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94

84

Mission 1-3-30

30 March 1968

When Crown 5 assumed orbit, Queen advised Jolly Green's 07/10/24/25 would be involved in a special mission and would advise Crown 5 when mission would begin.

All Jollys were airborne at 0607Z from CH 69 and proceeded to holding area 250/15/69 with Trouble 11&15 (Cobra Gunships) with escort. Mission was to pick up chopper crews down at 250/19/69 (40553035) Falcon 21&23 (FAC's) were in area to direct Jollys in to exact area.

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A total of 14 survivors extracted with KIA left behind (number unknown). Wx in area was approx 5-6 miles in haze with clouds at approx 2-3M feet. There were no delays except for groundfire in area. Mission was complete at 0745Z. Jolly 03 was launched from 94 for possible use during mission but was not needed, also Jolly 24 came back into holding area but was not used. All Jolly's discharged survivors at CH69 and then returned to CH94.

Glen E. Nemecek

Glen E. Nemecek, Capt, USAF
Rescue Crew Commander

CP Capt Ulm
NN Capt Oliver
RO TSgt Ford
FE SMSGT Guyer
FE TSgt Ogle
LM SSgt Wilson

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68-0046

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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

3 April 1968

SUBJECT: Mission Narrative Report (1-3-30, 30 Mar 68) (U)

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

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/1/84

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

2. (C) At 0330Z Queen advised 37th Operations of a pending mission 19 miles west of Hue. JG 10 (1st Alert) and JG 24 (2nd Alert) crews were to be at Hue Phu Bai at 0430Z for a briefing on the mission. JG 07 (Low) and JG 25 (Hi) were advised to attend the briefing. All four JG crews were present at the 0430Z briefing.

a. The previous afternoon, a Marine H-46 (Space 1-5) had been shot down at 250/20/ch 69. In an attempted rescue, a UH-1B helicopter (Scarface 8-1) was also shot down. Still later, a second UH-1B was shot down after picking up some of the survivors. Finally at 29/1000Z, a fourth helicopter (H-46) was shot down attempting to locate the survivors. At the time of the briefing, it was believed that only 8 survivors remained alive and uncaptured. They were located near the scene of the first downed helicopter.

b. The briefing by the Marine pilots who had flown through the area all morning revealed that there was a heavy concentration of North Vietnamese regulars in the area surrounding the downed helicopters. There was ground fire directed toward the crash site from all directions and many of the guns were firing from protected positions. The crash site was ringed with hills from which many of the enemy guns were firing. The low ceilings of 800-1000 feet would make it necessary to fly below some of the peaks and across the heavily fortified roads at a very low altitude. The Marine briefing officer stated that it would be impossible to completely sterilize the crash area and that heavy ground fire could be expected.

c. It was determined that JG 10 would attempt the first rescue, then JG 24, JG 07, and JG 25. The area surrounding the survivors was to be saturated with ordnance prior to the recovery attempt. Falcon 21 was to be on scene commander.

3. (C) At 0600Z, all of the Jolly Greens departed Hue Phu Bai, accompanied by two Army Huey Cobras (Trouble 11 & 15). An orbit was established at 270/12/69 because of the low ceilings (800 ft to 1000 ft) in the entire

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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area. The Jolly Greens were to orbit here until Falcon 23 decided the area was ready for a rescue attempt.

4. (C) At 0655Z, Falcon 23 advised that a Huey gunship had been shot while strafing the area and that his crew, with some critically wounded, had managed to join the other survivors. At 0700Z, Falcon 23 advised that a Medivac H-34 had attempted a landing and was also shot down and ground fire was being directed at the survivor's position from all four quadrants. At this time, JG 10 advised Crown 5 of the situation and that Falcon 23 would soon ask JG 10 to attempt a recovery.

5. (C) At 0705Z, Falcon 23 asked JG 10 to try to recover the 14 people, three of which were seriously wounded. JG 10 was directed into the area flying at 800-1000 ft up the valley because of the low ceiling. He was escorted by the two Huey Cobras. The survivors were located amidst the wreckage of six downed helicopters and voice contact was established. On the first attempted approach, the survivors advised JG 10 to go around because of the intense ground fire. JG 10 made an immediate 360° turn and the two Cobras rocketed and strafed the area from where the ground fire emanating. JG 10 began another approach, this time from the east and established a hover over the survivors. The two most seriously wounded were hoisted aboard and the hoist was lowered for a second time. The Cobras were directed by the copilot of JG 10 to saturate the surrounding area with ordnance, however, after several passes, they had expended most of their ordnance and they stopped firing. When the next two survivors were half way up, the FE called ground fire from the 2 o'clock and 4 o'clock positions. The Huey Cobras also called the ground fire and reported that hand held rocket fire was being directed at JG 10. When the survivors were near the door, JG 10 made a steep departure from the hover. The Cobras had seen ground fire but were out of ordnance and Falcon 23 had no other gunships immediately available. JG 10 advised Falcon 23 to get more ordnance on the area before attempting another recovery. Due to a shortage of fuel, fluctuating auxiliary servo pressure, and severely wounded on board, JG 10 climbed into the overcast and departed the area. First aid was administered to the survivors enroute to Hue Phu Bai. JG 10 landed at 0730Z.

6. (C) As JG 10 was making the pickup of his last two survivors, JG 24, while preparing to go in for a pickup, took ground fire orbiting at 270/12/69. It was a very loud airburst, but it could not be determined what type of weapon was used. The burst hit below the helicopter and pitched it up and forward violently, causing an erratic feedback through the controls. The crew immediately attempted to determine if there was any damage to the helicopter, but this could not be accomplished in the air, so the helicopter was flown back to CH-69 and quickly inspected. There was no visual damage and JG 24 returned to the orbit point to back up the other helicopters.

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7. (C) JG 07 entered the pickup area at approximately 0725Z, with two ALEs for cover. The decision to go in was made because of the number of people still on the ground and JG 10 saying that he had only minor damage if any. When JG 07 approached the crash site, eight crashed helicopters were counted within the 300 yard radius of the valley, that was completely ringed by mountains. JG 07 came to a hover and the hoist was lowered to its limits and it was necessary for the helicopter to settle in the top of the trees so that the penetrator would reach the ground. While the first two survivors were being hoisted, JG 07 took ground fire (50-cal. small arms) and the helicopter sustained hits. It was also rocked by explosions from bombs being dropped by the ALEs. JG 07 pulled up and flew in a circle while the FE brought the survivors inside the helicopter.

The FE examined the aircraft for damage, concluded it was minor, and suggested JG 07 go back for another pickup in spite of the fact that the survivors had advised that the helicopter was drawing heavy ground fire and should leave the area. The second approach and hover was made while the copilot directed the ALE strikes at the ground fire positions that were visible to the left side of the aircraft, approximately 50 to 75 yards away. All ground fire ceased after these attacks. Two more survivors were hoisted aboard and JG 07 departed the area because of renewed ground fire and insufficient clearance to orbit while waiting for more fire suppression. JG 07 landed at Hue Phu Bai at 0748Z, and found holes in the rotor blade, an extensive hole in the left side of the helicopter and a small caliber hole through the tail boom.

8. (C) At 0730Z, as JG 07 departed the pickup area, Falcon 21 led JG 25 into the recovery area. Falcon 23 was orbiting over the crash site along with two Spads (ALEs) and when JG 25 arrived on scene, Falcon 23 pointed out the location of the survivors, at the scene of their crashed helicopters. JG 25 executed at 360° tactical approach which terminated in a treetop hover over the six survivors. The hoist with forest penetrator attached, was lowered to the jungle floor. It was necessary to lower it three times, picking up two survivors each time. Ground fire was heard by the JG crew while hovering, but its exact location could not be determined. However, the Spads, at the direction of Falcon 23, kept up a continuous ordnance delivery, placing ordnance all around the area close enough to the helicopter for the concussion to be felt. To accomplish the pickup of the last two of the six survivors he rescued, it was necessary to hover at maximum power for 10 minutes, putting the helicopter right on the treetops with no power in reserve. Ground fire was adequately suppressed, allowing JG 25 to complete the pickup and depart the area at 0752Z. JG 25 landed at Hue Phu Bai at 0805Z, terminating the mission.

9. (U) Weather in the mission area was 800-1000 ft broken 2000 ft overcast, visibility four miles with haze. Crew coordination aboard the Jolly Greens was excellent throughout the mission. Ground fire was encountered in the orbit area and heavy ground fire, including rocket fire, was encountered in the SAR area.

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Downgraded at 3 year intervals; declassified after 12 years

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10. (C) Six of the USMC crewmembers picked up by JG 25 were:

Major H.S. Lowrey Jr.	062151	HML 367
Capt McDonald	092570	"
Capt C.E. Coon	091739	"
Cpl C. D. Chester	2145541	"
L/Cpl R.M. West	2214136	"
L/Cpl G.Z. Eltzroth	2324241	"

11. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 10

RCC	Major Joe B. Green
RCCP	Capt Frank Cardile
FE	TSgt Robert Q. Rector
RS	Sgt Donald J. Boushelle

JOLLY GREEN 07

RCC	Capt Jerry M. Griggs
RCCP	Capt William B. Byrd
FE	SSgt Arthur T. Brand
RS	Sgt Roger A. Klenovich
AP	SSgt Clair S. Sias

JOLLY GREEN 24

RCC	LtCol Jacob T. Carwile
RCCP	Capt Ronald G. Spray
FE	SSgt John Enriquez
RS	AlC Michael B. Gallasch

JOLLY GREEN 25

RCC	Major Stuart H. Hoag
RCCP	Capt Jerry D. Clearman
FE	AlC Duane I. Beland
RS	Sgt Walter White III

Frank Cardile
FRANK CARDILE, Capt, USAF
Rescue Crew Copilot

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30 March 1968

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Glen E Nemecek

Glen E. Nemecek, Capt, USAF
Rescue Crew Commander

CP Capt Ulm
NN Capt Oliver
RO TSgt Ford
FE SMSGT Guyer
FE TSgt Ogle
IM SSgt Wilson

assisted in the search by dropping flares. Two pilots were recovered by Jolly Green 25 utilizing the hoist. A search was conducted with negative results for the other members of the crew. The names of the survivors are unknown.

(23)(U) 1-3-30, 30 Mar 1968. On this mission four Jolly Greens were utilized to recover the crews of six (6) USMC helicopters downed by hostile fire nineteen (19) miles west of Hue, RVN. Two of the six helicopters were downed while the Jolly Greens were enroute to the pickup area. Despite the cover provided by four (4) USAF A-1Es, two (2) Huey Cobra gunships, numerous UH-1 gunships and two (2) USAF A-37s, the Jolly Greens were under constant heavy automatic weapons and B-40 rocket fire. Jolly Green 10 recovered four survivors, names unknown, before being driven from the hover by hostile fire. Jolly Green 07 hoisted four more crewmen aboard after the A-1Es made several strafing passes. Jolly Green 25 recovered the six remaining survivors; Major H.E. Lowery Jr, 062151, Capt McDonald, 092570, Capt C. E. Coon, 091739, Cpl C.D. Chester, 2145541, and L/Cpls Eltzroth, 2324241, HML 367, and West, 2214136.

SUMMARY: In the twenty-three (23) missions this quarter, twenty-one (21) resulted in sixty-six (66) combat saves, two (2) operational saves and forty-seven (47) combat MEDIVACS. The combat saves are further broken down into categories - aircrew recoveries and team extractions. The aircrew personnel recovered

were eighteen (18) US Army, four (4) US Navy, ten (10) US Marine Corps and ten (10) US Air Force. The combat extraction personnel were twenty-six (26) US Army Special Forces team members. In addition to the forty-seven (47) combat saves, the 37ARRS flew eighty-eight (88) sorties totalling one hundred and twenty six (126) hours in support of the MEDIVAC program during the TET emergency period. A total of nine hundred and seventy five (975) wounded allied and enemy personnel were transported to NSA hospital after being off-loaded from C-130s at DaNang. These missions were carried out at all hours, often when both landing areas were under Red Alert conditions and heavy fighting was going on between the two facilities. In addition, five thousand seven hundred and fifty (5,750) pints of whole blood were transported under emergency conditions to the hospital ships and the hospital at Hue from NSA.

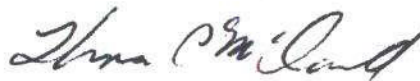
9. PERSONNEL:

* a. Introduction. The 37ARRS Administrative Section provides all administrative and personnel services for all the assigned personnel, with the exception of Accounting and Finance.

b. Assigned Strength. The average strength of permanently assigned personnel increased to 200 (200) from one hundred and ninety six (196) last quarter. During this period, seven (7) officers and twenty-three (23) enlisted personnel re-

STATEMENT OF Captain Thomas C. McDONALD. 09-2070, USMCR

The 30th of March myself and thirteen other people were down in the jungle south of Hue, RVN following several aircraft crashes due to enemy action. Upon contact with the Jolly Green rescue helicopters, they were directed to and found our zone. The rescue ships were required to hover at approximately one hundred feet altitude while hoisting us two at a time from the zone. The lift was completed by 3 helicopters taking out groups of 4, 4, and 6. The area was full of hostile troops, as a big fire fight had been taking place in the area. Although I heard no fire while the aircraft was hovering, I did hear them take fire on approach to and pull off from the zone. Because of their courage and professionalism, they were able to successfully extract us from the extremely hazardous position.



THOMAS C. McDONALD

STATEMENT OF MAJOR Horace S. LOWREY Jr. 062151 USMC concerning rescue flight of 37th ARRS aircraft on 30 March 1968

On 30 March 1968 I was the flight leader of a section of armed UH-1 helicopters. During this flight I was shot down in a "denied" area. My co-pilot, Captain MITCHELL was badly injured. Upon my arrival in the zone there were an additional 10 survivors besides my crew for a total of fourteen people in the zone. Contact was established with the "Jolly Green" aircraft utilizing a PRC-10 radio which was dropped into the zone earlier by my aircraft and crew. The crews of the participating Jolly Green aircraft unhesitatingly brought their aircraft to the pick up area in spite of heavy calibre automatic weapons fire in and about the zone. They maintained a steady hover and made their pick ups by hoist unflinchingly. Their courage in this rescue resulted in saving fourteen americans from imminent capture or death. In my opinion the crews of Jolly Green 10, 07, 24, and 25 on this date are deserving of an appropriate award for their aeronautical skill and the valor displayed during the conduct of this mission.

H. S. LOWREY JR.

Statement of GySgt. Dale T. PARRY 1072827 USMC

On 30 March 1968, I was part of a maintenance team that had been downed in a landing zone overnight. Late that afternoon, a Jolly Green Giant helicopter came to hoist us out. They did so with the utmost skill and disregard for their own safety. The helicopter that hoisted myself and three other men out (one of the men being seriously injured) was receiving fire and received about nine hits getting us out. It lost one of its hydraulic systems from the enemy fire and had to land at Phu Bai with its nose gear not all the way down. The crew of the helicopter started to give the injured Marine Captain medical treatment and plasma as soon as we were aboard. They were well-equipped and had things well-in-hand at all times. The crew did everything possible to make us comfortable. They did a fine job and I know that I will never forget them. The Jolly Greens that lifted the other ten Marines out also did an excellent job and received fire while taking many hits.

Very respectfully submitted,

Dale T. PARRY
GySgt. USMC

Green, Joe B.**Major, USAF****Date Of Action: March 30, 1968*****Citation:***

The President of the United States of America, authorized by Title 10, Section 8742, United States Code, awards the Air Force Cross to Joe B. Green for extraordinary heroism in military operations against an armed force as an HH-E Rescue Crew Commander near the A Shau Valley, Republic of Vietnam, on 30 March 1968. On that date, Major Green led a force of four rescue helicopters over hostile territory in low overcast weather to reach the survivors from four downed United States helicopters. Intelligence briefings had disclosed that it was impossible to neutralize the hostile gun emplacements at the rescue site. Despite the knowledge that two additional helicopters were shot down while he was approaching the area Major Green elected to make the initial rescue attempt. He persisted in the rescue attempt after hostile fire forced him away from the site. He made two additional approaches, courageously maintaining the aircraft in a stationary hover until the four most severely wounded survivors were rescued. Only then did fuel shortage, aircraft malfunctions, and the critical nature of the survivors' wounds compel him to leave the area. Through his extraordinary heroism, superb airmanship, and aggressiveness in the face of hostile forces, Major Green reflected the highest credit upon himself and the United States Air Force.

Griggs, Jerry M.**Major, USAF****Date Of Action: March 30, 1968*****Citation:***

The President of the United States of America, authorized by Title 10, Section 8742, United States Code, awards the Air Force Cross to Major Jerry M. Griggs for extraordinary heroism in military operations against an opposing armed force as Rescue Crew Commander of an HH-3E helicopter in Southeast Asia on 30 March 1968. On that date, Major Griggs flew over hostile territory in low overcast weather to reach the survivors from six American helicopters which had been shot down by hostile fire. After his aircraft received substantial battle damage from intense opposing ground fire, Major Griggs, with undaunted determination, indomitable courage, and professional skill, persisted in the rescue attempt until he rescued four survivors, although he sustained further battle damage from the intense hostile fire. Through his extraordinary heroism, superb airmanship, and aggressiveness in the face of hostile forces, Major Griggs reflected the highest credit upon himself and the United States Air Force.



FLIGHT ENGINEER RECEIVES SILVER STAR

DA NANG (7AF) -- FLIGHT ENGINEER DECORATED -- The Silver Star Medal is presented to Air Force Sergeant Duane I. Beland, 20, Bloomington, Ind., by Lieutenant General James S. Wilson, Vice Commander of the Military Airlift Command. Beland, a Flight Engineer with the 37th Aerospace Rescue and Recovery Squadron, (MAC) at DaNang Air Base, was cited for his heroism in rescuing six American helicopter crewmen in the face of heavy enemy fire.

BELAND.JPG