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~~CONFIDENTIAL~~

FROM: 4OARRS/Capt Montrem/2787

2-3-31-30 MAR 68

5 April 1968

SUBJECT: Mission Narrative Report (40-2-31 Mar 68) (U)

TO: 4OC

3rd ARRGp (JSARC)

IN TURN

34A

4/2

Rec R
FAX
Sent

1. (U) This report is submitted in accordance with ARRSM 55-2/3rd ARRGp Sup 1, dated 15 Jun 1967.

2. (C) The crash of an F-111A and the safe recovery of the crew was reported to the 40th Aerospace Rescue and Recovery Squadron, Udorn Royal Thai Air Force Base, late on the evening of 30 March 1968. Soon thereafter a dawn attempt to recover the valuable crew module was levied on an HH-53B of this unit. Squadron Maintenance, Operations and Supply personnel worked throughout the night to configure the pickup helicopter and obtain and fabricate lines, slings and equipment to make the recovery possible. Because of the importance of the crew module and the unknown terrain features and uncertain political conditions in the recovery area, equipment to cover all possible situations was required. To reduce aircraft weight, the HH-53B was stripped of its normal protective armament, personnel protective armor and much of its rescue equipment. The aircrew, after receiving available intelligence on the area of the crash, departed the base at 0618L in Jolly Green 68. By use of marginal TACAN information and GCI, Jolly Green 68 proceeded under enroute instrument flight conditions to the general area of the crash and arrived there at 0715L. The reported crash site had been plotted to be at 2400/17 miles from TACAN Channel 99 which is located west of Savannakhet, Laos. The actual crash site proved to be 2280/9 $\frac{1}{2}$ miles from the TACAN. This placed the site barely inside of Thailand, in an area of known enemy insurgency approximately seven miles west of the Laotian border. A low level search for the module was initiated at the 17 mile position and continued at the 9 $\frac{1}{2}$ mile position at 0745L when updated intelligence was obtained from Compress. At 0750L, a red smoke signal was sighted and the crash site, a large hole surrounded by debris, was spotted. A large number of indigenous personnel were at the site and there was a small fire burning in the crater created by the crash. Approximately 1 $\frac{1}{2}$ miles west of the crash site the crew module, with its large parachute draped over two tall trees, was spotted (time 0753L). The module site was carefully examined from the air and no friendly or enemy activity was detected although the entire area was well populated with small villages. At 0803L, MSgt Favour, loaded with equipment, was lowered by hoist to a clear area next to the module. He was followed at 0806L by SSgt Bailey. Upon reaching the ground, they proceeded to the module and began rigging the module for evacuation. Since the bridle cable was still installed, it was used as the hookup point. The parachute

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SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

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SL/EC/14

GROUP 4

Downgraded at 3 yr intervals;
Declassified after 12 yrs

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400-0013

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was disconnected and the clevis bolt reinstalled to allow connection of the lifting cable. As an added precaution, parachute riser was wound through the clevis bolt. A small drag chute on a ten foot lanyard was then attached to the trailing end of the module. It is felt that if the module brake parachute had been utilized for drag that a more stable flight of the module would have resulted. The module's parachute canopy was then retrieved from the tree branches by first cutting the tangled shroud lines. Four Thai civilians aided materially in retrieving the parachute canopy, and these indigenous personnel were paid ten baht each for their assistance. At 0830L, MSgt Favour radioed Jolly Green 68 with his emergency radio that the module was ready for pickup. Based on computed hover power requirements, 1400 pounds of fuel was dumped to lighten the helicopter. At 0835L, the helicopter was maneuvered to a hover over two 175 foot trees between which the module rested. The Flight Engineer directed the hover and was assisted by the Rescue Specialist in lowering the long cable (175 feet) to the module. A steady hover and accurate maneuvering directions enabled Jolly Green 68 to extract the module from beneath the tall trees and out of the congested area in which it had landed. Sufficient power was available so that when the module was clear of the obstructions, a vertical climb was possible and the helicopter, with its load dangling 175 feet below, were hovered at high altitude to a large clearing $\frac{1}{4}$ mile from the original site. The module was lowered to the ground and the long cable released. Jolly Green 68 returned to the original site and at 0850L hoisted the two ground personnel and their equipment aboard. By 0900L the crew had been landed next to the module, the long cable had been retrieved and stowed, and the helicopter was hovered over the module to attach a short cable (75 feet). After hookup, difficulty was experienced when the drag chute fouled in the cable during the pick up attempt. The chute was untangled, the ground crew hoisted aboard and a near vertical take-off was accomplished from the 500 foot MSL site to clear tall trees that surrounded the clear area. At 2000 feet MSL (0915L) forward speed was slowly increased as the module was closely observed from the cargo hook hatch in the cabin. Since this was the first known pick up of the F-111A crew module, each change in flight condition was slowly and carefully accomplished with observers reporting the reaction of the module to the pilot. A 180° carefully coordinated and successful turn was made at 50 to 70 KIAS to enroute heading. After completing the turn, and when straight and level while attempting to increase forward airspeed above 60 to 70 KIAS, the module began to oscillate laterally as it was carried forward. Airspeed was decreased toward 20 KIAS and the module stabilized. Maximum forward airspeed at which the module would tow was determined to be 50 KIAS. Any small turbulence in the existing stable flight conditions seemed to start the module flying side to side and airspeeds above 50 KIAS made the lateral flight increase and attempts to correct the problem extremely difficult. The module oscillation caused the helicopter to rock laterally and cause the slip indicator to indicate a rocking unbalanced flight condition of approximately one ball diameter out of coordinated flight. Correction by applying cyclic and directional control against the rocking motion seemed to stabilize the oscillation at airspeeds below 50 KIAS, but this procedure proved to be very tiring. An increase of power and a coordinated climb, or climbing

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turn, seemed to decrease the oscillations. Maximum lateral distance from the vertical that the module moved was 25 feet as observed from the cabin cargo hook hatch. The 60 mile flight was accomplished in 55 minutes and the module was released on the infield at Nakhon Phanom RTAFB at 1010L. Fuel consumption requirements for the return flight had been calculated for an 80 to 100 KIAS return flight. The slow return flight airspeed and the resulting fuel consumption made exacting fuel management exceedingly necessary. The helicopter was landed at Nakhon Phanom at 1012L and shut down with 700 pounds indicated fuel remaining.

3. (C) Recovered was one F-111A crew module.
4. (U) Jolly Green 68 crew:

RCC	Captain Alfred C. Montrem
RCCP	Captain John W. Lawrence
FE	Sergeant Robert T. Winblad
RS	Master Sergeant Howard T. Favour
RS	Sergeant Wayne L. Fisk
EM	Staff Sergeant Lonnie G. Bailey

*A fine
professional job!*

Alfred C. Montrem
ALFRED C. MONTREM, Captain, USAF
Rescue Crew Commander

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~~SECRET~~

Sent/g

FROM: 1-400

SUBJ: Mission Narrative Report (2-3-31, 30 Mar 68) (U)

~~CONFIDENTIAL~~TO: 1-400 W
3rd ARRG (JSARC)
IN TURNClassified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

3 APR 1968

1. (U) This report is submitted IAW ARSM 55-2/3rd ARRG Sup 1, dated 15 June 1967.
2. (S) On 30 March 1968 at 2040L Jolly Green 20L (Low) and Jolly Green 17 were advised to assume cockpit alert at Channel 89, and were scrambled at 2050L for a position 185/65/Ch89 to locate the survivors of a Hot Rod aircraft (F-111). Takeoff was at 2055L. While enroute Invert Control revised the position to 183/58/Ch89, and advised that Bat Cat 02, a C-130 flare ship, was in the area and had radio contact with the survivors; Dusty 26, a CH3E was also enroute from Ch89. Jolly Green 20 established radio contact with Bat Cat 02 who reported he would remain in the area for communication, but had only two flares. Dusty 26, then reported that he had 30 flares aboard and could furnish illumination. Jolly Green 20 and 17 arrived in the area at 2140L, were vectored to the area of the survivors by Bat Cat 02 and advised that pickup of the survivors was at the pilot's (Jolly Green 20) discretion. Some difficulty was encountered in locating the exact position of the survivors. Numerous small fires on the ground made the MK-13 flare ineffective and the survivors were located by use of the strobe light and flashlights. Jolly Green 20 then requested Dusty 26 to illuminate the area and both survivors were picked up by Jolly Green 20 at 2215L using the jungle penetrator. The survivors were in good condition and Jolly Greens 20 and 17 departed the area at 2220L arriving Channel 89 2255L. No enemy action was encountered. Difficulties encountered were those peculiar to night operations. The most apparent were reduced depth perception and difficulty in distinguishing terrain irregularities. Although illumination furnished by Dusty 26 did aid materially in the recovery it was not nearly as effective as the C-130 flareship. Recommend that whenever possible, a C-130 or C-123 flareship be used for any future night recoveries because of their ability to provide greater saturation of the area.
3. (C) The names of the survivors are: Alexander A. Marquardt, FV3050170, Major, USAF, Takhli RTAFB, Joe W. Hodges, FR76943, Captain, USAF, Takhli RTAFB.
4. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 20 (LOW)JOLLY GREEN 17 (HIGH)

RCC MAJOR DALE L. ODER
RCCP CAPT RONALD MCINLEY
FE SGT KENNETH P. HANSEN
RS MSGT CLARENCE R. BOLES (Date)

RCC CAPT JAMES E. OLIVER
RCCP CAPT GEORGE W. GREER
FE SSGT BERNARD W. GRAU
RS SGT PETER S. HARDING

Downgraded to CONFIDENTIAL
17 AUG 1971 IAW AFR 205-2

Dale L. Oderman
DALE L. ODERMAN, Major, USAF
Rescue Crew Commander

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ARDC # 680813

Ct 1 of 9 Copies

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1-400-68-5-23

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GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

DECLASSIFIED

~~CONFIDENTIAL~~

123

OPS
File
(5 APR 68)

STATEMENT

Statement of Alfred C. Montrem, Captain, FR66762, 40th Aerospace Rescue and Recovery Squadron, Rescue Crew Commander of HH-53B Number 66-14431, 30 March 1968.

The crash of an F-111A and the safe recovery of the crew was reported to the 40th Aerospace Rescue and Recovery Squadron late on the evening of 30 March 1968. Soon thereafter, a dawn attempt to recover the crew module was levied on this unit. Because of the importance of the mission, equipment to cover all possible pickup situations was loaded on the helicopter. To reduce weight, the HH-53B was stripped of its normal protective armament, personnel protective armor and much of its rescue equipment. The aircrew, after receiving available intelligence on the area of the crash, departed Udorn RTAFB at 0618L and arrived in the general area of the crash at 0715L. A low level search was initiated and at 0750L a red smoke signal was sighted. The crash site, a large hole surrounded by debris, was then spotted. A large number of indigenous personnel were at the site and there was a small fire burning in the crater created by the crash. Approximately $1\frac{1}{2}$ miles west of the crash site, the crew module, with its large parachute dropped over two tall trees, was spotted (time 0753L). The module site was examined from the air and no personnel were sighted in the vicinity although the entire area was well populated with small villages. At 0803L, MSgt Favour, loaded with equipment, was lowered by hoist to a clear area next to the module. He was followed at 0806L by SSgt Bailey. Upon reaching the ground, they proceeded to the module and began rigging the module for

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the pickup attempt. The chute was untangled, the ground crew hoisted aboard and a near vertical take-off was accomplished to clear tall trees that surrounded the clear area. At 2000 feet MSL (0915L) forward speed was slowly increased as the module was closely observed from the cargo hook hatch in the cabin. Since this was the first know pickup of the F-111A crew module, each change in flight condition was slowly and carefully accomplished with observers reporting the reaction of the module to the pilot. A 180 degree carefully coordinated and successful turn was made at 50 to 70 KIAS to enroute heading. After completing the turn, and when straight and level, while attempting to increase forward airspeed above 60 to 70 KIAS, the module began to oscillate laterally as it was carried forward. Airspeed was decreased to 20 KIAS and the module stabilized. Maximum forward airspeed at which the module would tow was determined to be 50 KIAS. Any small turbulence in the existing stable flight conditions seemed to start the module flying side to side and airspeeds above 50 KIAS made the lateral flight increase and attempts to correct the problem extremely difficult. The module oscillation caused the helicopter to rock laterally and cause the slip indicator to indicate a rocking unbalanced flight condition of approximately one ball diameter out of coordinated flight. Correction by applying cyclic and directional control against the rocking motion seemed to stabilize the oscillation at airspeeds below 50 KIAS, but this procedure proved to be very tiring. An increase of power and a coordinated climb, or climbing turn, seemed to decrease the oscillations. Maximum lateral distance from the vertical that the module moved was 25 feet as observed from the cabin cargo hook hatch. The 60 mile flight was accomplished in 55 minutes and the module

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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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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3RD AEROSPACE RESCUE & RECOVERY GROUP (MAC)
APO SAN FRANCISCO 96307



REPLY TO
ATTN OF: 3CVC

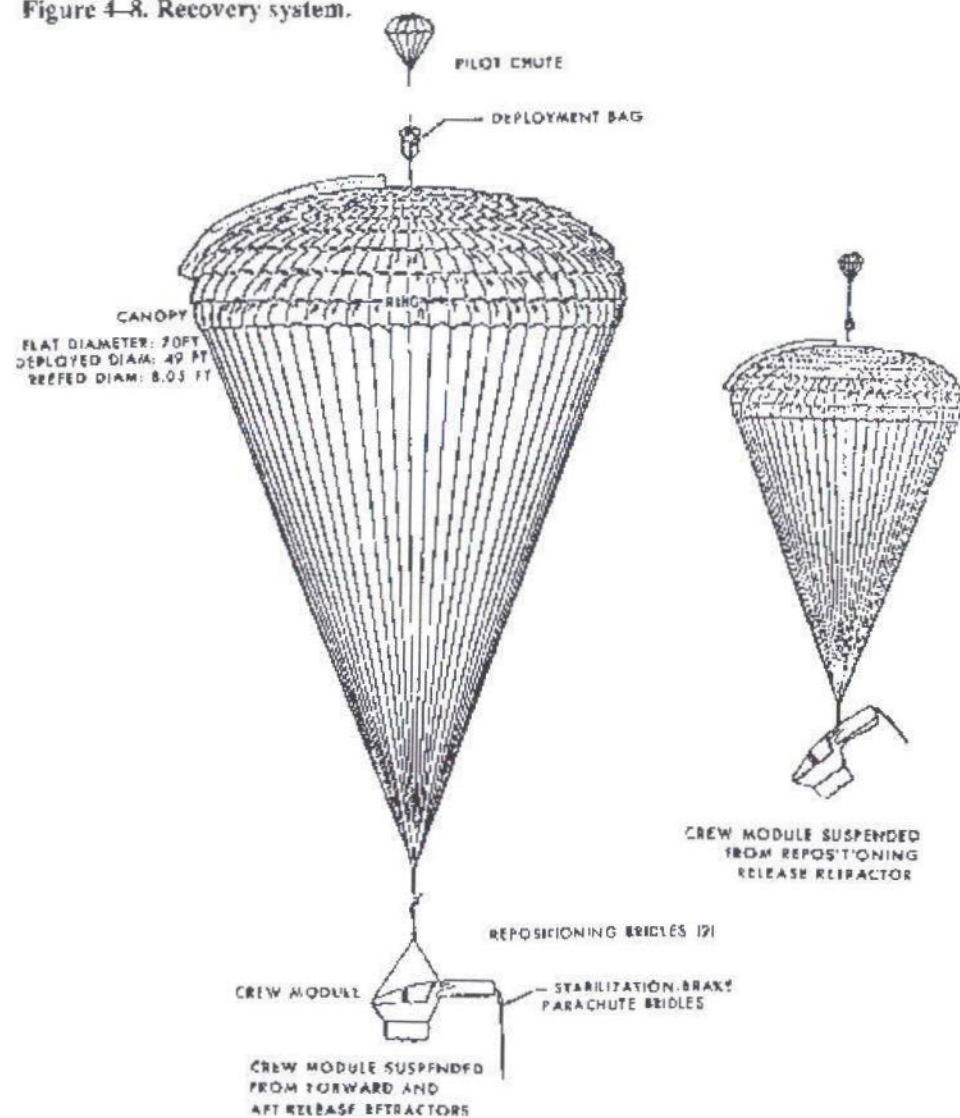
SUBJECT: Letter of Appreciation

27 April 1968

TO: 40ARRS (40C)

1. Please convey to Captain Alfred C. Montrem, Captain John W. Lawrence, MSgt Howard T. Favour, SSgt Lonnie G. Bailey, Sgt Robert T. Winblad, and Sgt Wayne L. Fisk, the crew of Jolly Green 68, my personal congratulations on their successful recovery of the valuable F-111A crew module on 30 March 1968. These men demonstrated superior airmanship and courage on this mission flying into an area of known enemy insurgency with their helicopter stripped of its normal protective armament, personnel protective armor and rescue equipment.
2. I also wish to take this opportunity to commend your Maintenance, Operations and Supply personnel who so successfully configured the helicopter to make recovery possible. I know that you must feel great pride in a performance such as this which reflects so favorably on your organization and your leadership.
3. It is with great pride that I quote the following personal message from General Brooks, Commander, Headquarters ARRS: "Detailed mission narrative report 2-3-31, 30 March 1968, is clearly indicative of a high degree of initiative and professionalism. Please pass my personal 'well done' to Captain Alfred C. Montrem, RCC of JG 68, his crew, and all supporting personnel for this outstanding performance."
4. This superior performance of the Jolly Green 68 crew is in the very highest tradition of the Aerospace Rescue and Recovery Service and the Air Force. I am proud to have airmen of this caliber serve in my command. It was a job well done.

Figure 4-8. Recovery system.



General Dynamics F-111D to F-111F "Aardvark"



The versatile "swing wing" F-111, unofficially named the "Aardvark" until its retirement ceremony on July 27, 1996 where the name was made official, entered the USAF inventory in 1967. The F-111's wings are straight for take-offs and landings, or slow speed flight; by sweeping its wings rearward it can exceed twice the speed of sound (Mach 2). In 1960 the Department of Defense combined the USAF's requirement for a fighter-bomber with a Navy need for an air-superiority fighter, though the Navy eventually cancelled its program. In all, 562 F-111s of all series were built; 96 of them were production F-111Ds, 94 were production F-111Es, and 106 were production 111Fs.

The F-111 was a long-range, all-weather strike aircraft capable of navigating at low level to reach targets deep in enemy territory and to deliver ordnance on the target. Primarily a bomber, the F-111 featured a sweep wing varying between 16 degrees and 72.5 degrees, with side-by-side seating for a pilot and weapons systems officer.

The -E model was an improved version of the F-111A and was introduced before the -D model. The F-111D featured an improved Mark II avionics package, more powerful TF30-P-9 engines, and an environmental control system. The F-111F model was equipped with an all-weather AN/AVQ-26 Pave Tack infra-red targeting designator/reader carried in a pod-mounted turret. It could track and designate ground targets for targets for laser, infra-red and electro-optical bombs.

Remarks

ngày thành lập Liên bang xã hội, đồng chí Trường Chinh, Ủy viên Bộ chính trị Ban chấp hành trung ương Đảng Lao động Việt Nam, Chủ tịch Ủy ban thường vụ Quốc hội, Trưởng đoàn đại biểu Đảng, Quốc hội và Chính phủ nước ta, đã đọc lời chào mừng.

Cả hội trường đã đứng dậy vỗ tay hồi lâu khi đồng chí Trường Chinh bước lên diễn đàn. Lời chào mừng của đồng chí đã bị ngắt quãng nhiều lần vì những tràng vỗ tay kéo dài nhiệt liệt hoan nghênh của các đại biểu.

Toàn văn lời chào mừng như sau:

Thưa Đoàn chủ tịch,
Thưa các đồng chí và
các bạn,

Từ điển dân của cuộc họp trọng thể kỷ niệm lần thứ 50 ngày thành lập Liên bang Cộng hòa xã hội chủ nghĩa xã hội, tôi xin chuyển đến các dân tộc trong đại gia đình xã hội, Đảng Cộng sản Liên Xô, Xô viết tối cao và Hội đồng bộ trưởng Liên Xô lời chúc mừng nhiệt liệt nhất của nhân dân Việt Nam, Đảng Lao động Việt Nam, Quốc hội và Chính phủ nước Việt Nam dân chủ cộng hòa.

Dưới sự lãnh đạo thiên

tôi của Lê-nin vĩ đại và của Đảng bon-se-vich quang vinh, Cách mạng tháng Mười thắng lợi đã giải phóng nhân dân lao động Nga khỏi ách áp bức của bọn tư bản và địa chủ, phá tung "nhà tù các dân tộc" của sa hoàng, thiết lập nền chuyên chính vô sản và Nhà nước xã hội chủ nghĩa đầu tiên trên thế giới: Liên bang xã hội t. Đó là khối liên minh của nhiều dân tộc tự do và bình đẳng, đoàn kết trên cơ sở dân chủ và tự nguyện, cùng nhau xây dựng một nhà nước kiểu mới "trước lần đầu chủ hơn nước Cộng hòa tư sản dân chủ nhất".

lợi to lớn trong công cuộc xây dựng chủ nghĩa xã hội và ngày nay trong công cuộc xây dựng cơ sở vật chất và kỹ thuật của chủ nghĩa cộng sản. Chỉ trong 50 năm, ở Liên Xô, thu nhập quốc dân tăng hơn 112 lần; tổng sản lượng công nghiệp tăng 321 lần; tổng sản lượng nông nghiệp tăng 4,8 lần; văn hóa, giáo dục, khoa học, kỹ thuật đều phát triển nhanh chóng.

Các dân tộc xưa kia bị sa hoàng áp bức, sống trong cảnh tối tăm, lạc hậu, nay đang tiến rất nhanh, đạt tới trình độ phát triển cao về mọi mặt và đã đi thẳng lên chủ nghĩa xã hội, không qua giai đoạn phát triển tư bản chủ nghĩa.

Với trí thông minh và tài năng sáng tạo được phát huy cao độ, nhân dân Liên Xô đã biến nước mình thành một cường quốc xã hội chủ nghĩa vĩ đại có uy tín và vị trí quốc tế cao, dẫn đầu thế giới trong nhiều lĩnh

vực. Cuộc tiến công diễn ra mãnh liệt trong, ngoài nước, đã tiêu diệt bọn phát xít xâm lược, giữ vững những thành quả của cách mạng xã hội chủ nghĩa, cứu loài người khỏi họa phát xít, tạo điều kiện cho hệ thống xã hội chủ nghĩa thế giới ra đời, làm thay đổi sự đối sánh lực lượng giữa các nước và làm cho không còn chỗ cho chủ nghĩa tư bản.

Sự tồn tại vững chắc và sức mạnh không ngừng tăng lên của chủ nghĩa xã hội là một thách thức đối với chủ nghĩa tư bản, góp phần thúc đẩy sự phát triển của nhân loại.

sinh em và cháu thành chủ nhân dân Liên Xô đạt được những thành tựu mới to lớn hơn nữa, thực hiện thắng lợi kế hoạch 5 năm lần thứ 9 do Đại hội lần thứ 24 của Đảng Cộng sản Liên Xô đề ra, xây dựng thành công cơ sở vật chất và kỹ thuật của chủ nghĩa cộng sản ở Liên Xô và

Cách mạng tháng Mười đã mang đến cho những người cách mạng Việt Nam chủ nghĩa Mác - Lê-nin, soi sáng con đường đấu tranh của nhân dân Việt Nam giành độc lập dân tộc, thực hiện dân chủ nhân dân và tiến lên chủ nghĩa xã hội. Liên bang xã hội, c n đ của Cách mạng tháng Mười

An outstanding combat seal

this is the outcome of a Tetol battle where one F-111, worth 15 million dollars, was downed in the evening of 22 Dec 72.

Photos: Remnants of the said F111



Đến là trên
từ vệ Hà Nội
bên rơi chiếc
máy bay "cánh
cụp, cánh xòe"
F-111 trị giá 15
triệu đô la từ
22-12-1972.

Hai anh em:
Nặc chiếc máy
bay F-111 nổi
trên.

Ảnh:
Ngọc Truyền
và Văn Bang

FILE = AIRCRAFT/JACKEL 33 VIET PAPER F111

- **F-111A 67-0068 22 Dec 72.** Target in vicinity of Hanoi. Shot down after an assumed lucky shot to an engine gearbox. After a valiant escape and evasion lasting a few days, including a near rescue by a HH-53C (tail # 69-5788, call sign Jolly Green 73, from the 40th ARRS, NKP, Thailand--info via Chuck Rouhier <http://www.jollygreen.org>), under heavy ground fire, the crew CAPTs Bill Wilson and Bob Sponeybarger become P.O.Ws. (POW REF# 1966-0-01 / -02). They were repatriated on 29 March 1973.

The module subsequently was taken to Moscow where it was disassembled for technical analysis. The US "Task Force Russia" operation photographed the module and identified it as most probably from 67-0068 in late 1992. The module is still believed to remain in the Moscow Aviation Institute (MAI).

