

~~TOP SECRET~~

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37th ARRSq Hist, Jan-Mar 1968

10.

(13) (C) 1-3-19, 6 Mar 1968. At 0825Z Jolly Green 25 was diverted while enroute to the southern orbit point to a point seventy-two (72) miles east of Savannahket, Laos. The SAR objective was the pilot of a USAF F-100 shot down by enemy AAA. Escort was provided by USAF A-1Es and a FAC O-2. Enemy 37mm AAA fire was directed at the helicopter while enroute to the recovery area. The survivor, Capt Frank E. Peck, FR77707, 357 TFS, Takhli Air Base, Thailand, was hoisted aboard the Jolly Green at 0950Z and returned to DaNang.

(14)(U) 1-3-18, 7 Mar 1968. At 0850Z Jolly Green 28 and 21 were scrambled from DaNang to assist in the recovery of a USMC CH-46 crew down twenty-six (26) miles southwest of Hue, RVN. Two UH-1 helicopter gunships provided escort and a search was conducted with negative results.

(15)(U) 1-3-20, 8 Mar 1968. At 0907Z Jolly Green 21 and 28 were scrambled from DaNang to extract a US Army Special Forces team located fifty-seven (57) miles west of Chu Lai, RVN. Two USAF A-1Hs and two A-37s were used under a FAC O-2's direction as cover. At 1004Z the FAC reported the entire area around the team as sterilized and brought Jolly Green 21 in under the overcast to pick up point where seven personnel were hoisted aboard the helicopter. Jolly Green 28 recovered remaining five team members at 1030Z and all survivors were transported to Kham Duc, RVN.

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107

Mission Narrative 1-3-19

97
6 March 1968

Recovery of Bison 03 1 F-105 1 Person. Position 090/72/CH 99

Crown 4 was airborne and just ending mission 1-3-18 when a mayday was received at 0820Z. Position was well established by Bison flight orbiting the crash or bailout area. No launch difficulties were encountered. Crown 4 proceeded to area for better radio coverage. Jolly Green 25 and 04 were launched from DaNang. Crown 4 arrived on scene at 0845 Z and became on scene commander working with the Hobo30 and Nail 43. Weather in the area was good with some haze. Beeper and later voice contact was established and remained good during the recovery effort.

The survivor was still in his chute hanging high in a tree. Jolly Green 25 upon entering the area from the northeast received ground fire some 20 miles from site but reported no damage. Jolly Green 04 also reported ground fire and was given vectors from Crown 04 out of area. Jolly Green 04 reported no damage. Jolly Green 25 was vectored to area by Hobo, Nail and Crown. Survivor was recovered at 0943Z. Some of the difficulties in delaying recovery were considered to be ground fire from hostile areas in transit, lack of navigational fixes available to helicopters enroute caused by high terrain and survivors dangerous position in tree. Details of actual recovery should be obtained from Jolly Green 25.

Rescue forces consisted of Bison, Bear flight, Hobo and Nail and Sandies. Radio discipline was excellent on SAR frequency 364.2 and 123.0 and HF also guard contact on voice 243.0 with survivor. Time of arrival of Jolly Green 25 was 0924Z. Enemy action in pickup area was non-existent, however both Jolly Green helicopters reported enroute ground fire/minor injuries were received by the survivor but ~~app~~ appeared in good mental condition as revealed by his voice contacts. Primary means of recovery was believed to be the jungle penetrator.

Elevation in area was 1000 feet and Jolly Green 25 and 10 had to dump fuel to recover survivor. In order to return survivor to Channel 94 it was necessary to refuel at low level. Crown 4 computed Jolly Green flight time to Channel 94 as 1+40 minutes and Jolly Green 25 stated he had 1600 lbs of fuel and was using 900 lbs per hour. An in-flight fuel transfer was completed with no difficulty except a high oil transmission temperature on Jolly Green 25. Crown 4 escorted 25, along with Sandy's and Jolly Green 04 back to Channel 94. Sandys were released over Hue area to RTB. Mission terminated with landing of Jolly Green 25 at Channel 94 Da Nang.

George T. Caruana
George T. Caruana, Major, USAF
Rescue Crew Commander

Benson Frederick J. Maj.

Thompson Harry A. Capt

Richardson Charley W. SSGT

Lincoln Robert L. TSGT

Bryant Jimmie L. TSGT

King Richard O. SSGT

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CP-0043

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



8 March 1968

REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-19, 6 Mar 68) (U)

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

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 10652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *3/18/76*

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

2. (S) Jolly Green 25 was scrambled from DaNang at 0805Z, 6 Mar 68, for a Whiskey Orbit. At 0825Z, Jolly Green 25 was diverted by Queen from a position ten miles east of Hue, South Vietnam, direct to 240°/40/Ch 85. The position was changed to 265°/40/Ch 85 and then to 285°/42/Ch 85. The position was changed a fourth time to 090°/72/Ch 99. Jolly Green 25 was vectored by Panama on a heading of 265/Ch 69. As the position changed, Waterboy vectored Jolly Green 25 to a heading of 295° from a point 265°/39/Ch 69. The UHF/DF did not function so DF steers could not be taken from Sandy 7 and 8 (A-1Es) who arrived over the downed pilot at 0855Z. Hobo 30 (A-1E) and Nail 17 (O-2A) vectored the Sandys to Bison 3 (the downed pilot). Jolly Green 25 continued on a heading of 295° at 5600 feet MSL. Jolly Green 04 checked in and was vectored by Crown 5 to 285°/42/Ch 85 to fly as high bird for Jolly Green 25. Jolly Green 25 was unable to establish a positive position or visually navigate because of limited visibility (about 3 miles) and Channels 85 and 99 would not lock on the aircraft TACAN. At 0920Z, JG 25 received a DF of 210° to Sandy 7 from his position. Sandy 7 stated that the survivor was in good condition and hanging in a tree at 090°/72/Ch 99. Jolly Green 25 turned and headed 210°. Although at the time JG 25 did not know his exact position, it was approximately 2 miles west of Tchepone, Laos. Crown 5 called and asked if JG 04 could be diverted to a downed C-123. JG 25 concurred with diverting JG 04. After flying south for about 3 minutes, JG 25 started receiving heavy 37MM or 57MM anti-aircraft fire. The projectiles were coming up 40 feet to the left and also 40 feet in front of JG 25. An immediate 90° right turn was made. The firing was continuous and was now coming up on the right side of the helicopter. The flight mechanic began returning fire with the M-60 machine gun. Another 90° turn was made to the left and the weapons fire continued behind the helicopter. Jolly Green 25 transmitted that heavy anti-aircraft fire was coming up. Jolly Green 25 headed for the mountains to his right and kept flying a zig-zag flight path. Nail 17 and Sandy 8 came out to meet JG 25 and guide him to the survivor. At 0930Z, Sandy 7

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IAW AFR 205

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pointed out the survivor who was hanging in the top of a 200' tree. Fuel had been computed for 2000 lbs in the main tanks to make Channel 103. The tips were jettisoned, approach completed, and hover established over the survivor. Once in a hover the RCC checked torque at 102% and Nr at 100%. A go-around was initiated and 600 lbs of fuel was dumped. After the second approach and hover, the forest penetrator was lowered by the survivor's parachute. The FE swung the penetrator in under the parachute and the survivor grabbed it. The survivor got on the penetrator and fell away from the supporting branch but remained entangled in his shroud lines. The FE started the survivor up the hoist. The RCC felt the aircraft start to settle. The FE said that the survivor was stuck in the fork of a tree branch. JG 25 hovered over the pilot and was unable to assist him since the Rescue Specialist could not get to the survivor. The RCC turned the aircraft 90° from the original hover heading in an attempt to fly around the tree limbs. The survivor grabbed his knife and began cutting risers, shroud lines, and tree limbs. The survivor finally cut himself free and the Flight Engineer brought him on board the aircraft at 0950Z. Take off was initiated and climb out to 9500 feet MSL on a heading of 130° which Crown 5 had passed to Jolly Green 25. Sandys 7 and 8 were going to accompany JG 25 back to Channel 94. After climb out and level off, the RCC of JG 25 informed Crown 5 that he did not have enough fuel for Channel 94 and would need to be air refueled. Crown 5 then passed a vector of 090° for refueling rendezvous. Crown 5 intercepted JG 25 at 1020Z at 9500 feet MSL but JG 25 could not maintain 110 knots refueling speed. A descent to 7000 feet MSL and hook up was completed 5 miles north of the north end of Ashau Valley. During hook up and fuel transfer, JG 25's transmission oil temperature began to rise dangerously high (145°C). Jolly Green 25 ended refueling and broke away from Crown 5 to keep from endangering Crown 5. A partial power descent was begun and the transmission oil temperature climbed to 150°C with 20-30% torque. Mountainous terrain prevented descent below 4000 feet MSL. The RCC of JG 25 decided the best procedure was to stay with the aircraft and hope the transmission would hold together since a landing was impossible in the mountainous jungle. Crown 5 vectored JG 25 on a heading of 060° to Quang Tri. Jolly Green 03 and 04 received permission for an intercept of JG 25 because of the transmission problem. At 1035Z, JG 25 cleared the mountains and descended to 500 feet MSL. JG 25 continued to the estimated area of Quang Tri because the Quang Tri TACAN was intermittent and the aircraft could not lock on to Channel 103. JG 25 tried to get a vector to Quang Tri. Crown 5 and Sandy 7 were giving conflicting vectors and JG 25 didn't know his exact location. After circling several times over unknown territory, JG 25 decided to go out over the ocean and proceed to DaNang since the transmission oil had cooled to 120°C. An uneventful trip was made down the coast to Channel 94 and landing completed at 1135Z.

3. (S) Jolly Green 04 was diverted from Mission 1-3-18, position 246°/25/Ch 69, to act as High Bird for Jolly Green 25. The position given by Queen for Bison 3 was 285°/42/Ch 85. While enroute around the north end of Ashau Valley at 8500 feet MSL, JG 04 encountered 37 MM AAA fire. After maneuvering away from this AAA fire and again proceeding enroute, Jolly Green 04 was told to RTB to Ch 103 by Queen.

GROUP 4

Downgraded at 3 year intervals, as required

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4. (C) Weather in the pick-up area was clear. Visibility was 2 to 3 miles from haze and smoke. Anti-aircraft fire was encountered and was assumed to be 37MM or 57MM. Tracer tails appeared to be 3 feet long and 2 to 3 inches wide. Rate of fire was very rapid and air bursting above the aircraft at an unknown altitude.

5. (C) The survivor was Captain Frank E. Peck,
Takhli, Thailand.

357 TFS,

6. (U) Crew members of Jolly Greens:

JOLLY GREEN 25

RCC Major Billy J. Wingfield
RCCP Major Stuart H. Hoag
FE Sgt Dennis M. Richardson
RS Sgt Angus C. McDougall

JOLLY GREEN 04

RCC Captain Fred H. Otte
RCCP Captain Don W. Wiegard
FE SSgt Robert H. Baldwin
RS Sgt Michael B. Gallasch

Billy J. Wingfield
BILLY J. WINGFIELD, Major, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 1
Excluded from automatic
downgrading and
declassification
DATE 11/15/01 BY 1043

~~CONFIDENTIAL~~

Bob,

Had some slack time, thought I would put this care package together and get it headed your direction. I commend you for your effort, well overdue. If available I would like copies of the mission debriefs for the missions I'm sending. I will pay for the copies.

As you know I had many more missions during my tours in SEA. These are the ones that I have the documentation to back up. As you stated in your E-mail this stuff is fast disappearing, both with age and memory. As an example most of my Vietnam era photos were ruined in stowage while I was stationed in the PI, 70 - 72.

Mission backgrounds:

8 Nov 1967. We scrambled from the old soccer field at Quang Tri (before the Marine Base across the river) and made feet wet just below the DMZ. Now what to do, go between Tiger Island and the coast or go around. I told Capt. Blackwell, put it on the deck and if I don't see a rooster tail of water behind us we were too high. The bad guys were putting out by boats in an attempt to capture the survivors. I told my brand new flight engineer this was his show. If he made the pickup and didn't do anything stupid he would pass his check ride. Boy did he ever make the pickup. He directed Capt Blackwell straight to the pilot arriving precisely at 0 airspeed and altitude directly beside the survivor. All you had to do is reach out and shake his hand. Sgt. Bowers and Marty Roepstorff almost threw him out the L/H escape hatch. Unable to drag the raft into the helicopter I slashed it to pieces with my knife trying to sink it so the bad guys wouldn't find it. One of my easier pickups, everything went like clockwork. We took a lot of fire from shore but it's hard to hit a moving target. One bit of humor, Sgt. Bowers asked, "what the large splashes were in the water all around us while we were making the recovery". When we told him that it was ground fire from shore he said "the instructors at Eglin told them "feet wet or f--- them" they didn't say there would be ground fire". I wonder how many other rescue crewmembers made a combat save on the initial check-ride in SEA. Good easy mission. Added a little propaganda article from the Gunfighter Gazette.

6 March 1968: Marine H-34 shoot down north east of Ashau Valley. No big deal I think I've attached the correct photo. After second thoughts Steve Northern might have been with me on this one too. We didn't have Hard Crews but for some reason Steve and I flew a lot together. We got the job done.

18 Mar 1968: We penetrated deep into North Viet Nam to pull this one off. As would have it High Bird had mechanical problems and had to RTB before we broke the ADIZ. Weather was on our side, we could stay hid in the clouds and still navigate toward the objective until we hooked up with Sandies who escorted us into the pickup area. The bad guys were after him hot and heavy, they had the dogs out but we prevailed in the end. He was extremely hard to find due to the foliage and terrain.



SEE BALDWIN FOLDER

6 MAR 60 SAR

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS

TO

ROBERT A. BALDWIN

Staff Sergeant Robert A. Baldwin distinguished himself by extraordinary achievement while participating in aerial flight as Flight Engineer on an HH-3E in Southeast Asia on 6 March 1968. On that date, Sergeant Baldwin penetrated an extremely hostile area to search for the crew of a United States Marine helicopter, which had been shot down. Sergeant Baldwin, fully exposed to hostile fire, directed the pilot to a hover over the downed helicopter and rescued two survivors. Sergeant Baldwin then gave the pilot directions during a prolonged hover in an attempt to locate other survivors. Sergeant Baldwin persisted in the rescue effort until flying debris and exploding ordnance in the burning wreckage forced him to depart the area. The professional competence, aerial skill, and devotion to duty displayed by Sergeant Baldwin reflect great credit upon himself and the United States Air Force.