Green.



General George S. Brown, 7th Air Force commander, pins the Air Force Cross on Major Joe B. Green.