

FROM: 380

2 Mar 68

SUBJ: Mission Narrative Report (10-38-10, 1 Mar 68)

TO: 10-380 RES
380
3rd ARRGp (JSARCM)
IN TURN

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.

2. On 1 Mar 68 at 1325Z, Det 10, 38th ARRSq, was notified by Navy Operations, Binh Thuy, that a River Patrol Boat (PBR) had taken a hit down river and was proceeding to the town of Tra On for a Pedro pickup. Original notification indicated one seriously injured with a stomach wound. The Pedro crews scrambled from quarters and were airborne at 1340Z with Pedro 91 as primary aircraft and Pedro 39 as high cover. Pedro 91 rendezvoused with Seawolf 16, a flight of two USN UH-1B armed helicopters, who dropped a flare to mark an open field and provided cover as Pedro 91 descended for the pickup. Groundfire was observed in several areas around the town but none of it was directed towards the helicopter. The personnel from the PBRs had transported the wounded to the open field and secured the area. Three patients, one of which had a vicerated intestine wound, were loaded into the helicopter. The other two had serious leg wounds as they could not walk under their own power. Pedro 91 had landed at 1355Z and was airborne at 1405Z enroute to Dong Tam, Pedro 39 returned to Binh Thuy AB and landed at 1420Z. Due to the extremely dark night land navigation was impossible and Pedro 91 had to rely on Paddy Control (radar) for steers to Dong Tam. Enroute the pararescue technician administered medical aid to the wounded and gave the sailor with the vicerated intestine an intravenous injection. Pedro 91 landed at Dong Tam at 1435Z, offloaded the patients and proceeded to the refueling area. An unusual delay was encountered due to the Pedro crew not being familiar with the night time operations at Dong Tam along with the lack of a control tower during hours of darkness. Finally a "Dustoff" helicopter crew started the refueling mechanism and Pedro was able to refuel and return to Binh Thuy at 1555Z. Weather enroute was CAVOK with haze at altitude. FM radio was used exclusively for coordination between Seawolf and Handlash Bravo. Inspection of the aircraft on the following day revealed battle damage to the left set of blades. It was undetermined whether the damage was caused by ground fire or by picking something up in the blades.

3. The names of the survivors were: Berry, J. A., E-3, 511 River Section CTF 116; Godbehare, R. G., Lt, 511 River Section CTF 116; Sherman, H. W., E-3, 511 River Section CTF 116.

Atch 7

4. Crewmembers of Pedros:

Pedro 91 (Low)

RCC Capt Laurence W. Conover ✓
RCCP Capt Leslie E. Johnson
FE Sgt Archelaus Whitehead
RS ALC Larry D. Nicholson

Pedro 39 (High)

RCC Capt Thomas D. Precious
RCCP Capt Albert E. Tollefsen ✓
FE ALC Harold D. Cooper
RS ALC Lonnie N. Davidson

Laurence W. Conover
LAURENCE W. CONOVER, Capt., USAF
Rescue Crew Commander

FROM: 300 RCC

2 Mar 68

SUBJ: Mission Narrative Report (10-38-11, 2 Mar 68)

TO: 10-38C (43)
38C I
3rd ARRGp (JSARG)
IN TURN

0-18/13

30

413

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.

2. On 2 Mar 68 at 0325Z, Det 10, 38th ARRSq, was requested by Navy Operations, Binh Thuy, to evacuate a wounded man who had a critical head wound. The injured man was aboard a river patrol boat, "Druid Juliet", which was heading upstream from the battle zone. Pedro 39 scrambled at 0328Z and made visual contact with the PBR at 0350Z. The boat was directed to turn down river into the wind and maintain 1500 RPM. A moving hover was maintained over the boat as the pararescue technician lowered a stokes litter (by hoist) to the aft deck. After the man was strapped into the litter he was hoisted up to the helicopter and flown to the hospital at Can Tho RVN. The pararescue technician administered medical aid and changed the dressing and was of the opinion that the man would live. The man was offloaded at the soccer field in Can Tho and transported to the hospital. FM radio was the only communication link with "Druid Juliet". The helicopter pilot had no visual reference to the boat and depended solely on the verbal instructions of the pararescue technician while hovering for the pickup. Weather was high thin scattered, 6 miles, 060/7. Time over the boat was 5 minutes departing at 0355Z. The wounded man was offloaded at Can Tho at 0417Z and Pedro 39 terminated at Binh Thuy AB at 0426Z. One combat save. Negative ground fire.

3. The names of the survivors were: Due Dan Hong, Diet Kich, Popular Forces.

4. Crewmembers of Pedro:

PEDRO 39

RCC Capt Laurence W. Conover
RCCP Capt Leslie E. Johnson
FE Sgt Archelaus Whitehead
RS AIC Larry D. Nicholson

Laurence W. Conover
LAURENCE W. CONOVER, Capt., USAF
Rescue Crew Commander

Atch 4

FROM: 380

7 Mar 68

SUBJ: Mission Narrative Report (10-38-13, 6 Mar 68)

TO: 10-38C *184*
38C
3rd ARRGp (JSARC) *8*
IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dated 15 June 67.

2. On the 6th of Feb 68, at 0436 GMT, Det 10, 38th ARRS was advised by Navy Operations that a PBR crewmember had been critically wounded by a B-40 rocket. The PBR had lost its radio and had gone to Vinh Long. The Navy was requesting a causality evacuation from Vinh Long to Dong Tam. Pedro 39 scrambled at 0439 GMT and flew direct to the Army helicopter pad at Vinh Long. The patient, who was in the town of Vinh Long, had not arrived at the helicopter pad when we landed at 0455 GMT so we called a fuel truck and topped off. The patient arrived shortly after refueling was completed and Pedro 39 departed Vinh Long at 0510 GMT enroute to Dong Tam. Pedro 39 arrived at Dong Tam at 0535 GMT and offloaded the patient. He had numerous wounds including a hole in his right foot, the right ankle tendon was severed, a wound in his right calf, a large wound in his left thigh, a wound in his left calf and 2nd degree burns on his abdomen, chest and arms. His leg wounds had been dressed and he had already been given morphine. While enroute to Dong Tam, the pararescue man dressed the patients burns and treated him for shock. After offloading the patient, Pedro 39 proceeded direct to Binh Thuy, landing at 0615 GMT. Weather through the mission was 2/8 cu 2,000-2,500. Winds were 090/30. 3 sorties, 1+15. No ground fire. 1 combat save.

3. The name of the survivor was: Ronald R. Schwinkendarf, USN, 3909491, GAG3, River Section 523, CTF 116.

4. Crewmembers of Pedro:

Pedro 39

RCC Capt Thomas D. Precious
RCCP Lt Col Roland E. Speckman
FE A1C Harold D. Cooper
RS A1C John C. Wilkins

Thomas D. Precious
THOMAS D. PRECIOUS, Capt., USAF
Rescue Crew Commander

Atch 2

*PICTURE IN
MARCH 27 A.F. TIMES*

~~SECRET~~

FROM: 1-370

SUBJ: Mission Narrative Report (2-3-18, March 1968) (U)

16 MAR 1968

TO: 1-37C W

3rd ARRG (JSARC)
IN TURN

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

2. (S) At 0240 6 Mar 68 Jolly Green 36(L) and 15(H) were advised to assume cockpit alert for a possible mission of Baffle 02. Blue Anchor 35 had reported the occupants of Baffle 02 had bailed out approximately 10 miles, bearing 225° from Channel 99. At 0258 Jolly Green 36(L) and 15(H) were scrambled, and were airborne at 0310L. Sandy's 7 and 8 were also scrambled for rendezvous over the area. While enroute under Invert Control, Invert advised that Blind Bat 03, a flare ship, was in the area east of the survivors and was available. Jolly Green 36 requested that Blind Bat 03 proceed to the area for possible use in the effort. Contact was established with Blue Anchor 35, who stated he had radio contact with Baffle 02/C at 225°/10/Channel 99. Jolly Greens 36 and 15 arrived in the area at 0400L. Contact was made with Baffle 02"C" and "B" but Jolly Green 36 was unable to pinpoint the position of either, since both emergency radios were extremely weak. Several unsuccessful attempts were made to have Baffle 02"C" give his location relative to Jolly Green 36. He ignited a MK 13 flare, but due to the numerous fires in the area it was not observed by any of the aircraft present. Jolly Green 36 requested that Blind Bat 03 drop a flare and asked Baffle 02"C" to give his position in relation to it. This was done and Baffle 02"C" fixed his position approximately one mile north of the flare. Jolly Green 36 then requested Blind Bat 03 drop a series of flares over the new position. Flying under the flares Jolly Green 36 soon saw the flashlight and strobe light of 02"C" and using the flare illumination, was able to see the parachutes of both 02"B" and "C". Jolly Green 36 then requested that Blind Bat 03 drop a series of flares on both sides of 02"C" and "B", in order to keep the area in continuous illumination. Jolly Green 36 picked up 02"B" at 0450L and 02"C" at 0455L using flare illumination, and all lights on the helicopter. At this point Jolly Green 36 lost UHF radio and directed 15 to pick up 02"A" who was able to give his position relative to the flares and was easily located when he fired a penguin flare. Using continuous flare illumination by Blind Bat 03, Jolly Green 15 picked up 02"A" at 0518L. Jolly Green 36 and 15 departed the area at 0520L arriving Ubon RTAFB at 0615L. A lacerated hand was sustained by 02"B", who was treated by the RS on Jolly Green 36; no other injuries were sustained by the survivors. Weather throughout the mission was clear with visibility 5 miles in haze and smoke. No hostile action was encountered. A separate letter is being submitted, expanding on the feasibility and limitations of future night recovery efforts.

Classified by on the feasibility and limitations of future night recovery efforts.
SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO Downgraded to CONFIDENTIAL

YEAR INTERVALS

DECLASSIFIED ON/ of 9 Copies, 17 AUG 1971 IAW AFR 205-2

(Date)

ARODC #

680714

68-AD-913

~~CONFIDENTIAL~~

~~SECRET~~

REVIEWED BY
DOWNGRADE AT 3 YEAR INTERVALS
GROUP 4

~~SECRET~~

~~CONFIDENTIAL~~

3: (C) Name of the survivors were (all 41st TFW Takli, RTAFB):

ALFRED S. BENZIGER, MAJOR, USAF

WARREN K. MARLER, CAPTAIN, USAF

WILLIAM K. LEWARK, CAPTAIN, USAF

4. (U) Name of crews:

JOLLY GREEN 36(L)

RCC MAJOR DALE L. ODERMAN

RCCP MAJOR PAUL M. REAGAN

FE SGT NARCISO A. OTERO

RS SGT RANDY S. MCCOMB

JOLLY GREEN 15 (H)

RCC MAJOR RICHARD A. ORSINI

RCCP CAPT DAVID E. HOLT

FE SSGT BERNARD W. GRAU

RS SGT MICHAEL R. FRABONI

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

DET 1 40 ARRS MADE P.U.

Downgraded to CONFIDENTIAL
17 AUG 1971
(Date) IAW AFR 205-2

~~CONFIDENTIAL~~

Cy 1 of 9 Copies

~~SECRET~~

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

FROM: Det 6, 38th ARRS, APO 96227 (Keaver Holley, RCC) 11 March 68

SUBJECT: Mission Narrative Report (6-38-9-6 March 68)

TO: Det 6 C
38th ARRS C
3rd ARRGp (JSARC)
IN TURN

(32)

1. This report is submitted in accordance with ARRSM 55-2/3rd ARRGp Sup 1, dated 15 June 67.
2. At 0642Z on 6 March 68, this unit was notified by the Bien Hoa control tower via the primary crash phone that an F-100 pilot had ejected from his aircraft approximately three miles west of Bien Hoa Air Base. They indicated the bail out had just occurred and no other information was available at that time.
3. One HH-43F was scrambled immediately and proceeded directly toward the pilot's reported position. More precise information was obtained from the tower while enroute, and the pilot's parachute was quickly sighted in an open area approximately two and a half miles west of Bien Hoa. The terrain was flat and covered with waist-high grass. The downed pilot was then sighted a short distance from the parachute. The pilot had landed in an area that is considered insecure.
4. An approach was made to the site and a landing accomplished within twenty yards of the pilot. The flight engineer immediately exited the aircraft and ran toward the pilot, who was already moving rapidly toward the helicopter. Within a matter of seconds both men were safely aboard and an immediate takeoff was made. The rescued pilot showed no signs of injury and stated he had been on the ground only a few minutes. He was returned directly to Bien Hoa Air Base and released to the USAF dispensary.
5. A total of six minutes and one combat save was logged by Detachment 6.
6. The recovered pilot was 1stLt William V. Tomlinson of the 3rd TFW.
7. Det 6 crewmembers were:

Major Keaver Holley III	RCC
1stLt Jon C. Long	RCCP
SSgt James B. Reed	FE
Sgt Jerry R. Staley	RS

yes

Keaver Holley III
KEAVER HOLLEY III, Major, USAF
Rescue Crew Commander

Atch 6

~~SECRET~~

105

FROM: Capt. Larry J. Brandt, 39th ARRS/2731

95
7 mar 68

SUBJECT: Mission Narrative on Army Helicopter Crash (Leopordskin 1)

TO: Commander, 39th ARRS

1. This narrative is submitted IAW ARRS Manual 55-2 and 3rd Gp. Supp 1 to ARRS Manual 55-2.

2. On 7 March 1968 at approximately 0840Z, Hillsboro Control (ABCCC) called CROWN 5 and reported that one of his FAC's, COVEY 263 (O-2), had spotted two survivors in the area of Leopordskin crash site on the 240 degree radial, 25 miles of Channel 69. Leopordskin had crashed the previous day and 8 survivors were recovered at that time.

3. CROWN 5 made contact with COVEY 263 on UHF. COVEY 263 confirmed Hillsboro's earlier report and that he was presently orbiting the crash site. Also, that he had SPAD 35 and 36 (A-1's) orbiting the area to suppress any ground fire. This information was relayed to QUEEN. JOLLY GREEN 21 was launched from Ch 94 and JOLLY GREEN 28 from Ch 103. JOLLY GREEN 21's ETA was 0932Z and JOLLY GREEN 28's was 0910Z.

4. At 0900Z with the COVEY and SPAD's on scene, KINGBEE LEAD (VNAF Helicopter) reported he had the survivors in sight. COVEY 263 (On Scene Commander) cleared KINGBEE LEAD, who had a medic on board, to go in for the pick-up. At 0910Z, as JOLLY GREEN 28 arrived on scene, KINGBEE lifted off for Channel 69. COVEY 263 questioned KINGBEE and found out he picked up one American and then made some undistinguishable comments about another person. At this, COVEY 263 cleared JOLLY GREEN 28 into the area. At 0930 JOLLY GREEN 28 put a Pararescueman on the ground for close inspection of the wreckage. Also JOLLY GREEN 21 arrived on scene and sighted COVEY 263. At 0934 JOLLY GREEN 28 pulled out his Pararescueman who reported there are no apparent survivors in the wreckage area. He did report seeing a body in the wreckage.

5. During this time and in addition to the SPADS, Huey gunships (Eagle Claw) 1 & 2 and Marine fighters (Former 10&11) were on scene. However, no ground fire suppression was required.

6. At 1000Z all forces were RTB'd without further incident. A check with Channel 69 Tower confirmed that KINGBEE had brought in an American Army Sgt. who was in the hospital in serious condition. CROWN 5 conducted an thorough search with all aircraft who were involved, but was unable to determine if a second survivor actually existed.

7. The following crew members were aboard CROWN 5:

ROC BRANDT, LARRY J.	CAPT	RO BOURNE, THEODORE H.	SSGT
CP BROCKEL, DONALD D.	MAJ	FE NELSON, CHARLES A.	MSGT
CP PORTER, RICHARD E.	MAJ	FE CLEMENTS, ROBERT D.	SSGT
NAV GLOVER, CARL D.	CAPT	LM FLETCHER, FINIS W.	MSGT

Larry J. Brandt
LARRY J. BRANDT, Capt, USAF
Rescue Crew Commander

~~SECRET~~

68-0049

~~SECRET~~

Mission Narrative

96
6 March 1968

1-3-18

Recovery of Leopard Skin (CH-46) 7 Persons

Postion 246/25/CH69

At approximately 0630Z Crown 4 received notification through the Panama Control of the crash of a CH-46 helicopter call sign Leopard Skin no number received. The helicopter had been hit by ground fire and had crashed some 11 miles away. A positive Tacan fix was obtained and Crown 4 moved to a better radio reception area. The position of the downed aircraft was 246/25/CH69. A Forward Air Controller, Covey 217 was on scene and subsequently relieved by Covey 273 who remained till close of mission. Crown 4 designated covey 273 as on scene commander while maintaining airborne control. The first rescue force on scene was a sister helicopter, Leopard Skin 1-9. A vector to the scene allowed Leopard Skin to make the first pickup of 2 survivors, at 0635 and was directed to proceed to nearest medical facility (Alpha Medical Station). Next to arrive at 0650 was a VNAF helicopter call sign Kingbee. Some difficulty was experienced in getting him to hoist instead of trying to land but recovery was made of 1 survivor and he was told to proceed to nearest hospital. The first air rescue forces arrived from Quang Tri were Jolly Green 04L and 03. Pickup was made of 2 survivors at 0709 by 04 and at this time confirm that there was 11 POB. An intense fire had broken out at the crash site that exploded ammunition and temporarily suspended recovery efforts. One man was known to be trapped beneath helicopter but could not be removed. Jolly Green 04 moved off to DaNang for treatment of his survivors. Jolly Green 03 continued search and at 0806Z removed 2 more survivors and immediately proceeded to Phu Bai with the badly injured. Crown 4 has established air cover for rescue operations prior to recovery. Forces consisted of helicopter gunships call sign Eagle Claw 3 & 4, Cyclone Lead. This ships flew low protective cover. No ground fire was received in area. Top cover consisted of Hoboken Flight. A-4's and Hammer F Flight F-4C's also Spad Flight 2 A1-E's.

No delay in launch of Jolly Greens was encountered. No ground fire or difficulty in locating crash site due to accurate position from Covey 217/263. Weather at the crash site was hazy, crash elevation was 2100 ft and on sloping terrain. On scene communications were conducted on FAC frequency of 273. OMCS and no coordination of difficulties were encountered. Some mention should be made of difficulties by frequent Guard channel broadcasts concerning firing, bombing, etc. Other than this radio discipline was well maintained. Area of operation was in Southern Vietnam in the Phu Bai section. Enemy action had caused the crash by the aircraft, and it had proceeded some 10 miles in what was believed to be a northerly heading prior to impact. A thorough debriefing of Leopard Skin 1-9 should reveal extent of enemy ground action in area. Conditions on the crash site were highly confused. First recoveries were made without the aid of any signals from ground. All survivors appeared to be in various states of shock. Upon the arrival of Jolly Green 04/03 a beeper was heard and voice contact was established and a vector was to recover 2 survivors, one of which had a radio. Panel and mirror were observed during the remainder of rescue operations. Difficulties in the physical recovery was due to wide scattering of survivors after crash and dense growth, sloping terrain, lack of clear area for pickup and apparent lack of survival equipment. All survivors had some degree of injuries and shock. Jolly Green 28 arrived on scene and conducted a ground search of area with party of 3. Negative results were obtained after some 45 minutes of search. Results of mission were 7 recovered 1 KIA and 3 MIA.

At 0820Z, a mayday was received from Bison flight on guard that Bison 3 was down near his target area. Terminated mission at this time, forces RTB, Rescap release to tankers.

George A. Caruana
George A. Caruana, Maj, USAF

~~SECRET~~

68-0042

~~SECRET~~

Mission Narrative

96
6 March 1968

1-3-18

Recovery of Leopard Skin (CH-46) 7 Persons

Postion 246/25/CH69

At approximately 0630Z Crown 4 received notification through the Panama Control of the crash of a CH-46 helicopter call sign Leopard Skin no number received. The helicopter had been hit by ground fire and had crashed some miles away. A positive Tacan fix was obtained and Crown 4 moved to a better radio reception area. The position of the downed aircraft was 246/25/CH69. A Forward Air Controller, Covey 217 was on scene and subsequently relieved by Covey 273 who remained till close of mission. Crown 4 designated covey 273 as on scene commander while maintaining airborne control. The first rescue force on scene was a sister helicopter, Leopard Skin 1-9. A vector to the scene allowed Leopard Skin to make the first pickup of 2 survivors, at 0635 and was directed to proceed to nearest medical facility (Alpha Medical Station). Next to arrive at 0650 was a VNAF helicopter call sign Kingbee. Some difficulty was experienced in getting him to hoist instead of trying to land but recovery was made of 1 survivor and he was told to proceed to nearest hospital. The first air rescue forces arrived from Quang Tri were Jolly Green 04L and 03. Pickup was made of 2 survivors at 0709 by 04 and at this time confirm that there was 11 POB. An intense fire had broken out at the crash site that exploded ammunition and temporarily suspended recovery efforts. One man was known to be trapped beneath helicopter but could not be removed. Jolly Green 04 moved off to DaNang for treatment of his survivors. Jolly Green 03 continued search and at 0806Z removed 2 more survivors and immediately proceeded to Phu Bai with the badly injured. Crown 4 has established air cover for rescue operations prior to recovery. Forces consisted of helicopter gunships call sign Eagle Claw 3 & 4, Cyclone Lead. This ships flew low protective cover. No ground fire was received in area. Top cover consisted of Hoboken Flight. A-4's and Hammer F Flight F-4C's also Spad Flight 2 Al-E's.

No delay in launch of Jolly Greens was encountered. No ground fire or difficulty in locating crash site due to accurate position from Covey 217/263. Weather at the crash site was hazy, crash elevation was 2100 ft and on sloping terrain. On scene communications were conducted on FAC frequency of 273.OMCS and no coordination of difficulties were encountered. Some mention should be made of difficulties by frequent Guard channel broadcasts concerning firing, bombing, etc. Other than this radio discipline was well maintained. Area of operation was in Southern Vietnam in the Phu Bai section. Enemy action had caused the crash by the aircraft, and it had proceeded some 10 miles in what was believed to be a northerly heading prior to impact. A thorough debriefing of Leopard Skin 1-9 should reveal extent of enemy ground action in area. Conditions on the crash site were highly confused. First recoveries were made without the aid of any signals from ground. All survivors appeared to be in various states of shock. Upon the arrival of Jolly Green 04/03 a beeper was heard and voice contact was established and a vector was to recover 2 survivors, one of which had a radio. Panel and mirror were observed during the remainder of rescue operations. Difficulties in the physical recovery was due to wide scattering of survivors after crash and dense growth, sloping terrain, lack of clear area for pickup and apparent lack of survival equipment. All survivors had some degree of injuries and shock. Jolly Green 28 arrived on scene and conducted a ground search of area with party of 3. Negative results were obtained after some 45 minutes of search. Results of mission were 7 recovered 1 KIA and 3 MIA.

At 0820Z, a mayday was received from Bison flight on guard that Bison 3 was down near his target area. Terminated mission at this time, forces RTB, Rescap release to tankers.

George T. Caruana
George T. Caruana, Maj, USAF

~~SECRET~~

68-0042

George C.C. Wing, 9190017, USN; Jolly Green 25 recovered a third crewman, name unknown.

(12)(U) 1-3-18, 6 Mar 1968. At 0635Z Jolly Green 03 and 04 were scrambled from Quang Tri to attempt the recovery of eleven US marines aboard a CH-46 which crashed twenty-six (26) miles southwest of Hue Phu Bai, RVN. At 0700Z the Jolly Greens arrived in the area and were advised the enemy gun position that downed the H-46 had been silenced by our fighter bombers. Jolly Green 04 descended when voice contact was established with two of the survivors near the crash site and hoisted them aboard. Due to their deep state of shock, attempts to query these two survivors as to the position of the others were unsuccessful. Shortly after pick-up, Jolly Green 04 was forced to depart the area because of minimum fuel. At 0755Z Jolly Green 03 entered a hover near the crash site and managed to spot two more survivors. These two survivors were also recovered using the hoist and Jolly Green departed the area at 0810Z because of minimum fuel. At this time Jolly Green 28 arrived in the area and lowered Sgt Martin E. Roepstorff, the pararescueman, by hoist, to search for more survivors. The search was continued until 0915Z when Sgt Roepstorff and two US Army Special Forces personnel ~~inserted into~~ The area by an Army UH-1 were taken aboard Jolly Green 28 to avoid their being captured by enemy units closing in on the crash site.

GROUP 4

Declassified at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

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



REPLY TO
ATTN OF: 370

10 March 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-18, 6 Mar 68) (U)

TO:

370 *Kel*
3rd ARRGp (JSARG)
IN TURN

33

cup/04

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

2. (C) Jolly Greens 03 and 04 were scrambled from Quang Tri at 0635Z. The SAR objective was a downed USMC CH-46 with eleven souls on board. The reported position was 2460R/26 DME from Hue Phu Bai Tacan. Both Jolly Greens arrived in the immediate area at 0655Z and obtained visual contact with Covey 271, the on-scene commander. Visual contact with RESCORT, Eagle Claw Flight, was established soon after. Covey 271 briefed both Jolly Greens that the CH-46 had been shot down, but that the suspected area of ground fire had been worked over by Eagle Claw Flight. Visual contact with the crash site was obtained by both Jolly Greens at 0700Z. The objective was on the side of a 2100 MSL hill, located fifteen meters east of a thirty meter clearing. The CH-46 wreckage was still smoking. JG 04 descended for a high speed, low visual pass. Radio contact was established on Guard, but was ineffective due to weak radio reception and the survivors being excited. Jolly Green 04 dropped his tanks and established a hover over the clearing. The Flight Engineer obtained visual contact with two survivors. One of the survivors was waving a bright cloth which aided the Flight Engineer. The penetrator was lowered and both personnel were recovered. A high orbit was established while both survivors were queried as to the location of the remaining survivors. As both survivors were in extreme shock, this source of information proved to be of no use. In the hopes of finding additional survivors, Jolly Green 04 again established a hover over the crash site. Radio contact was again established with a survivor, but proved ineffective due to the above mentioned reasons. While in the second hover, ordnance aboard the burning wreckage began to explode, necessitating a departure from the hover. Eagle Claw Flight reached bingo fuel and withdrew from the area as did Covey 271. Jolly Green 04 departed the area with bingo fuel remaining and landed at DaNang at 0730Z. Covey 263 arrived on scene and took command. Cyclone Flight arrived and was employed as RESCORT. Jolly Green 03 orbited over the crash site for ten minutes. The smoke by the wreckage thinned out and a high speed pass was accomplished at 0740Z. Radio contact was established with the survivors, but was extremely weak. JG 03 dropped tip tanks and entered a hover at 0745Z. As soon as the hover was established the survivor yelled that JG 03 was over him. JG 03's rotor wash apparently fanned the fire up again and

~~CONFIDENTIAL~~

Downed
Inter
after 1200Z

Atch 3

~~CONFIDENTIAL~~

ordnance again started going off. The hover was departed for ten minutes while the fire cooled down. At 0755Z Jolly Green 03 again hovered over the crash site. Visual contact was impossible due to the heavy foliage. The penetrator was lowered three times in different areas in hopes that it would be close enough for the survivors to get to it. After the third attempt the Flight Engineer saw the survivors near the wreckage. The penetrator was lowered and only one survivor approached it. The Flight Engineer, through the use of hand signals, got the other survivor to come over also. Confusion existed as to how to use the penetrator as evidenced by the fact that the survivors simply strapped in and failed to pull down the seats. Jolly Green 03 departed the hover at 0805Z with the two survivors and orbited high while the survivors were queried as to the location of any more personnel. At 0810Z, JG 03 reached bingo fuel and departed for Channel 69 to refuel and deplane the survivors. It was established that only the pilots had radios. JG 03 landed at Channel 69 at 0825Z and was airborne at 0845Z, reaching the SAR area at 0905Z. Jolly Green 28 was in the area as low bird. The mission was terminated at 0920Z and Jolly Green 03 RTB'd to Quang Tri, arriving there at 0940Z.

3. (C) Jolly Green 28 was scrambled from Primary Alert at DaNang at 0715Z to assist Jolly Greens 03 and 04. Information passed from Jolly Green 03 indicated the possibility of other injured survivors on the ground. Fuel and external tanks were jettisoned and one low pass was made before coming into a hover over a spot adjacent to the crash site. The foliage was very heavy and the site could only be located by the smoke from the fire. The Rescue Specialist was instructed to go down on the penetrator to search the area. The hillside was steep and the trees very high so it was necessary to move between some of the trees and hover in a hole about 30 feet below the tree tops. Covey 263 was the on-scene commander and Cyclone Flight (Huey gunships) provided RESCORT. Jolly Green 28 began a slow orbit and was in contact with the Rescue Specialist either directly or through Covey 263. Covey 263 contacted a "King Bee Helicopter" and requested that some special forces personnel be put on the site to assist in the search and at 0840Z, two men were lowered to the crash site. Together with the Rescue Specialist, they examined the crash and found the remains of one body. Possibly more could have perished in the crash as there was very little left except ashes. The three men on the ground then spread out and searched the surrounding area for any possible survivors who might have moved away from the crash. It was difficult to move in the heavy foliage, so they called out and there was no answer. Then they fired a few shots and again no response. The search continued until 0900Z at which time the ground party reported automatic weapons fire and some rifle grenades, with some of the weapons fire hitting about 30 yards from them. All were directed to return to the crash site for immediate pickup. Jolly Green 28 picked up the two special forces men and the Rescue Specialist and departed the area at 0915Z. A refueling stop was made at Channel 69 and RTB to Channel 94 at 1020Z.

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 3 year
intervals, except after 12 years

~~CONFIDENTIAL~~

4. (U) Weather in the SAR area was VFR. Crew coordination was excellent. No ground fire was encountered by the Jolly Greens.
5. (C) The names of the four survivors are unknown.
6. (U) Crew members of Jolly Greens:

JOLLY GREEN 03

RCC Capt Standley A. McGhan
RCCP Capt Ronald G. Spray
FE SSgt Elmer L. Holden
RS Sgt Michael L. Walker

JOLLY GREEN 04

RCC Capt Fred H. Otte
RCCP Capt Don W. Wiegard
FE SSgt Robert H. Baldwin
RS A1C Michael B. Gallasch

JOLLY GREEN 28

Lt Col Jacob T. Carwile - RCC
Lt Col Gerald B. Lowe - - RCCP
Sgt William L. Carroll - FE
Sgt Martin E. Roepstorff - RS

Standley A. McGhan
STANDLEY A. MCGHAN, Captain, USAF
Rescue Crew Commander

Fred H. Otte
FRED H. OTTE, Captain, USAF
Rescue Crew Commander

Jacob T. Carwile
JACOB T. CARWILE, Lt Col, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 9 FEB 1977.

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 5 year
intervals; declassified
after 12 years

~~SECRET~~

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



REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-18, 7 Mar 68) (U)

11 March 1968

TO: 37C *W*
3rd ARRGp (JSAROC)
IN TURN

(33)

enc 104
NB
Hast

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1 dated 15 June 1967.
2. (S) Jolly Green 28 (Low) was scrambled out of Quang Tri at 0850Z and Jolly Green 21 (High) was scrambled out of DaNang at 0850Z, 7 Mar 68. The rescue objective was the remaining crew of a downed CH-46 helicopter, located at 246°/25/Ch 69. Weather was 5000 feet broken, so both Jolly Greens climbed to VFR and proceeded direct to the scene. The JGs were instructed by Covey 63 (a FAC O-2) to hold out of the area while a VNAF CH-34 helicopter tried the rescue. The CH-34 picked up a pilot and proceeded to Channel 69 with him. JG 28 and 21 proceeded to the area with two Huey gunships as cover. JG 28 entered a hover over the crash site in order to extract the last crewmember. The Rescue Specialist was placed on the ground to search for the survivor. After 20 minutes of searching, it was determined that there was no survivor on the ground. JG 28 and 21 were RTB'd to Channel 94 at 1010Z and arrived at 1050Z.
3. (U) Weather in the pickup area was good. Crew coordination was excellent. No ground fire was encountered.
4. (U) Crew members of Jolly Greens:

JOLLY GREEN 21

RCC Major Stuart H. Hoag
RCCP Capt John S. Baughman
FE SSgt James A. Bowers
RS Sgt Peter J. Ganun

JOLLY GREEN 28

RCC Major Arthur J. Anderson
RCCP Capt Edward W. Hutchison
FE SSgt Robert H. Baldwin
RS Sgt Donald K. Claudius

Arthur J. Anderson
ARTHUR J. ANDERSON, Major, USAF
Rescue Crew Commander

Downgraded to CONFIDENTIAL

25 MAR 1971 IAW AFR 203-2
(Date) GROUP 4

Downgraded at 5 year
interval, reclassified
after 12 years

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 9 FEB 1977
DECLASSIFIED ON _____

Atch

ARODC # 680698

Copy 1 of 6 Copies
68-37-00035

68-AD-0004



A pararescueman administers an intravenous injection to a "victim" during field training exercises at Eglin AFB. (USAF Photo by TSgt Lloyd D. Brune)

PJ Technician Class Graduated

ARRS has graduated the first class from its newly - created school for pararescue technicians at Eglin AFB, Florida.

The ten-man graduating class was made up of pararescue technicians from ARRS units around the world.

The week - long school was a mixture of classroom lectures, discussions and field problems. It was designed to refresh the students' basic knowledge and provide them with advanced medical techniques and information.

Maj Clifford J. Buckley, ARRS Command Surgeon, and Capt James C. Byrk, Chief of Medical Training at the 48th ARRSq, taught the class. They were assisted by MSgt Charles T. Walthers and TSgt Richard L. Grigsby of Hq ARRS, and TSgt Charles Jenkins of the 48th.

The students were given an opportunity to develop their proficiency in emergency surgical procedures under laboratory conditions.

Additionally, the field medical problems enabled the students to realistically practice their techniques. "Victims" who exhibited a variety of wounds ranging from bullet punctures to accidental amputations were placed in hidden locations on Eglin AFB. The students had to find them, extricate them from a given situation then treat them for the "wounds" which were created through the moulage technique.

The graduates are: MSgt Anthony R. Gargano 55th ARRSq; MSgt Jerome C. Gorney-57th; MSgt David L. Gray - 79th; MSgt Rodney D. Ohman-31st; MSgt Lewis J. Roberts-67th; TSgt M.P. Budke-41st; TSgt John F. Heitsch-33rd; TSgt Philemon S. Resos-36th; TSgt David H. Rhody-76th; and TSgt Charles K. Schwartz-58th.

PJ WHO 'COULDN'T MAKE IT'

WINS SILVER STAR, DFC's, AM's

SCOTT AFB, Ill.—"They told me I wouldn't make it when I volunteered for pararescue training," said Sgt Martin E. Roepstorff, a 21-year old, 5-foot 8 PJ.

He made it big.

Roepstorff recently received the Silver Star, two Distinguished Flying Crosses and the first through third clusters to the Air Medal from Lt Gen James W. Wilson, MAC Vice Commander.

Roepstorff flew 282 missions in SEA during his 13 - month tour, most of them as a crewman aboard Jolly Green Giants. Most of the missions were over enemy territory, and Roepstorff took part in 18 saves.

"We got the word to scramble about 1300," as he recalled a mission on 6 March. "A chopper was down in the Ashau Valley. There were one or two survivors we knew about down in a gully between the hills.

We came down low and I rode down the hoist. I told the helicopter to leave when I got off the hoist."

He found one man, cut in half, and the charred remains of the Army Chinook. Roepstorff set out in a search pattern around the helicopter to locate the other man.

"About 30 yards away I found him. Then, I heard shooting nearby. I knew that the friendly personnel who had joined in the search and I would have to get out fast.

"The man I found had a severe chest injury and fractures of an arm and both legs. I grabbed him and ran."

Roepstorff's party was the center of enemy attention, and the young sergeant provided covering rifle fire as other members of the party were reeled into the hovering helicopter in the face of intense automatic fire and grenades.

"You don't think about it at the time," Roepstorff said. "It's a job, and you just can't think about it. If you do, you're no good to anybody."

"Why do we do it?" he asked out loud. "It's hard to put into words what it feels like to save a life. They often cry when they are safe and you end up with tears in your eyes, too. There's just nothing like it."

And there are few like Marty Roepstorff, son of a bank vice president, an outstanding all-round athlete in high school who wants to study architecture when his Air Force hitch is completed.

He's already built something for himself.

FROM: 380

7 Mar 68

SUBJ: Mission Narrative Report (10-38-14, 6 Mar 68)

TO: 10-38C *RR*
38C
3rd ARRGp (JSARCF)
IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dated 15 June 67.

2. At 0913Z, 6 Mar 68, this unit was advised by Paddy Control (radar) to scramble on a Mayday. Pedro 39 launched at 0915Z and when airborne was advised that an F-100 pilot, Dice 01, had bailed out 63 miles from Binh Thuy on a heading of 210 degrees. The wingman, Dice 02, Boxer flight, two F-100s, and David 22, a FAC O-1, were orbiting the area and providing cover. One strike was made to keep personnel away from the downed pilot who was on the ground with an injured leg (coordinates 9 deg. 6 min N. 105 deg 10 min E). Pedro 39, Dustoff, an Army medical helicopter, and Wrecker 01, an Army maintenance helicopter were all enroute with Wrecker 01 making the pickup at 0933Z. Pedro was 27 miles out of Binh Thuy at the time of pickup and headed back for Binh Thuy. Twenty miles out of Binh Thuy Pedro was requested to fly to Ca Mau, pickup the pilot, and fly him to a hospital. Pedro, the primary alert aircraft with only 700 pounds of fuel, diverted to Soc Trang for refueling. In the meantime Wrecker 01 brought the pilot from Ca Mau to Soc Trang where he was transferred to the Pedro aircraft. Pedro departed Soc Trang at 1045Z, offloaded the pilot, who had a fractured leg, at Dong Tam at 1140Z, and returned to Binh Thuy at 1215Z. The F-100 had received ground fire. Pedro 39 did not receive ground fire. Weather was CAVOK with winds at altitude 100/22.

3. The name of the survivor was: Dale Sissell, Capt., 90th TAC Fighter Sq Bien Hoa.

4. Crewmembers of Pedro:

Pedro 39

RCC Capt Laurence W. Conover
RCCP Capt Albert E. Tollefsen
FE ALC Harold D. Cooper
RS ALC Lonnie N. Davidson

Laurence W. Conover
LAURENCE W. CONOVER, Capt., USAF
Rescue Crew Commander

Atch 3

~~SECRET~~

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



REPLY TO
ATTN OF: 370

~~CONFIDENTIAL~~

10 March 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-20, 8 Mar 68) (U)

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

Classified by *W/64*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *5/1/86*

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

2. (S) Jolly Green 21 and 28 were scrambled at 0902Z and departed Channel 94 at 0907Z. JG 21 and 28 were directed by Queen to proceed direct to 2630/57/Ch 50 for extraction of a Special Forces Team consisting of three Americans and seven ARVN. Crown 5 in turn instructed JG 21 and 28 to hold east of reported pick-up area. Jake 70 (O-2) was in the area and Spad 37 and 38 (A-1Es) were enroute. Two A-37s (Dragon 01 and 81) were also enroute. Jolly Green 21 and 28 established orbit over Ngok Tavak (2130/48/Ch 94) at 0945Z maintaining VMC above overcast. Spad 37 and 38 arrived in the area at this time and were called in by Jake 70. Jake 70 informed Spad 37 and 38 that the ground party had reported enemy forces 50 to 70 meters west of their position. Spad 37 and 38 responded with napalm, killing two enemy as reported by the ground party. JG 21 informed Jake 70 that he had found a hole in the overcast and was holding 2 miles south of Ngok Tavak maintaining VMC. JG 28 was instructed by JG 21 to hold it's position until reported ground fire in the pickup area had subsided. At approximately 1004Z, Jake 70 reported the area appeared sterilized and JG 21 followed him visually to the pickup area. JG 28 was then instructed to let down and hold VMC over Ngok Tavak. At this time, the two A-37s arrived and were instructed by Jake 70 to orbit high. JG 21 arrived in the pickup area at 1005Z. The area was on the side of a steep hill precluding any possibility of landing. However, it was cleared by ordnance permitting easy access by the penetrator. JG 21 picked up three personnel then pulled off because of suspected sniper fire and shortage of power for hover. JG 21 then was informed that there were twelve personnel to be retrieved and returned immediately to pick up four additional personnel. JG 21 departed the area at 1015Z with seven rescued on board. Four trips of the hoist were required. JG 28 was then instructed by JG 21 to depart the orbit area and pick up the remaining five personnel. JG 28 departed the holding point at 4000' at this time and headed south down the valley. Jake 70 picked up JG 28 and gave directions to the area. JG 28 made a straight-in approach to the spot and picked up the last 5 survivors in three trips of the hoist. JG 28 was in a hover approximately 10 minutes during which time Spads 37

Downgraded to CONFIDENTIAL

GROUP 4

~~CONFIDENTIAL~~

25 MAR 1971

ICW AFR 205-2 of 6 Copies
68-37-00034

Downgraded at 5 year
intervals; declassified
after 12 years

Arch - ARODC # 680698

~~SECRET~~

68-AD-889
68-AD-904

~~SECRET~~

and 38 were making continued rapid strafing passes. JG 21 arrived at Kham Duc at 1025Z and discharged all seven survivors (one wounded). JG 28 also delivered his five survivors to Kham Duc. Both Jolly Greens departed Kham Duc at 1038Z and arrived at Channel 94 at 1115Z.

3. (C) During the period of pickup the fire suppression was outstanding. This, in combination with the excellent direction by Jake 70 were the chief factors contributing to the success of the mission. Weather in the pickup area was approximately 3000' broken to overcast with visibility from two to three miles. Winds were negligible.

4. (C) The names of the twelve survivors are unknown.

5. (U) Crew members of Jolly Greens:

JOLLY GREEN 21

RCC Major John W. Robey
RCCP Lt Col Kenneth D. Caughron
FE SSgt Elmer L. Holden
RS A1C Michael B. Gallasch

JOLLY GREEN 28

RCC 1st Lt Jerald D. Briscoe
RCCP Capt John L. Lenamon
FE Sgt Herbert H. Honer
RS Sgt Michael L. Walker

Jerald D. Briscoe

JERALD D. BRISCOE, 1ST Lt, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
interval, declassified
after 10 years

~~SECRET~~

(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, 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 the remaining five team members at 1030Z and all survivors were transported to Kham Duc, RVN.

FROM: 380

11 Mar 68

SUBJ: Mission Narrative Report (10-38-15, 9 Mar 68)

TO: 10-38C *feh*
38C *am*
3rd ARRGp (JSARC)
IN TURN

(36)

cut/5
4/25

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dated 15 June 67.

2. At 0752Z, 9 Mar 68, this unit was requested to evacuate a wounded sailor from a PBR that had received .30 caliber fire. The PBR had moved up river away from the battle zone and was waiting for a Pedro pickup. At 0755Z "Pedro 39", HH-43F, launched and made FM Radio contact with the PBR "Handlash Foxtrot" at 0805Z. "Seawolf" a flight of two armed Navy helicopters, were on hand to provide cover incase of enemy action. The PBR had beached and requested a litter. They had secured an open field next to the town of ApAn Ninh. Pedro 39 landed at 0812Z and the pararescue technician and the flight engineer took the litter to the PBR and transported the injured man to the helicopter. The sailor had a large hole in his left leg with a fractured femur and a severed artery. Pedro 39 took off at 0820Z and enroute to the Dong Tam hospital the pararescue technician applied dressings and a pneumatic splint which subsequently stopped the bleeding. Pedro 39 offloaded the patient at Dong Tam at 0850Z, refueled, and returned to Binh Thuy at 0935Z. FM radio was used exclusively in coordinating the recovery with "Handlash Foxtrot" and "Seawolf". Negative ground fire.

3. The name of the survivor was: VanDerGrill, Danny R., F/N, River Section 512, CTF 116.

4. Crewmembers of Pedro:

Pedro 39

RCC Capt Laurence W. Conover ✓
RCCP Capt Albert E. Tollefsen ✓
FE Sgt Harold D. Cooper
RS ALC Lonnie N. Davidson

Laurence W. Conover
LAURENCE W. CONOVER, Capt., USAF
Rescue Crew Commander

Atch 8

FROM: 380

11 Mar 68

SUBJ: Mission Narrative Report (10-38-16, 10 Mar 68)

TO: 10-38C
38C OM
3rd ARRGp (JSARC)
IN TURN

(38)

WLB/25

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1 dated 15 Jun 67.
2. On the 10th of Mar 68 at 1120Z (1920L) Det 10 38th ARRS was notified by Navy Operations Binh Thuy, that river patrol boat, call sign Druid India, has encountered enemy fire and one man required immediate evacuation because of a critical head wound. Position of the PBR was 15 miles SE of Binh Thuy AB on the Mekong River. The Pedro crew scrambled from quarters at 1130Z and rendezvoused with the UH-1D cover aircraft and Druid India at 1150Z. Hostile ground fire was being directed at the rescue and cover aircraft from the north bank of the river, but no hits were taken. The PBR was instructed to proceed into the wind at midstream and that a litter would be lowered to them while they were under way. With precise instructions from the paramedic, a moving hover was maintained over the boat while the litter was lowered and then retrieved. The entire pickup operation was accomplished in six minutes. Attitude reference was afforded by reflection of the aircraft flood lights off the water while position could be maintained only from hoist operation instruction since no part of the boat was visible to the pilot or co-pilot. Cooperation from the cover aircraft and boat crew was excellent. The wounded man was treated for shock and his wounds were dressed enroute to the hospital. Bleeding was controlled. The 45 mile flight to Dong Tam hospital was completed at 1230Z, 10 Mar 68 where the patient was released to the hospital care. Termination landing at Binh Thuy accomplished at 1310Z. Two sorties for 1+40 hours flown by Det 10, 38th ARRS. One combat save.
3. The name of the survivor was: J.C. Kline, GNG 2, River Section 535 RVN.
4. Crewmembers of Pedro:

Pedro 39

RCC Maj James F. Okonek
RCCP Capt Leslie E. Johnson
FE Sgt Archelaus Whitehead
RS A1C Larry D. Nicholson

James F. Okonek
JAMES F. OKONEK, Major, USAF
Rescue Crew Commander

Atch 9

MISSION NARRATIVE: Det 10, 38th ARRSq, Mission 10-38-16, 10 Mar 68

On the 10th of Mar 68 at 1120Z (1920L) Det 10 38th ARRS was notified by Navy Operations Binh Thuy, that river patrol boat, call sign Druid India, had encountered enemy fire and one man required immediate evacuation because of a critical head wound. Position of the PBR was 15 miles SE of Binh Thuy AB on the Mekong River. The Pedro crew scrambled from quarters at 1130Z and rendezvoused with the UH-1D cover aircraft and Druid India at 1150Z. Hostile ground fire was being directed at the rescue and cover aircraft from the north bank of the river, but no hits were taken. The PBR was instructed to proceed into the wind at midstream and that a litter would be lowered to them while they were underway. With precise instructions from the paramedic, a moving hover was maintained over the boat while the litter was lowered and then retrieved. The entire pickup operation was accomplished in six minutes. Altitude reference was afforded by reflection of the aircraft flood lights off the water while position could be maintained only from hoist operation instruction since no part of the boat was visible to the pilot or co-pilot. Cooperation from the cover aircraft and boat crew was excellent. The wounded man was treated for shock and his wounds were dressed enroute to the hospital. Bleeding was controlled. The 45 mile flight to Dong Tam hospital was completed at 1230Z, 10 Mar 68 where the patient was released to the hospital care. Termination landing at Binh Thuy accomplished at 1310Z. Two sorties for 1+40 hours flown by Det 10, 38th ARRS. One combat save.

CREWS: (All assigned to Det 10, 38th ARRSq) PEDRO 39

RCC	Maj James F. Okonek
RCCP	Capt Leslie E. Johnson
FE	Sgt Archelaus Whitehead
RS	A1C Larry D. Nicholson

JAMES F. OKONEK, Major, USAF
Rescue Crew Commander

~~SECRET~~
~~CONFIDENTIAL~~

FROM: 1-400

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

13 APR 1968

TO: 1-40C W
3ARRGP (JSAR) *[initials]*
IN TURN

Classified by *[initials]*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS *31 APR 71*

1. (U) This report is submitted IAW ~~ADP 55-11-1~~ *ADP 55-11-1* 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.

3. (U) There were no survivors recovered.

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

Downgraded to CONFIDENTIAL

18 AUG 1971 IAW AFR 205-2
-(Date)

GROUP 4
DOWNGRADE AT 3-YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

Edward B. Russell
EDWARD B. RUSSELL, Maj, USAF
Rescue Crew Commander
A-4-6 1

~~SECRET~~

68-AD-1140
Ct 1 of 9 Cys
1-40D-68-S-32
AROLC # 68C 879

DET 2, 38 ARHSC, HIST, JAN - MAR 1968

Mission 2-38-02, 9 Mar 68. This detachment was tasked with a mission to investigate a report of a downed CH-3C 72 miles south of Takhlī RTAFB, Thailand. Pedro 82 was launched and with the aid of GCI was able to locate the downed helicopter. It was determined that the CH-3C had made an emergency landing due to rotor blade damage. The crew was then removed to Don Muang RTAFB, Thailand. The crew of Pedro 82 consisted of:

RCC	Maj	Hayden C. Moore
CP	LtCol	Edward J. Renth
MT	SSgt	Joseph A. Voltaggio
FE	Sgt	David M. Bickford
RS	SSgt	Thomas J. Nicholson

Mission 2-38-03, 11 Mar 68. An F-105 pilot was forced to eject from his aircraft approximately 60 miles northeast of Takhlī RTAFB. The crew of Pedro 57 was launched and were able to locate the pilot with the aid of his wingman and signals from the downed pilot's beeper. A hoist recovery over approximately 100 foot trees was made and the pilot was returned to the 355th USAF Hospital at Takhlī. The crew of Pedro 57 consisted of:

RCC	Capt	William F. Glover Jr.
CP	Capt	Robert M. Garlow
RS	SSgt	Thomas J. Nicholson
RS	Sgt	Richard W. Turner
MT	Sgt	James B. Reid
FE	Sgt	Douglas C. Unruh

FROM: 38RCC

11 Mar 68

SUBJ: Mission Narrative Report (10-38-17, 11 Mar 68)

TO: 10-38C
38C
3rd ARRGp (JSARC)
IN TURN

(39)

cut/25

1. This report is submitted IAW ARRS 55-2/3rd ARRGp Sup 1 dated 15 Jun 67.

2. On 11 Mar 68 at 2320Z (0720L) Det 10, 38th ARRS was requested by Navy Operations Binh Thuy to recover two critically wounded men from river patrol boat (PBR) Wood Holly Delta. The Pedro crew scrambled from quarters at 2330Z. Location of the PBR was 23 miles north of Binh Thuy on the Mekong River where it had been involved in a fire fight with hostile forces located on the shore. Weather enroute and on scene was clear and ten, wind 090 at 15 knots. Pedro rendezvoused with Wood Holly Delta and two UH-1D Seawolf gun ships at 2350Z. The PBR reported they had received hostile fire from the near by shore so the two men were hoisted to the helicopter at mid-river while the PBR was under way. Two stokes litter pickups were required. At 0001Z, 11 Mar 68 both of the men were safely aboard the Pedro helicopter. One man had face and head shrapnel wounds, the other had multiple lower trunk and leg shrapnel wounds. Both men were in critical condition from extensive bleeding and shock. At 0030Z Pedro landed at the 3rd Field Hospital Dong Tam RVN and the patients were released to the Army. The Pedro paramedic had dressed the wounds and treated for shock while enroute. Pedro returned to Binh Thuy at 0100Z terminating the mission. Two sorties for 1+30 hours flown by Det 10, 38th ARRS. No ground fire was encountered. Two combat saves.

3. The names of the survivors were: R.A. Wenzel, F/N, Navy Support Activity Saigon and D.G. Pfau, F/N, Navy Support Activity Saigon.

4. Crewmembers of Pedro:

Pedro 39

RCC Maj James F. Okonek
RCCP Capt Leslie E. Johnson
FE Sgt Archelaus Whitehead
RS ALC Larry D. Nicholson

James F. Okonek
JAMES F. OKONEK, Major, USAF
Rescue Crew Commander

atch 10

FROM: 38RCC

13 Mar 68

SUBJ: Mission Narrative Report (10-38-18, 12 Mar 68)

TO: 10-38C *AB*
38C *SP*
3rd ARRGp (JSARC) *J*
IN TURN

26A

cube 5
4/25

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1 dated 15 Jun 67.
2. At 0430Z (1230L) 12 Mar 68 Det 10 was requested by 3rd Gp JSARC to pickup a critically injured Vietnamese Seaman from the USCG cutter Winona. The cutter was operating in the Gulf of Siam 115 miles SW of Binh Thuy AB RVN. As we had only one Pedro operational and it was without UHF and ADF plans were made for JSARC to arrange for an escort which would rendezvous with Pedro at Ca Mau. The cutter was located 40 miles at sea and 60 miles from Ca Mau, the nearest semi secure area. The escort was to locate the cutter and guide Pedro in. The limited endurance of Pedro would not allow for any search at the scene. Pedro 39 departed Binh Thuy at 0450Z and arrived over Ca Mau at 0530. FM contact with the cutter was established. He reported the weather as 5000 foot broken with 8 miles visibility, wind 090 deg at 20 knots. His position was now 35 miles from Ca Mau and 15 miles from the Vietnamese coast. The patient was in critical condition with internal injuries and hemorrhaging. The request for an escort was cancelled and Pedro 39 landed at Ca Mau at 0550Z to refuel. At 0555Z Pedro departed Ca Mau for the cutter and the pickup. Visual contact ^{was made} with the cutter at 0615Z and a Stokes litter was lowered to the fantail utilizing the hoist. At 0628Z the man ^{was} ready for pickup and was hoisted aboard. The pickup was complicated by failure of the hoist operators hot mic system and the nearness of obstruction on the extremely small fantail deck. However the man was brought aboard without incident. The nearest hospital was 60 miles north at Rach Gia; with only the open sea and unpenetrated jungle inbetween. The paramedic advised he was giving the patient a I.V. and that he had extreme chest and abdominal pain and apparent extensive internal hemorrhaging. The vast rice fields of the delta were being burned off at this time and the easterly winds carried the smoke toward the Vietnamese west coast and Pedro's route. As the coast line was reached in order to maintain adequate terrain clearance because of hostile ground fire a climb to on-top conditions was attempted. No radar coverage could be obtained, Play Boy's set was bent. A on-top condition at 6000 feet was maintained for a short while when addition build ups were encountered. The weather condition at Rach Gia could not be determined. ^{After} At dead reckoning to midway enroute a let down in the blind was initiated. Pedro broke clear at 1000 feet on course and further on was able to maintain VFR conditions at 2500 feet. Landing accomplished at Rach Gia at 0745Z where the patient was released to the Vietnamese Naval Hospital. After refueling Pedro proceeded to Binh Thuy

Arch 11

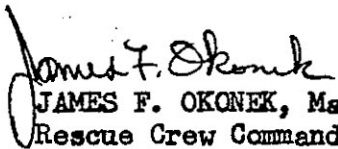
terminating at 0840Z. No ground fire encountered during the mission. Two sorties for 3+40 flown by the Det 10, 38th ARRS HH-43F. One non combat save.

3. The name of the survivor was: Phan Xuan, Seaman, Vietnamese Navy.

4. Crewmembers of Pedro:

Pedro 39

RCC Maj James F. Okonek
RCCP Capt Albert E. Tollefsen ✓
FE ALC Harold D. Cooper
RS ALC Lonnie N. Davidson


JAMES F. OKONEK, Major, USAF
Rescue Crew Commander

FROM: 1-370

SUBJ: Mission Narrative (2-3-21, 12 Mar 68) (U)

TO: 1-370W
3rd ARRG (JSARC)
IN TURN

~~SECRET~~

~~CONFIDENTIAL~~

5 APR 1968

4.3K(3)

JFW

1. (U) This report is submitted IAW ARSM 55-2/3rd ARRG Sup 1 dated 15 June 67.

2. (S) Jolly Greens 36(L) and 17 were scrambled from Nakhon Phanom RTAFB at 1015Z, 12 Mar 68, in response to a distress signal of unknown origin whose initial position was given as 203/66/89. Because of reports that the survivor spoke no English, an interpreter was carried aboard Jolly Green 36. Arriving on scene at 1055Z contact was made with Covey 685, a Forward Air Controller who was searching for the survivor, and Crown 2. The latter reported that its strongest signal from the survivor was detected at 360/53/51 and both Jolly Greens were instructed to fly toward that position. Commencing with our arrival in the first area the interpreter (who spoke very little English) tried unsuccessfully to make radio contact with the man on the ground. As we neared a point 345/67/51 Jolly Green 17 detected a swing on his UHF/ADF and an intense electronic search began even though it was by then dark. The interpreter still could establish no voice contact with the survivor even though the aircraft remained in the area for one hour and 30 minutes. At that time a weak beeper was detected toward the southeast and both aircraft proceeded toward it. All the while the interpreter was attempting voice contact. After 5-10 minutes in the new area the survivor and interpreter were in good voice contact with one another and his position was narrowed to 353/58-59/51. However, because of language difficulties we could not get him to assist us in pinpointing his location or helping with the recovery. We did learn he was uninjured. At 1310Z both Jolly Green aircraft were RTB'd by Compress to Channel 89, landing at 1350Z. Weather throughout the mission was clear although darkness prohibited an effective low-level search.

3. (U) No survivor was recovered.

4. (U) Crewmembers of the Jolly Greens were:

JOLLY GREEN 36 (LOW)

RCC MAJOR RICHARD A. WAGNER
RCCP CAPT RONALD MCKINLEY
FE SSGT RAYMOND J. PRICE
RS MSGT CLARENCE R. BOLES JR.

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 81 DEC 76
JOLLY GREEN 17 (HIGH)

RCC MAJOR EDWARD B. RUSSELL
RCCP MAJOR MILTON S. WASHINGTON
FE SSGT CARL L. WARMACK
RS SGT ROY A. TAYLOR

Downgraded to CONFIDENTIAL
17 AUG 1971

IAW AFR 205-2

(Date)

RICHARD A. WAGNER, Major, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

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1-40D-68-S-25
6E-AP-1061

~~SECRET~~

ARDC # 680813
Atch

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

69 was credited with one non-combat save.

5. Mission 7-38-4, 12 March 1968. Pedro 69 was scrambled by tower on a crashed F-8 three miles out on the 035 degree radial of channel 94. The crew of Pedro 69 hovered up the side of the mountain because of poor visibility. By following the radio signal and verbal directions of the downed pilot, Lt J.G. Jerry Weber 694699, was rescued and one combat save recorded.

6. Detachment 7 activities for period 30 January - 29 February 1968: On 29 January, just prior to the start of the so-called "Tet Truce", allied military bases near the DMZ, in the extreme Northern I Corps area, came under intense enemy rocket, mortar, and ground attack. Casualties were mounting very quickly, and personnel of Det 4, 903rd Aeromedical Evacuation Squadron, based at DaNang Air Base, were deployed on reconfigured C-130 and C-123 aircraft to the several bases under attack. Normally, Detachment 7 HH-43's carry approximately fifty critical litter patients each month, receiving these patients primarily from the 903rd AES aircraft. The "Pedro" alert crew was notified that their services would be needed. The Detachment was alerted to the fact that heavy patient loads were expected. Therefore, both HH-43's were immediately reconfigured for the medical evacuation task. The first load, though light with just five litters, was brought in late that evening. The Northern bases were under such intense attack that no other aircraft could get in to continue evacuation that night. Pedro Operations was advised to expect the real work to begin the next day.

~~CONFIDENTIAL~~

FROM: Det 7, 38th ARRS (Capt George R. Andrews, 6541)

13 March 1968

SUBJECT: Mission Narrative Report (7-38-4, 12 March 1968)

TO: Det Cmdr, Det 7, 38th ARRS *WC*

3JSARC

IN TURN

(46)

CUB/04

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRGP Sup 1, dtd 15 Jun 67.
2. (C) One combat save, one USN accredited to ARRS. Pedro 69 was scrambled at 1330 L to intercept a Navy F-8, Firefighter 208, and to search for 207, his wingman, who had ejected a short time before. Firefighter 208 and 207 hit the top of the mountain at Son Tra, RVN. 208 managed to bring his damaged aircraft under control and subsequently landed at DaNang AB, with the aid of an AF 102 which was scrambled to aid in determining airspeeds on the Navy F-8. The F-8 apparently had lost all airspeed indication after its mishap. After determining that 208 was safely landed Pedro 69 returned the FSK to the alert pad and refueled. Pedro 93 was also scrambled at 1400L. Pedro 69 and Pedro 93 proceeded to the target area of 5NM NNE of DaNang AB. The ceiling in the area of Son Tra RVN was approximately 200 feet. Due to the limited visibility Pedro 69 and Pedro 93 stayed close to the surface of the water and followed the shoreline in an effort to determine an accurate fix on the downed pilot. With the aid of Covey aircraft voice contact was made with "Firefighter 207". The approximate position of the pilot was determined. A ground party of Marines, which had been spotted earlier in the search, was picked up from the beach and flown to an area below the downed pilot. The paramedic crew member and the Marine party departed the helicopter and started up the slope toward the approximate position of the pilot. By maintaining visual reference with the tree tops Pedro 69 then moved slowly up the slope of the mountain. The downed pilot heard the helicopter in the distance and by voice contact steered the helicopter to his position by sound. When Pedro 69 was within about 200 feet of the downed pilot he ignited his night flare which was spotted by the helicopter crew. The tree tops in the area of the downed pilot were approximately 100 feet. The visibility was approximately 75 feet. Pedro 69 maneuvered into position over the downed pilot. The forest penetrator was lowered. The pilot secured himself and was raised into the helicopter. When the downed pilot was secure in the helicopter cabin a descent was initiated. An effort was made to keep visual reference with the tree tops. During the descent the tail section of the helicopter contacted a tree top and was damaged. The flying characteristics of the aircraft were normal so the aircraft was returned to DaNang. Pedro 69 landed at DaNang AB at 1525L. The rescued pilot appeared to be in good physical condition.
3. (C) The name of the survivor was: Jerry A. Weber, 694699 Lt JG USS Homme Richard.
4. (U) Crewmembers of Pedro:

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 OCT 81*

~~CONFIDENTIAL~~

Atch 4

~~CONFIDENTIAL~~

RCC	Capt George R. Andrews
RCCP	Capt Richard A. Mayer
FE	SSgt Daniel M. Palmer
RS	SSgt Elbert E. Hillhouse
RS	Sgt Steve M. Northern

GROUP 4
Downgraded at 5 year
intervals, declassified
after 12 years

George R. Andrews
GEORGE R. ANDREWS, Capt USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

~~SECRET~~ ~~CONFIDENTIAL~~ *Seal*
FROM: 1-370

SUBJ: Mission Narrative Report (02-3-22, 13 Mar 1968) (U)

TO: 1-370 W
3rd ARRG (JSARG)
IN TURN

4.3K(3)

23 MAR 1968

WCB/04

1. (U) This report is submitted IAW ARSM 55-2/3rd ARRG Sup 1, dated 15 June 1967.
2. (S) Jolly Green 16 and Jolly Green 36 were scrambled at 0850L for possible recovery of Hobo 11. Both helicopters were airborne at 0900L. Nail 53 met the formation at 0910 and escorted us to an orbit position at 75 DME/120° radial/Channel 89 orbit was begun at 0950L. Hobo 11, with two pilots, was reported down and burning at 80 DME/083° radial/Channel 89, and Hobo 15 advised that he observed the crash, and no one got out of the aircraft. At 1020L, Crown aircraft advised all SAR forces to RTB to Channel 89. Weather, throughout the mission was good with occasional thin scattered stratus clouds at 7,000 feet and 9,000 feet. Termination time at Channel 89 was 1110L.
3. (U) There were no survivors of the crash of Hobo 11.
4. (U) Crewmembers of Jolly Green:

JOLLY GREEN 16 (LOW)

RCC MAJOR MAURICE L. WELLS
RCCP CAPT JAMES E. OLIVER
FE TSgt JARVIS E. PELLE
RS SGT J.T. LOMBARD

JOLLY GREEN 36 (HIGH)

RCC MAJOR JOSEPH B. FERRELL
RCCP MAJOR PAUL M. REAGAN
FE TSgt ALBERT P. PARKER
RS SGT JULES C. SMITH

Maurice L. Wells
MAURICE E. WELLS, Major, USAF
Rescue Crew Commander

Downgraded to CONFIDENTIAL

17 AUG 1971

IAW AFR 203-2

(Date)

~~CONFIDENTIAL~~

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ARODC # 688755

68-AD-977

1-370-C8-S-23

Atch 2

~~SECRET~~

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

~~SECRET~~

Mission Narrative 02-3-22

15 March 1968 9f

Time of Occurance: 0147Z 13 Mar 68

Call Sign of Aircraft: Hobo 11

Type of Aircraft: A1

Persons Onboard: 2

Reported by Hobo 15

Aircraft on scene: Sandy's 3 thru 6
 Jolly Green 16/36
 Hobo 15/16
 Misty 11/21
 Nail 35/53

Position of SAR: 080/83mm/CH 49 or XD210499.

Weather: Bases of clouds 3500 ft tips 4000 ft broken

Height of Terrain: 600 ft.

Hostile forces in area: Nail 53 reported that there were 17 known 37mm sites in the area but the SAR Forces drew no ground fire.

Remarks: Sandy 5/6 reached the SAR area at 0250Z and investigated the A/C wreckage (which was still burning) and the vicinity with negative results as far as sighting evidence of a survivor. Nail 53 reported that he was watching the aircraft from the time that he made his last transmission (at a 200 feet altitude) until the impact. He observed negative chutes or beeper. It was concluded that the crew went in with the aircraft. As the aircraft exploded upon impact there was no chance of anyone surviving the crash. The SAR was suspended

Robert I. Roseman, Capt, USAF
 Rescue Crew Commander

CP Baines
 NN Nelson
 RO Onshita
 FE Rae
 FE Ogle
 Im Newell
 Im Lakatos

~~SECRET~~

68-0035

FROM: 38RCC

14 Mar 68

SUBJ: Mission Narrative Report (10-38-19, 13 Mar 68)

TO: 10-38C *RES*
38C
3rd ARRGp (JSARC)
IN TURN

(42) *web/125* *9/25*

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dated 15 Jun 67. *9/25*

2. Det 10, 38th ARRS was notified at 1425 GMT, 13 Mar 68 by Binh Thuy Navy Operations that a PBR had been damaged and that one of the crewmembers had been critically injured. The PBR offloaded the patient at the Can Tho dock and an ambulance took him to the Can Tho soccer field. Pedro 91 scrambled at 1430 GMT and arrived at the soccer field at 1440 GMT. The patient was loaded on board and Pedro 91 departed at 1445 GMT for Dong Tam 3rd field hospital. The patient was offloaded at Dong Tam hospital at 1515 GMT and Pedro 91 terminated at Binh Thuy AB at 1550 GMT. Weather throughout the mission was clear, 10 MN visibility. No ground fire was encountered. 1 sortie, 1+20, 1 combat save.

3. The name of the survivor was: Terry Hill, GME 3, CTF 116, River Section 571.

4. Crewmembers of Pedro:

Pedro 91

RCC	Capt Thomas D. Precious
RCCP	Capt Leslie E. Johnson
FE	Sgt Archelaus Whitehead
RS	A1C Larry D. Nicholson

Thomas D. Precious
THOMAS D. PRECIOUS, Capt., USAF
Rescue Crew Commander

Arch 12

Names of the survivors are unknown.

(16)(U) 1-3-21, 13 Mar 1968. At 0810Z Jolly Green 22 was scrambled from Quang Tri to recover the pilot of a USN A-4 down twenty-three (23) miles southwest of Khe Sanh, RVN. Heavy enemy AAA was encountered enroute to, during, and returning from the pickup. Cover was provided by four (4) USAF FAC O-2s. Voice contact was established with the survivor and he informed the SAR forces there was no enemy activity in his immediate vicinity. Jolly Green 22 made the pickup and recovered Lt Robert E. Curtis, USN 682043, VA-144, USS Kittyhawk. The SAR forces then recovered to DaNang.

(17)(U) 1-3-22, 14 Mar 1968. On this date Jolly Green 22 and 27 from Quang Tri and Jolly Green 07 and 03 from DaNang were scrambled to attempt the recovery of a USAF F-4C crew downed by hostile fire seventeen (17) miles southwest of Hue, RVN. RESCORT was provided by several flights of USAF F-4C under the direction of USMC FAC O-1E. At 0335Z the FAC reported visual contact with the front seat pilot on the ground and requested a Jolly Green go in for the recovery. Jolly Green 27 began an approach to this survivor and came under extremely heavy automatic weapons fire. Jolly Green 27 took evasive action and exited the area while suppressive fire was laid in around the survivor. The FAC then reported voice contact with the backseat pilot and Jolly Green 27

~~SECRET~~

93

Mission Narrative

13 March 1968

While flying Crown 5 on 13 March 68, a mayday call was received from War Paint 317 that his wingman War Pain 304 was ejecting due to battle damage, time 1615H- position 245/23/85. Crown 5 was at this time approx 100 miles from the scene. The wing man stayed in the area and directed a FAC Covey 681 to the chute. Also in the area at this time was Covey 628 and 666. ALH's were requested for Queen and were launched from channel 107. Cover aircraft at this time were Red Dog 4/105's and Raven 306. A tanker was provided by Waterboy which was Bear 12P. Covey 681 could not find the survivors near the chute. Covey 666 then spotted the survivors and made voice contact at 1630. Jolly Green 22 had been scrambled at 1620 and was due in a area at 1640. There were no enemy toops seen in the areaso JG 22 was cleared in for the pick up at 1645. A successful pick up and return to channel 94 was made. Covey 666 had the JG out of the area and at this time all SAR forces were released. No problem was ~~enc~~ encountered in control of this mission.

John P. Svec, Capt, USAF
Rescue Crew Commander

Dillman	Marvin C.	MAJ.
Rogers	Donald E.	Capt.
Taylor	Billie R.	SGT
Suiter	Harold B.	TSGT
clarkson	charles W.	MSGT
Verret	charles J	MSGT

~~SECRET~~

~~SECRET~~

93

Mission Narrative

13 March 1968

While flying Crown 5 on 13 March 68, a mayday call was received from War Paint 317 that his wingman War Pain 304 was ejecting due to battle damage, time 1615H- position 245/23/85. Crown 5 was at this time approx 100 miles from the scene. The wing man stayed in the area and directed a FAC Covey 681 to the chute. Also in the area at this time was Covey 628 and 666. ALH's were requested for Queen and were launched from channel 107. Cover aircraft at this time were Red Dog 4/105's and Raven 306. A tanker was provided by Waterboy which was Bear 12P. Covey 681 could not find the survivors near the chute. Covey 666 then spotted the survivors and made voice contact at 1630. Jolly Green 22 had been scrambled at 1620 and was due in a area at 1640. There were no enemy toops seen in the areaso JG 22 was cleared in for the pick up at 1645. A successful pick up and return to channel 94 was made. Covey 666 had the JG out of the area and at this time all SAR forces were released. No problem was ~~enc~~ encountered in control of this mission.

John P. Svec, Capt, USAF
Rescue Crew Commander

Dillman	Marvin O.	MAJ.
Rogers	Donald E.	Capt.
Taylor	Billie R.	SGT
Suiter	Harold B.	TSGT
clarkson	charles W.	MSGT
Varret	charles J	MSGT

~~SECRET~~

~~CONFIDENTIAL~~

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



REPLY TO
ATTN OF:

370

SUBJECT:

MISSION NARRATIVE REPORT (1-3-21, 13 Mar 68) (Classified by

16 March 1968

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 5/11/74

TO:

37C *1/1*
3rd ARRGp (JSARC)
IN TURN

(41)

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

2. (C) At 0801Z Jolly Green 22 was scrambled by Quang Tri Tower on the imminent bailout of Warpaint 306 (a USN A-4) at 250°/23/Ch 85. JG 22 was airborne at 0805Z and due to TACAN problems was vectored to the scene by Waterboy after climbing to VMC on top at 6000' MSL. Enroute to the scene the bailout position was refined to 243°/23/Ch 85. At approximately 16°30N/106°40'E, while flying over a broken ceiling, Jolly Green 22 encountered heavy AAA fire of undetermined caliber. Evasive action was taken and after one minute the firing ceased. The aircraft appeared to be intact and the mission was continued. In the target area were three O-2s, Covey 681, 666 and an unknown plus one unidentified O-1. Covey 681 was on-scene commander and notified Jolly Green 22 that the survivor was in good shape and negative hostile activity had been observed. Arriving on scene at 0830Z, Jolly Green 22 was directed to the survivor's position by Covey 666 and established voice contact with him. Upon command, a smoke flare was deployed and JG 22 established a hover over the survivor at approximately 50' utilizing surrounding trees for masking. The survivor was exceptionally calm and had no problems entering the forest penetrator unaided. JG 22 departed the area at 0837Z with Covey 666 leading around known hostile positions. Enroute to Channel 94, while under vector control by Waterboy, JG 22 once again came under AAA fire when a cloud break developed at the far north corner of Ashau Valley. Evasive action was again taken and firing ceased as the Flight Engineer returned fire and the aircraft dodged into the cloud layer. The aircraft was not damaged and JG 22 continued on to Channel 94 terminating the flight at 1005Z.

3. (C) Radio discipline and crew coordination throughout the mission were outstanding. Covey 681 and 666 did an excellent job in bringing Jolly Green 22 over the survivor and leading him out of the area. The Flight Engineer showed ingenuity in fashioning a makeshift safety pin for the forest penetrator when it was discovered missing and also great courage by exposing himself at the cabin door to return ground fire. Weather enroute was 2000' with tops at 5500'. Weather in the target area was clear.

4. (C) The survivor was Lt Robert E. Curtis, USN 682043, VA-144, USS Kittyhawk, CVA-63.

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

Atch 1

~~CONFIDENTIAL~~

5. (U) Crewmembers of Jolly Green 22:

RCC: Captain Charles R. Dunn
RCCP Captain Richard C. Yeend Jr
FE SSgt Gordon T. Greever
RS A1C Ricky D. Hindman

Charles R. Dunn

CHARLES R. DUNN, Captain, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

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



REPLY TO
ATTN OF: 370

~~CONFIDENTIAL~~

18 March 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-22, 14 Mar 68) (U)

TO: 370

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 ARRS 55-2/3rd ARRGp Sup 1 dated 15 June 1967.

2. (C) Jolly Green 22 (High) and 27 (Low) scrambled at 0315Z on 14 March 1968 from Marine Quang Tri. The initial SAR objective was two F-4C pilots (Gunfighter 4A and 4B) who had ejected after their aircraft was hit by hostile fire 17 miles southwest of Hue Phu Bai. A Marine UH-1 (Eagle Claw 1-1) subsequently was shot down in the same area. The DaNang primary alert, JG 07, was scrambled at 0410Z to assist in the mission. At 0430Z the secondary alert aircraft, JG 03, was also scrambled from DaNang AB.

3. (S) Immediately after takeoff JG 27 received a position of 255°/17/Ch 69 from Crown 4. Waterboy provided radar vectors to the general area of the survivors. Upon arriving in the area Queen was contacted and JG 27 requested low performance aircraft be made available for RESCORT. At 0330Z a DF steer was received from Gunfighter 3 (a F-4C) and at 0335Z visual contact was made with Gunfighter 3 and Falcon 22 (a FAC O-1). Falcon 22 reported that Gunfighter 4A's parachute was directly below his position and that GF 4A had reported that he was in a bomb crater just south of the chute. JG 27 sighted the parachute on the east side of a river and on the side of a steep ravine. Misty 21 (a F-100) was making straffing passes at small arms and automatic weapons positions near a road on the west side of a river. Since no enemy fire had been reported on the east side of the river JG 27 descended over that area in an attempt to locate and rescue GF 4A. A low pass was made from the south towards 4A's parachute and attempts were made to make voice contact on Guard. Immediately after passing over the parachute, heavy automatic weapons fire was received from the left side and forward of the aircraft. As the Rescue Specialist and the Flight Engineer returned the fire with the aircraft's two M-60 machine guns, a rapid 180° right turn was executed. Neither voice nor visual contact could be made with GF 4A as JG 27 departed to the south. A quick check revealed that the helicopter had received battle damage in the aft portion of the cabin but all main aircraft systems were determined to be operating satisfactorily. As JG 27 started to climb to the southwest, radio contact was established with Gunfighter 4B. GF 4B reported that enemy troops were very near his position and that he feared

Downgraded to CONFIDENTIAL

GROUP 4

17 AUG 1971

IAW AFR 205-2

~~CONFIDENTIAL~~

Downgraded at 3 year

(Date)

intervals; declassified 1 of 6 Copies
after 12 years 68-37-00038

PRODC #

680755

68-AD-979

~~CONFIDENTIAL~~

capture was imminent if he were not immediately picked up. As JG 27 turned further west and crossed the river, Gunfighter 4B said he had visual contact with the helicopter. In an attempt to locate the survivor's position and rescue him from imminent capture, JG 27 followed his vectors which directed the aircraft north toward the roadway and bridge on the valley floor. As the helicopter approached Gunfighter 4B's position the RCCP asked the survivor to ignite his smoke flare; however, GF 4B advised that he had lost all of his flares. He then reported that the helicopter was directly over his position and that he would light a penguin flare. As JG 27 turned in an attempt to sight the flare, heavy automatic weapons and small arms fire was directed at the helicopter from all sides. The Rescue Specialist and the Aerial Photographer immediately returned the fire. The Flight Engineer advised that the aircraft had taken numerous hits in the cabin and that a fire in the aft section was filling the cabin with smoke. The crewmembers in the cabin donned their parachutes and prepared to abandon the aircraft. The RCC immediately initiated a climbing turn to the northwest in an attempt to evade enemy groundfire while remaining over terrain suitable for a forced landing. The helicopter continued to draw heavy enemy automatic weapons fire during this time. As JG 27 headed out the valley, the cabin fire was extinguished and the crew determined the aircraft to be still flyable. The RCC elected to remain airborne and to gain additional altitude in case bailout became necessary. At approximately 0400Z JG 27 notified Crown 4 that the helicopter was clear of the valley and enroute to Hue Phu Bai on a heading of 070. At 0415Z JG 27 landed at Hue and shut down to evaluate the battle damage. A cursory inspection showed that the aircraft was not safe for further flight. Battle damage indicated a 50 caliber size hole in one blade spar and one punctured blade pocket. Approximately ten 50 and 30 caliber shells had entered and exited through the cabin walls. One shell had punctured the aft fuel cell. Another had passed through the doppler causing the inflight fire beneath the cabin floor. One projectile had penetrated the aft ramp and exploded at the cabin wall. This had left a six inch hole in the left side of the aircraft. The tail boom and pylon had also been hit.

4. (S) Jolly Green 22 was high bird for this mission and after taking off from Quang Tri, climbed through the broken layer and trailed JG 27 into the mission area. JG 22 spotted two chutes after being directed over then by Falcon 22. JG 22 was closer to Gunfighter 4A's parachute so they circled low over him to try and obtain information which might aid JG 27. The chute was located in a gully leading up to a 1000 foot ridge on the east side of the valley. When flying close to the ridge JG 27 received a heavy volley of automatic weapons fire, causing JG 22 to climb up and away from the ridge, establishing a high orbit over JG 27. JG 27 had started his descent into the valley, taking direction from GF 4B, who was trying to vector JG 27 into his position. He had moved away from his parachute, which was hanging in a tree 50 feet from a well used road. JG 27 then called that he was receiving heavy automatic weapons fire and was taking hits. The crew of JG 22 observed multiple gun flashes coming from a group of trees almost directly beneath JG 27. JG 27 stated that he was badly hit, filling up with smoke and asked for a heading to steer. JG 22's copilot told JG 27 to steer 070 which would take

~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

him back to Hue Phu Bai. JG 22 accompanied JG 27 at a higher altitude until he was safe on his way and assured that he would be able to make it. JG 22 then returned to the area, now acting as low bird. The time was approximately 0400Z. Since the RCC of JG 22 had seen one large gun emplacement and had been shot at from a ridge line, he knew of two places to avoid. Acting accordingly while taking vectors from Gunfighter 4V, JG 22 worked in from the southwest at an altitude of 200 feet until GF 4B said the helicopter was directly over him. As the aircraft started to slow up for an approach it again received heavy gun fire and escaped to the northwest. The crew had now eliminated three approach routes. Since they still did not have an exact position on GF 4B and he didn't have any smoke, JG 22's copilot asked him to display a red panel, which he had in his pocket, in a clear area next to his position. This he did, and it was easy for the aircrew to see it while circling high overhead. The panel was located approximately 30 feet from the road in a very small bare patch of ground. JG 22's next approach route was from the northwest. JG 22 made a high speed pass, low over the red panel. JG 22 didn't receive any ground fire so they made a steep 270° turn, preparing to come to a hover over the red panel. As JG 22 was half way through the turn, with diminished airspeed, groundfire was received for a third time and was again returned by the RS and FE. The FE stated that a hit had been taken but the location was unknown. All systems still functioned normally and no abnormal indications were present. JG 22 elected to orbit at a safe altitude while the area was being worked over by UH-1 gunships and F-4Cs. Crown 4 informed JG 22 that Sandys (A-1Es) were enroute. After orbiting for 30 minutes Crown 4 advised that it would be another 30 minutes before the Sandys arrived. JG 22 elected to go to Hue Phu Bai, refuel and inspect the aircraft for battle damage. JG 22 landed at 0445Z. Damage consisted of a 50 caliber hole drilled cleanly through the #1 engine power turbine exhaust, entering from the top and doing no other damage as it exited through the engine cowling. The RCC decided that it was not a flying safety hazard and elected to return to the rescue area. At approximately 0530Z JG 22 arrived in the area and orbited for approximately 10 minutes while two Sandys, several F-4Cs and Army gunships worked the area over. Falcon 22 then stated that now was the time to attempt another pickup or not at all. To JG 22's knowledge, no one at this time still had radio contact with GF 4B but it was assumed that Falcon 21 still thought GF 4B was free. Sandy said he would come in with JG 22 and lay a row of white phosphorous along the road to act as a smoke screen for the approach and hover. JG 22 flew in from the northwest as fast and low as possible and established a 10 foot hover directly over the red panel. The Flight Engineer then started to lower the jungle penetrator with one hand, gripping the M-60 machine gun with the other. Unknown to anyone, the enemy had occupied the area around the panel; established themselves in the brush and trees on the west side of the bare patch and held their fire, waiting to ambush the helicopter when it came to a hover over it. After approximately 15 seconds in the hover, automatic weapons fire opened up within 25 feet of the aircraft; both the FE and RS returned fire; JG 22 received hits in the cockpit area and debris was flying inside the cockpit. The RCC was aware of ducking as he kicked left rudder, left cyclic and increased collective to accelerate and climb out of the area. The Flight Engineer, although wounded in the arm, fired point blank at one of the gun

~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year intervals; Declassified after 15 years

~~CONFIDENTIAL~~

positions below JG 22 and silenced it. The quick reaction of the FE and RS, who laid down an effective, accurate blanket of fire, enabled the pilot to maneuver out of the area. Guns from at least three other positions continued to fire at JG 22 for another 2000 feet along the ground and from a hill side as JG 22 climbed out on a heading for Hue Phu Bai. The aircraft flew with a pronounced vibration and required a 10 pound steady left cyclic pressure to counteract a tendency to roll to the right. Turning off the AFCS had no effect on the abnormal control pressure. Sandys 5 & 6 escorted JG 22 out of the area until Hue Phu Bai was in sight. A successful landing with normal power was made at Hue Phu Bai at 0630Z.

5. (S) The DaNang primary alert aircraft, JG 07, was scrambled at 0410Z. At 0420Z Jolly Green 22 briefed (by UHF) JG 07 on the situation and advised that to attempt another recovery without air to ground support would not be advisable. JG 07 arrived on the SAR scene at 0440Z. Crown 4 advised that there would be a 40 to 50 minute delay while waiting for Sandy aircraft to arrive on the scene. Two UH-1B gunships (Eagle Claw 01 and 02) were straffing the area with assists from 4 F-100s (callsign unknown). At 0520Z GF 4B reported that the enemy was only 100 meters away and was closing in. Sandy 07 and wingman arrived at 0525Z and immediately began to deliver ordnance near the downed copilot. At 0600Z the copilot reported that the enemy was only a few meters away and that he could hear voices. He said that capture was imminent. Falcon 22 asked Eagle Claw 1-1 if he felt that he could extract the pilot. Claw 1-1 said that he would try to shoot his way in to the survivor. At 0605Z Eagle Claw 1-1, with Eagle Claw 1-2 flying cover, started his approach toward the survivor. Approximately 30 seconds later JG 07 observed Eagle Claw 1-1 taking hits and in a 20 degree left bank. Eagle Claw 1-2 reported that Eagle Claw 1-1 was hit and going down. The helicopter crashed 300 to 400 meters short of the survivor. Eagle Claw 1-1 was still monitoring his radio when JG 07 advised him that he would attempt a pickup of his crew and would land if at all possible. JG 07 went into a right hand descending spiral from 4000 feet, jettisoned tip tanks, and began dumping fuel. During the turn tracers and ground fire were observed coming from the right. An immediate left turn was executed at about 700 feet. The FE and RS were returning ground fire while the RCC was attempting to obtain air support. Falcon 22 was evidently not aware that Eagle Claw 1-1 had been shot down, however, Eagle Claw 1-2 was providing some fire suppression. JG 07 dumped fuel to 1000 lbs and made a very fast steep approach to the downed aircraft. Ground fire appeared to be coming from all quadrants; tracers and rocket fire were observed. The landing was made by placing the left main gear into high brush and grass with the right main gear suspended off the ground. The brush and trees that had been cut down by Eagle Claw 1-1 were utilized to clear the main rotor on the right side. The rotor was actually overlapping Eagle Claw 1-1. Because of the high grass and brush on the right and a small ridge on the left, the ground fire appeared to be going over the top of JG 07. The slightly injured crewmembers of Eagle Claw 1-1 boarded JG 07 with M-16s and M-60 machine guns in hand. They were individually assisted on board by the FE while the right main gear was off the ground. The survivors were instructed to break out the helicopter windows and fire all

~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

weapons during the takeoff. While on the ground a "fuel bypass" light light illuminated and strong fuel flumes were detected. A steep maximum performance takeoff was accomplished with three weapons firing out of each side of the aircraft. Because of the intense ground fire and the necessity to land with the tail rotor in high grass, JG 07 elected to recover immediately at Hue Phu Bai. A successful landing was accomplished at 0630Z.

6. (C) Jolly Green 03, secondary DaNang alert aircraft departed DaNang AB at 0430Z and proceeded to the SAR area, arriving at 0520Z. JG 07 remained as high bird in the area until RTB'd to Hue Phu Bai at 0645Z.

7. (S) Weather in the mission area was 2500 feet broken, visibility six miles with haze. Crew coordination aboard the Jolly Greens was excellent throughout the mission. Extremely heavy ground fire, including 30 caliber, 50 caliber, and rocket fire, was encountered in the SAR area. The weapons were apparently prepositioned in the valley to protect the road which serves as a main supply route for Laos to the Hue area. Gunfighter 4A was picked up at 0634Z by a flight of 10 UH-1 gunships.

8. (C) The USMC survivors picked up by JG 07 were Capt R. L. Greene, Capt G. W. Hubbell, Sgt E. A. Jackson, and Cpl M. W. Miller.

9. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 27

RCC Capt Paul D. Ashley
RCCP Capt Frank Cardile
FE Sgt William L. Carroll
RS Sgt Steve M. Northern
AP A1C Michael J. Lyons

JOLLY GREEN 22

RCC Major Stuart H. Hoag
RCCP Lt Col Gerald B. Lowe
FE Sgt Dennis M. Richardson
RS Sgt James D. Locker

JOLLY GREEN 07

RCC Major Joe B. Green
RCCP Lt Col Charles R. Klinkert
FE SSgt Windell L. Stumbaugh
RS Sgt Angus C. McDougall

JOLLY GREEN 03

RCC Capt William E. Brennan
RCCP Capt Gerard H. MacDonald
FE SSgt Gordon T. Greever
RS Sgt Michael L. Walker

Paul D. Ashley

PAUL D. ASHLEY, Captain, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3-year
intervals; declassified
after 10 years

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

Names of the survivors are unknown.

(16)(U) 1-3-21, 13 Mar 1968. At 0810Z Jolly Green 22 was scrambled from Quang Tri to recover the pilot of a USN A-4 down twenty-three (23) miles southwest of Khe Sanh, RVN. Heavy enemy AAA was encountered enroute to, during, and returning from the pickup. Cover was provided by four (4) USAF FAC O-2s. Voice contact was established with the survivor and he informed the SAR forces there was no enemy activity in his immediate vicinity. Jolly Green 22 made the pickup and recovered Lt Robert E. Curtis, USN 682043, VA-144, USS Kittyhawk. The SAR forces then recovered to DaNang.

(17)(U) 1-3-22, 14 Mar 1968. On this date Jolly Green 22 and 27 from Quang Tri and Jolly Green 07 and 03 from DaNang were scrambled to attempt the recovery of a USAF F-4C crew downed by hostile fire seventeen (17) miles southwest of Hue, RVN. RESCORT was provided by several flights of USAF F-4C under the direction of USMC FAC O-1E. At 0335Z the FAC reported visual contact with the front seat pilot on the ground and requested a Jolly Green go in for the recovery. Jolly Green 27 began an approach to this survivor and came under extremely heavy automatic weapons fire. Jolly Green 27 took evasive action ~~EXITED~~ the area while suppressive fire was laid in around the survivor. The FAC then reported voice contact with the backseat pilot and Jolly Green 27

elected to make an attempt for this pilot while the frontseater's position was being sterilized. As Jolly Green 27 entered a hover over the backseater, the aircraft again came under heavy automatic weapons fire and was damaged so severely an emergency landing had to be made at Hue Phu Bai, RVN. At this time Jolly Green 22 assumed "low bird" and made several passes over the backseater attempting to find a safe route in for the pickup. Each time the helicopter came under heavy fire, despite the cover provided by the F-4Cs, and was hit by .50 cal. fire. Jolly Green 22 then returned to Hue Phu Bai to examine the damage to the aircraft. Jolly Green 22 returned to the pickup area after refueling. The Marine FAC informed Jolly Green 22 that the backseat pilot on the ground was in imminent danger of capture and the pickup would have to be attempted immediately. Based on this information, Jolly Green 22 made an approach to a hover over the downed pilot's position. As the Flight Engineer lowered the hoist he spotted enemy soldiers within ten yards of the aircraft and managed to kill several before being wounded himself. At no time was a survivor actually seen on the ground though he had given his position as under a bright colored panel over which the helicopter hovered. Five hits were taken in Jolly Green 22's cockpit which disabled the Automatic Flight Control System. The Rescue Crew Commander (RCC) then elected to return to Hue Phu Bai and reaccess the battle

damage. At 0600Z a USMC UH-1 again attempted to recover the back-seat pilot and was shot down. Jolly Green 07, who had just entered the area, observed the UH-1 going in and immediately made an approach to the downed aircraft's position, landed beside it, and recovered the entire crew. The enemy fire was so heavy around Jolly Green 07 the RCC utilized the survivors and their weapons firing out both sides of the aircraft to literally shoot his way out. The survivors were Capt R.L. Green, Capt C.W. Hubbell, Sgt E.A. Jackson, and Cpl M.W. Miller, USMC. Jolly Green 03 was not committed to any further attempts to recover the two original survivors and both Jolly Greens returned to Hue Phu Bai. The front seat pilot was later recovered by a UH-1 gunship escorted by ten other helicopter gunships making continuous strafing passes around the survivor. The backseater was presumed captured as no further voice contact could be made.

(17)(C) 1-3-23, 15 Mar 1968. At 0210Z Jolly Green 03 and 10 were scrambled from Quang Tri to recover the crew of a USAF F-4C down twelve (12) miles north of Saravane, Laos. At 0245Z a USAF FAC O-2 located the survivors and led the Jolly Greens in for the pickup. Jolly Green 03 picked up both survivors and returned to DaNang. The survivors' names were Capt Richard Fairlamb, FR62591, and 1Lt Paul E. HUBBARD, 500, USAF.

(18)(U) 1-3-24, 16 Mar 1968. At 0745Z Jolly Green 04 was diverted while returning to Quang Tri from the southern orbit to

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



REPLY TO
ATTN UEL 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-68) (U)
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS (U) 3/12/84
DECLASSIFIED ON 3/12/84

19 March 1968

370
3rd ARRGp (JSARC)
IN TURN

1. (U) This report is submitted IAW AFRSM 55-2/3rd ARRGp Sup 1 dated 15 June 1967.
2. (C) Jolly Green 03 (Low) and 10 (High) were scrambled from Quang Tri at 0210Z, 15 Mar 68. The SAR objective was a downed F-4C with two souls on board. The reported position was 350°/12/Ch 72. Both Jolly Greens arrived in the immediate area at 0245Z and obtained visual contact with Covey 268. Covey 268 led Jolly Green 03 over the first downed pilot (Hammer 01). JG 03 entered a hover over the survivor while the FE lowered the hoist through the jungle below. The pickup site was on the side of a mountain (1300') with 100' tall trees. After the first survivor was on board, JG 03 was directed toward the other pilot by Covey 268. The second pilot was picked up at 0305Z. The survivors appeared to be in excellent condition. Spad 33 and 34 led the Jolly Greens out of the area. JG 10 reported 37MM being fired at him as he departed the area. JG 10 and 03 were directed by Panama around heavy artillery fire. JG 10 proceeded on to Quang Tri and landed at 0450Z. JG 03 was RTB'd to Channel 94 and landed at 0420Z.
3. (U) The weather was an indirect factor in the mission. Quang Tri's weather was 500 feet overcast. GCA control had to be utilized for take offs. The weather in the pickup area was good. AAA was reported upon departure from pickup area. Several extremely hostile areas had to be crossed to enter and leave the area. The Flight Engineer maneuvered JG 03 by giving directions to the RCC who was unable to see the survivors.
4. (C) The survivors were Captain Richard Fairlamb, and 1st Lt Paul E. Huber, FV3157500, USAF.
5. (U) Crew members of Jolly Greens:

JOLLY GREEN 03

RCC Major Billy J. Wingfield
RCCP Capt Edward W. Hutchison
FE SSgt John Enriquez
RS Sgt Walter White III

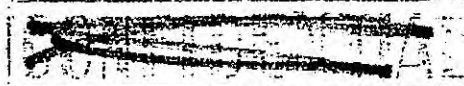
JOLLY GREEN 10

RCC Captain Walter R. Blackwell
RCCP Captain John D. Oliver
FE Sgt Alvin A. Malone
RS Sgt Donald J. Boushelle

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

GROUP 4
Declassified
interval

Plot 3



damage. At 0600Z a USMC UH-1 again attempted to recover the back-seat pilot and was shot down. Jolly Green 07, who had just entered the area, observed the UH-1 going in and immediately made an approach to the downed aircraft's position, landed beside it, and recovered the entire crew. The enemy fire was so heavy around Jolly Green 07 the RCC utilized the survivors and their weapons firing out both sides of the aircraft to literally shoot his way out. The survivors were Capt R.L. Green, Capt C.W. Hubbell, Sgt E.A. Jackson, and Cpl M.W. Miller, USMC. Jolly Green 03 was not committed to any further attempts to recover the two original survivors and both Jolly Greens returned to Hue Phu Bai. The front seat pilot was later recovered by a UH-1 gunship escorted by ten other helicopter gunships making continuous strafing passes around the survivor. The backseater was presumed captured as no further voice contact could be made.

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(18)(U) 1-3-24, 16 Mar 1968. At 0745Z Jolly Green 04 was diverted while returning to Quang Tri from the southern orbit to

~~SECRET~~

99

Mission Narrative 1-3-24

16 March 1968 ⁸⁹

At 0813 Crown 5 received a mayday call from Ringnick 519(F-8) that his wingman Ringnick 519-2(F-8) had taken a hit and losing altitude. R.N. 519-2 was giving his position on guard while letting down in a controlled descent. At 0817Z Ringnick 519-2 said he was ejecting. Jolly Green 04 was alerted from his orbit at 1700N and he proceeded to the scene. Approximately 5 min after ejection Crown 5 started to pick up a beeper. Two Army helicopters 10-6 and 10-1 just east of 109 asked if they could be of assistance and they were advice to proceed to the scene. Ringnick 519 had intermittent voice contact with R.N. 519-2 and 10-1 said he had the wreckage spotted and a few minutes later, had the pilot spotted. R.N. 519 had to RTB for fuel. Jolly vectored in on the beeper and at 0842Z was over the survivors. Pick up was at 0849Z. Survivors was in good shape and J.G. 04 was RTB to Channel 94. Weather in area was good visibility with a 3000 ft overcast. Mission was closed this date.

Stanley J. Dubriske, Major, USAF
Rescue Crew Commander

Roseman	Robert I.	capt
Nelson	Malcolm T.	MAJ.
Oshita	Miyuki	SSET
Cole	Raymond H.	TSGT
Rae	Melvin H.	TSGT
Jones	Jessie T.	TSGT

68-0038

~~SECRET~~

~~SECRET~~

99

Mission Narrative 1-3-24

16 March 1968⁸⁹

At 0813 Crown 5 received a mayday call from Ringnick 519(F-8) that his wingman Ringnick 519-2(F-2) had taken a hit and losing altitude. R.N. 519-2 was giving his position on guard while letting down in a controlled descent. At 0817Z Ringnick 519-2 said he was ejecting. Jolly Green 04 was alerted from his orbit at 1700N and he proceeded to the scene. Approximately 5 min after ejection Crown 5 started to pick up a beeper. Two Army helicopters 10-6 and 10-1 just east of 109 asked if they could be of assistance and they were advice to proceed to the scene. Ringnick 519 had intermittent voice contact with R.N. 519-2 and 10-1 said he had the wreckage spotted and a few minutes later, had the pilot spotted. R.N. 519 had to RTB for fuel. Jolly vectored in on the beeper and at 0842Z was over the survivors. Pick up was at 0849Z. Survivors was in good shape and J.G. 04 was RTB to Channel 94. Weather in area was good visibility with a 3000 ft overcast. Mission was closed this date.

Stanley J. Dubriske, Major, USAF
Rescue Crew Commander

Roseman	Robert I.	capt
Nelson	malcolm T.	MAJ.
Oshita	Miyuki	SSGT
Ogle	Raymond H.	TSGT
Rae	Melvin H.	TSGT
Jones	Jessie T.	TSGT

68-0038

~~SECRET~~

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



18 March 1968

REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-24, 16 Mar 68) (U)

TO: 37C *pr*
3rd ARRGp (JSAR) *X*
IN TURN

(42)

cuB/04

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1 dated 15 June 1967.
2. (C) Jolly Green 04, high aircraft at Marine Quang Tri, departed at 0745Z for a Whiskey Orbit. JG 04 was 35 miles from Channel 109 on 360 radial when a Mayday was declared on Guard Frequency at 0814Z. The aircraft, a Marine F-8 (Ringneck 519-2) was headed feet wet on the 085 radial of Channel 109. JG 04 altered course immediately toward the aircraft. The pilot bailed out and JG 04 was vectored to the area (084°/23/Ch 109) by Waterboy. The pilot was located by a Marine CH-46 (callsign unknown) who was hovering by the survivor when JG 04 approached the scene at 0840Z. The CH-46 moved off and JG 04 picked up the survivor from a hover using the Navy sling at 0850Z. The survivor was returned to Channel 94 at 0920Z.
3. (U) Weather in the pickup area was good. Crew coordination was excellent.
4. (C) The survivor was Captain Gary L. Post, USMC 086936, VMF (AW).
5. (U) Crew members of Jolly Green 04:

RCC Capt Jerry M. Griggs
RCCP Capt Don W. Wiegard
FE Sgt Herbert H. Honer
RS Sgt Rodger A. Klenovich

Jerry M. Griggs
JERRY M. GRIGGS, Captain, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 74*

GROUP 4
Downgraded at 3 year
intervals: declassified
after 12 years

Atch 5

damage. At 0600Z a USMC UH-1 again attempted to recover the back-seat pilot and was shot down. Jolly Green 07, who had just entered the area, observed the UH-1 going in and immediately made an approach to the downed aircraft's position, landed beside it, and recovered the entire crew. The enemy fire was so heavy around Jolly Green 07 the RCC utilized the survivors and their weapons firing out both sides of the aircraft to literally shoot his way out. The survivors were Capt R.L. Green, Capt C.W. Hubbell, Sgt E.A. Jackson, and Cpl M.W. Miller, USMC. Jolly Green 03 was not committed to any further attempts to recover the two original survivors and both Jolly Greens returned to Hue Phu Bai. The front seat pilot was later recovered by a UH-1 gunship escorted by ten other helicopter gunships making continuous strafing passes around the survivor. The backseater was presumed captured as no further voice contact could be made.

(17)(C) 1-3-23, 15 Mar 1968. At 0210Z Jolly Green 03 and 10 were scrambled from Quang Tri to recover the crew of a USAF F-4C down twelve (12) miles north of Saravane, Laos. At 0245Z a USAF FAC O-2 located the survivors and led the Jolly Greens in for the pickup. Jolly Green 03 picked up both survivors and returned to DaNang. The survivors' names were Capt Richard Fairlamb, FR62591, and 1Lt Paul E. Hume, 500, USAF.

(18)(U) 1-3-24, 16 Mar 1968. At 0745Z Jolly Green 04 was diverted while returning to Quang Tri from the southern orbit to

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

~~CONFIDENTIAL~~

FROM: RCC

18 Mar 1968

Seal

SUBJECT: Mission Narrative Report (8-38-7, 17 Mar 1968) (U)

97
E-3
R#
27A

TO: Det C
3ARRGp (3JSARG)
IN TURN

1. (U) This report is submitted IAW ARBSM 55-2/3rd ARRGp Sup 1 dtd 15 Jun 1967.

2. (C) The Det 8, 38ARRS alert crew was notified at 17/0807Z that a Navy Seaman had been bitten by a snake (type unknown). Breathing had stopped but had been restarted. Immediate air evac to the 12th USAF Hospital was requested. Pedro 48, the alert HH-43B, was launched at 17/0810Z and arrived at the U.S. Naval Support Facility at 17/0820Z. Landing was made in a small dusty field surrounded by power lines. The victim was immediately loaded on the helicopter and Pedro 48 departed for the hospital. Enroute to the 12th USAF Hospital, the victim stopped breathing again. Continuous mouth to mouth resuscitation plus external heart massage and I.V. kept the victim alive until Pedro 48 arrived at the hospital at 17/0830Z. The victim is recovering at the hospital. Pedro 48 returned to the alert pad at 17/0835Z. Mission Closed. This constitutes one non-combat save. No hostile fire encountered.

3. (C) The name of the survivor is: E-3 Vincent Kelly, USN, USS Engage FPO 96601.

4. (U) Crew Members of Pedro 48:

RCC MAJOR JERRY D. STROH
RCCP CAPT PETER W. GLISSING
FE ALC WILBER L. JEFFCOAT, JR.
PJ SGT RICHARD H. GARLIE

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

Jerry D. Stroh

JERRY D. STROH, Major, USAF
Rescue Crew Commander

APPROVED

Flavious F. Drake
FLAVIOUS F. DRAKE, Lt Col, USAF
Detachment Commander

DOWNGRADED AT 2 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

Atch 2

James E. DeGraw and Sgt Jessie L. Herrell. Crewmen aboard Major Cowden's rescue helicopter were SSgt Noel S. Davidson and TSgt Otis Graham.

In another Det 13 mission, Captain Christianson landed at dusk on a narrow road obstructed by vehicles and bordered by trees to evacuate a soldier seriously injured in a jeep accident. Debris in the roadway, and a mass of onlookers who insisted on pressing forward toward the helicopter, added to the landing problems. The pickup was made without incident, however. The flight to and from the area was over hostile territory against which artillery fire and airstrikes were being directed. Other members of the HUSKIE crew were Captain Bowers, copilot; TSgt Delmer R. Smith, medical technician; and Sgt Charles R. Bulinda, flight engineer.

Cam Ranh Bay (7AF)—Due to the efforts of Sgt Richard H. Garlie, a Navy seaman is alive today. The Sergeant, a paramedic, was a member of an HH-43B crew from Det 8, 38th ARRSq, Cam Ranh Bay AB, which scrambled when word was received that a sailor at a radar site had been bitten by a poisonous snake. The man's respiration had stopped, but Navy personnel got breathing restarted as the HUSKIE landed. During the six-minute trip back to the base hospital, the seaman's heartbeat and breathing stopped.

"As soon as we got airborne," Garlie said, "I checked his pulse. It was dangerously slow. Then his breathing stopped. I began mouth-to-mouth resuscitation. I had just begun that, when his heart stopped. So then I began alternating mouth-to-mouth resuscitation and heart massage. I kept this up until the helicopter landed at the hospital's helicopter pad, across from their emergency room. Just before we landed, I got the heart started again and then he began breathing."

Other HUSKIE crew members, were Maj Jerry D. Stroh, pilot; Capt Peter W. Gissing, copilot; and A1C Wilber Jeffcoat, Jr., flight engineer.

A few months ago DaNang AB was attacked by rockets, mortars and enemy penetration teams shortly after 3 a.m. Five minutes after the rocket fire ceased, an HH-43 from Det 7, 38th ARRSq, was airborne to assess damage and search for casualties. Manning the HUSKIE were Capt George R. Andrews, RCC; Capt Richard A. Mayer, copilot; SSgt Evert E. Handy, airborne fireman; and TSgt John L. Hennessey, pararescue specialist. From their vantage point, they could see bursts of light as mortar shells continued to fall on the base and flashes where fighting was still underway along the perimeter. Flares from an exploding dump as well as blazing warehouses, aircraft, and storage areas lit the sky at scattered points around the giant facility.

Constantly threatened by sporadically exploding ordnance, as well as enemy fire, the rescuemen made landing after landing in the search for casualties. Each time, Sergeant Handy used a crash control radio to advise base fire and crash teams as to the exact location of each fire, the type, and equipment needed to contain it. When a large fire fed by a ruptured hose endangered a fuel storage area, the HUSKIE landed nearby and Sergeant Handy coordinated the firefighting efforts of the ground equipment with those of the helicopter. He also issued an urgent call to the fire department to send all available equipment to check the spreading blaze. Meanwhile, Captain Andrews had taken off again and, ignoring the obvious danger, placed the helicopter in a low hover just beyond reach of the 35-foot-high flames. Using the rotor downwash, he blew the fire away from threatened fuel tanks and also cleared a path for the fire fighters on the ground.



CHANGE OF COMMAND—Air Force Maj Harold Pickering left turns over command of Det 10, 38th ARRSq at Binh Thuy AB to LtCol Roland E. Speckman. Major Pickering has been assigned to Suffolk County AFB, N. Y. LtColonel Speckman is beginning his second Vietnam tour. He was previously stationed at Tan Son Nhut AB. (USAF photo)

Soon afterward, another emergency situation arose but was quickly eliminated by the hard-working HH-43 crew—an aircraft was inbound and the base runways were covered with debris and shrapnel! Captain Mayer hovered the HUSKIE over one runway and used the downwash to clear it of obstructions. A minute later the tower dispatched the rescue helicopter to the dispensary to evacuate a critically injured airman to the Naval hospital. As he was placed aboard, the Det 7 crew was advised that the area between the air base and hospital was in enemy control and "heavy enemy contact" was occurring within 200 yards of the hospital. An AC-47 flew escort during most of the flight and two helicopter gunships agreed to cover the approach to the hospital. As Captain Andrews neared his destination, he found another hazard to complicate an already hazardous situation—the entire area was blacked out and it was impossible to see the power lines known to border the landing pad. As the gunships engaged the enemy, Captain Andrews used the landing lights to locate the lines and then made a vertical landing before the helicopter drew enemy fire.

On the return flight the HH-43 crew was again exposed to enemy ground fire and at the base found fighting was still continuing on the perimeter. No further assistance was required of the HUSKIE, however, so at 0615 Captain Andrews terminated the two-and-a-half hour flight.

An Air Force spokesman said afterward that the "outstanding courage, airmanship and professionalism displayed by the HUSKIE crew prevented the loss of a multimillion dollar storage area, enabled the field to remain operational for incoming aircraft and saved the life of a critically injured casualty."

A "can do" attitude of maintenance men of Det 9, 38th ARRSq at Pleiku AB, coupled with support from other base units, has put a battle-damaged HH-43 HUSKIE back in the air in as good a shape as when it came from the manufacturer. The helicopter received about 200 shrapnel holes when it was damaged during an enemy rocket attack on the base.

The aircraft was disassembled and all damage repaired by rescue maintenance men supervised by SMSgt Marcus L. Burrough. Their efforts were fully supported by base supply, maintenance, and the sheet metal and paint shops. The repair included change of the rotor blades, tail section and nose bubbles. Then the craft was repainted.

Other maintenance men helping repair the aircraft were TSgts Dale G. Haley and Paul T. Simmons; SSgts Paul W. Noble, Dennis R. Stevens, and Roy T. Trent; Sgts Floyd M. Barnes, Donald Hardwick, Roger E. Lawson, and Spencer J. Watson; and A1C Robert E. White, David M. Wichman, and David E. Thompson.



MAJ PAUL D. LAMBRIDES & PJ DEETS ?

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



REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-25, 17 Mar 68) (SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS)
TO: 370 *KDC*
3rd ARRGp (JSAR) *46*
IN TURN
DECLASSIFIED ON *3/16/74*

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1 dated 15 June 1967.
2. (C) Jolly Green 28 was scrambled from Marine Quang Tri at 0210Z, 17 March 1968. The SAR objective was the bailout of two pilots from a USAF F-4D (Luna 01). The pilots were reported to be located at position 360°/28/Ch 109 in the water. After takeoff JG 28 climbed to VMC on top and proceeded to the bailout area via feet wet to avoid AAA gun emplacements north of the DMZ. JG 28 contacted Crown 4 who confirmed the position and also advised that aircraft on the scene included Luna 02, the wingman of the downed crew, Misty 21 and 31 (F-100Fs), and Ambush 30, a USN S-2. JG 28 arrived on scene at 0234Z. Smoke generators had been dropped in the water near the survivors. A USN SH-3A helicopter, callsign Fetch 53, had arrived and was hovering over the copilot. The pilot was immediately seen about 100 yards away from the copilot. As JG 28 turned on final approach, Fetch 53 reported that the copilot was tangled in the hoist cable and that he did not have any water recovery personnel on board. To expedite the recovery of the pilot in order to assist Fetch 53, JG 28 elected to make a water landing instead of the planned hoist pickup. The pilot was recovered at 0239Z with the assistance of the RS who was deployed to assist the pilot. At this time the copilot had untangled himself and JG 28's assistance was not required. Both survivors appeared to be in excellent condition. Fetch 53 and JG 28 departed the area at 0245Z enroute to Channel 94. Enroute, Fetch 53 requested to transfer his pickup to JG 28, utilizing a cruiser, callsign Blockbuster, which was approximately 5 miles from the pickup area. The transfer was completed and JG 28 returned both pilots to Channel 94, landing at 0350Z. Crew coordination and communications in the pickup area were excellent.
3. (U) Weather in the SAR area was 800' scattered, visibility approx 2 miles in haze. Winds were very light with a sea state near zero.
4. (C) The survivors were Major Paul D. Lambrides, recovered by JG 28, and Lt J. L. Tavenner, recovered by Fetch 53. Both pilots were from the 390 TFS, DaNang AB, RVN.

GROUP 4

Downgraded at 3 year
intervals; declassified
on 11-11-73

~~CONFIDENTIAL~~

March 1968

~~CONFIDENTIAL~~

5. (U) Crew members of Jolly Green 28:

RCC. Major Arthur J. Anderson
RCCP Capt Richard C. Yeend Jr
FE SSgt Elmer L. Holden
RS Sgt Vincent E. Deets
AP SSgt Paul E. Hagerty

Arthur J. Anderson
ARTHUR J. ANDERSON, Major, USAF
Rescue Crew Commander

GROUP 4
Downgraded at 5 year
intervals; declassified

~~SECRET~~

Mission Narrative 1-3-25

17 March 1968

88

Crown 4 was orbiting over Gulf of Tonkin monitoring strike frequencies Luna 01(F-4 DaNang) called to his wingman, Luna 02 that he had taken some hits and wanted his wingman to give him a look over. He said he was experiencing some difficulties and might have to eject. Luna 02 said 01 had quite a few holes and was losing fuel. Both aircraft were now heading 090 in an attempt to get feet wet. Luna 01 said he was going to have to eject and both crew men left the aircraft at 0154Z. Luna 02, in contact with Crown 4 since initial call gave ejection position as 360/28 miles from channel 109. He said he saw two good chutes and talked to Luna 01A on the way down.

Crown 4 attempted contact on HF, VHF & UHF with Jolly Greens 28 and 03 on alert at Quang Tri in an attempt to launch them. At 0202 contact with Quang Tri tower was established and Jolly Greens ordered to launch. At 0213Z Jolly Green 28 contacted Crown 4 on UHF and gave ETA of 20 minutes. Crown 4 had Luna 02, Misty 21, Misty 11 and Ambush 30(Navy S2E) orbiting the ejection site. Both pilots were in their rafts. Crown 4 requested 2 more aircraft for protection of hostile surface craft if necessary and received Hammer flight. Fetch 66 and 53 (Navy HH-3) arrived on the scene and 53 began attempting a pickup on Luna 01 Bravo. He had difficulty as his collar became entangled in the parachute shroud lines but managed to recover Luna 01B at 0230Z.

JG 28 arrived on scene and was directed to Luna 01A by Ambush 30 and made the pickup on Luna 01A at 0235Z. Fetch 53 proceeded to Blockbuster (Navy helo platform) and JG 28 picked up 01B and RTB both members to Ch 94. All SAR forces RTB'd at this time

William J. Kornitzer

William J. Kornitzer, Capt, USAF
Rescue Crew Commander

Smith William C. Capt

Hannan George P. Capt

Roloff Terral D. SSGT

Long Curtis W. TSGT

Aldridge William E. TSGT

Verret Charles J. MSGT

~~SECRET~~

68-00

~~SECRET~~

98

88

Mission Narrative 1-3-25

17 March 1968

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Verret Charles J. MSGT

~~SECRET~~

68-00

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

Airspace Rescue and Recovery Service

"That Others May Live"

My name is Bob LaPointe and I was a PJ 1969-1995. I am now a history major and am in the process of writing a book about PJ's in Vietnam. One of the mission reports that I may be using in the book is the 17 Mar 68 rescue of Luna 01. According to a mission report I have, you may have flown on this SAR. I am including a copy of the mission report and photo that I think is of the mission in question. Can you confirm that the photo is the Luna SAR and that the PJ in the wetsuit is you?

If you have internet access, visit my web site about my book project. <http://home.gci.net/~rlapointe>

If you have e-mail capability you can contact me at the following address rlapointe@gci.net

Any assistance that you could provide would be appreciated.

Thanks



Bob LaPointe

MAILED TO VINCENT DIETS u PHOTO Y
MSN REPORT

From: Frank Rozendaal <kupau@worldonline.nl>
To: rlapointe@gci.net <rlapointe@gci.net>
Cc: Chuck.Rouhier@wpafb.af.mil <Chuck.Rouhier@wpafb.af.mil>
Date: Thursday, August 26, 1999 3:26 AM
Subject: id of picture

Sir,

I recently stumbled onto your highly informative website during a search for 'Warren+Lilly' and recognized the B&W picture posted on picture page. It was published in 'The United States Air Force Search and Rescue in Southeast Asia' by Earl H. Tilford (Office of Air Force History, USAF, Washington DC, 1980) on page 130, and is captioned 'anguished pilot pulled aboard a helicopter, March 17, 1968'. The rescue mission most likely refers to the following loss: 17 March 1968, F-4D 66-8780 of 390 TFS/366 TFW based Da Nang, callsign Lunar --, a/c was shot down by 50 cal during armed recce of storage and boats in Route Package I in North Vietnam (a/c was at 2000 feet; hit at 17:16N 106:58E and lost at sea at 17:16N 107:03E). The crew comprised Maj P.D. Lambrides (pilot) and 1Lt J.L. Tavenner (WSO); both ejected and were recovered with minor injuries by <unknown; obviously a USAF helo>. (source: loss # 1850; USAF fixed-wing in-flight combat losses in SEA); the other loss on this date occurred in Laos, as did those on the previous day. I trust you will locate further details in the relevant rescue mission report.

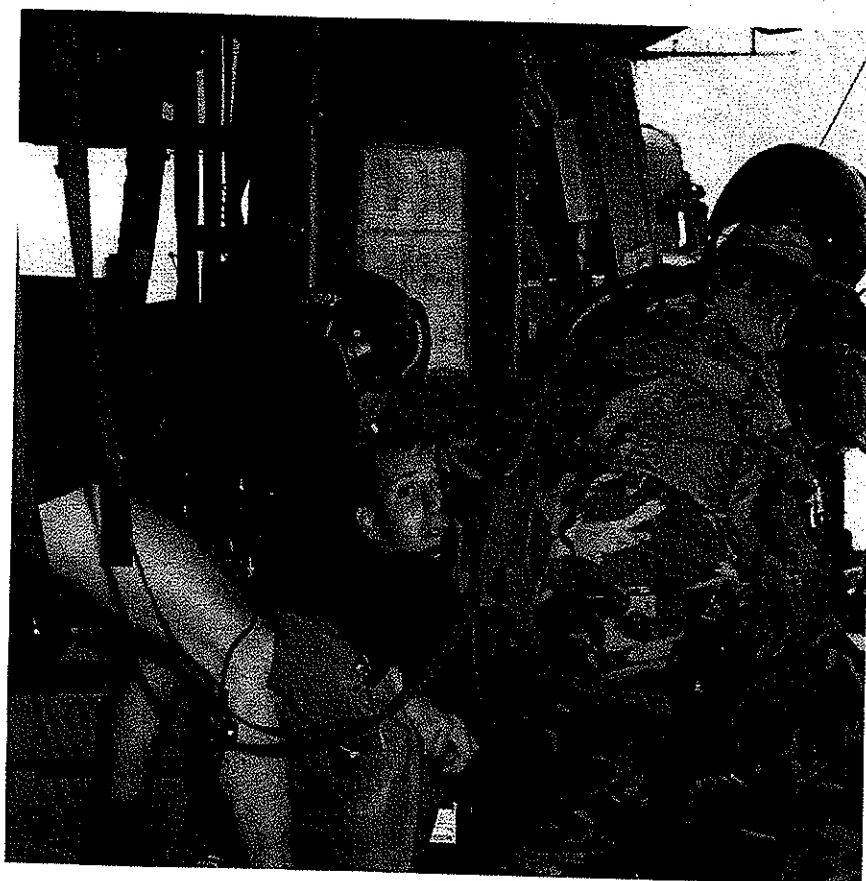
Since 1988, I have been conducting research on the air-to-air engagements that occurred over North Vietnam and Laos during 1965-1972, for a book on this subject. My research is based on US, Vietnamese and Soviet/Russian archival material and interviews with US and (North) Vietnamese officers who were involved in these engagements (for this purpose I went to Vietnam four times, in 1988, 1990, 1991 and 1998). For the narrative of the engagement in which US aircrew members are rescued, I am looking for the relevant rescue mission reports, of which you have obviously amassed a large number at Maxwell. Colonel Darrel Witcomb was kind enough to copy a few pages for me during one of his visits to Maxwell; would you be willing to help me out with the remainder if I would send you a list of the dates and names of crewmembers I am interested in?

Best of luck with your book, a fascinating subject. I wish I could work full-time on mine to wrap things up. Looking forward to hear from you,
Sincerely yours,

Frank G. Rozendaal M Sc
Akker 113
3732 XC DE BILT
The Netherlands

08/26/1999

Tel./fax: +31 30 220 12 73
e-mail: kupau@worldonline.nl



Top: Vigil of a Jolly Green Giant at Da Nang; bottom: anguished pilot pulled aboard a helicopter, March 17, 1968.

Robert LaPointe

From: "Frank Rozendaal" <kupau@worldonline.nl>
To: <rlapointe@gci.net>
Cc: <Chuck.Rouhier@wpafb.af.mil>
Sent: Thursday, August 26, 1999 3:17 AM
Subject: id of picture

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Sincerely yours,

Frank G. Rozendaal M Sc
Akker 113
3732 XC DE BILT
The Netherlands
Tel./fax: +31 30 220 12 73
e-mail: kupau@worldonline.nl

~~CONFIDENTIAL~~
FROM: Det 2, 37ARRS/Capt Oliver/2727

19 March 1968

SUBJECT: Mission Narrative Report (2-3-24, 18 March 1968) (U)

TO: Det 2, 37ARRS (C)
Det 2, 37ARRS (C)
3RD ARRG (JSARC)
IN TURN

4. 3J(3)

wb/04

1. (U) This report is submitted in accordance with AFSSM 55-2 and 3ARRGP Supplement 1, dated 15 June 1967.

2. (C) At 1605L, 18 March 1968, Jolly Green 69 was placed on cockpit alert by Compress for an inbound aircraft experiencing difficulty. Jolly Green 69 was launched at 1615L and directed to 040°/24 NM from Channel 70 where an A1H, Firefly 15, had crash-landed. Upon reaching the scene, Jolly Green 69 was directed to the downed aircraft by Firefly 16 who was orbiting the area. Jolly Green 69 landed at 1635L and a Pararescueman dispatched to determine the downed airman's condition and return him to the helicopter. His condition was good and Jolly Green 69 was airborne enroute to Channel 70 at 1645L. Jolly Green 69 landed at 1700L, discharged the survivor, picked up security guards and associated crash investigation personnel, and returned to the scene. The aircraft was dearmed and the guards placed to safeguard the wreckage. Jolly Green 69 returned to Channel 70 and terminated at 1755L.

3. (C) The survivor was Captain Edward W. Leonard Jr, FR59295, 602nd Fighter Squadron.

4. (U) Crew of Jolly Green 69:

RCC	Captain Carl W. Oliver
RCCP	Major Aharon Aharonian
FE	TSgt John W. Moye Jr.
RS	MSgt Howard T. Favour
RS	Sgt Lawrence R. Zettervall

Carl W. Oliver
CARL W. OLIVER, Captain, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *8/18/04*

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years

~~CONFIDENTIAL~~

2-370-0009

Atch 10

FROM: 38RCC

20 Mar 68

SUBJ: Mission Narrative Report (10-38-21, 19 Mar '68)

TO: 10-38C *REG*

38C *EP*

3rd ARRGp (JSARC) *70*
IN TURN *culb/04* *2*

1. This report is submitted IAW ARRS 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.

2. On 19 Mar 68, at 0800 GMT, Det 10, 38th ARRS was notified by JSARC that an LST, the USS Park County, had a seriously ill man on board and requested his medical evacuation. The first set of coordinates given to us placed the LST 35NM off the South Vietnam coast south of Bac Lieu. Since no rescap aircraft was available to aid in navigation the mission was refused. Further checking, however, revealed that an Army Mohawk from Can Tho was available and that the LST was capable of transmitting on UHF so that we could use the DF feature of our UHF for navigation. At this time a new set of coordinates, (08 deg 43 min N 105 deg 23 min E) were received that placed the LST closer to Ca Mau where we refueled at 0900 GMT and departed at 0915 GMT. As we approached the coast, contact with the Army Mohawk was attempted but was unsuccessful. Contact was established with LST and as we came closer to the coast, visual contact was made. Pedro 91 proceeded to the LST and during the approach, contact was made with the Army Mohawk who was then just passing the coast line. He was advised that we had visual contact with the LST, which was approximately 5NM off the coast, and that his assistance was no longer required. Pedro 91 landed on board the LST at 0935 GMT and the patient was loaded on the aircraft. At 0945 GMT, Pedro 91 departed the LST and flew direct to Soc Trang, arriving at 1030 GMT. The patient was turned over to the 82nd medical detachment, US Army, and Pedro 91 refueled and returned to Binh Thuy. The mission was terminated at 1120 GMT. Weather throughout the mission was 3/8 to 4/8 stratocum, bases at 3000, wind 130 deg at 10 kts. During the flight to Cau Mau, a smoke layer was encountered that restricted visibility to 1 mile. No ground fire was encountered. 3 sorties, 2+40.

3. The name of the survivor was: Bradley, Cleve A., EMC USN, 4897308.

Crewmembers of Pedro:

Pedro 91

RCC Capt Thomas D. Precious
RCCP Capt Leslie E. Johnson
FE Sgt Archelaus Whitehead
RS ALC Lonnie N. Davidson

Thomas D. Precious
THOMAS D. PRECIOUS, Capt., USAF
Rescue Crew Commander *Atch 12*

64

was - survivor had died. Returned to base ⁰¹²⁰ ~~0100~~
Commander of O-1 and others wanted details.
We were notified that second body was found
under crash - body completely non identified.
Comment - Radio UAC 57 worked great!
* Semi-rigid - ripped - unknown cause,
Both KIA's identified.

* ACR - 2220 UH1A went down just off base.
No injuries. Huey picked up ³ ~~2~~ ^{seats}. We picked
up pilot and 3 radios on board. Flew
him to Bien Hoa, Sparten Area.
2250 - Returned.

1 LBR 2 ACR.

FROM: Det 6, 38th ARRS, APO 96227 (Charles W. Burridge, RCC) 21 March 1968

SUBJECT: Mission Narrative Report (6-38-10 20 March 68)

TO: Det 6C
38th ARRS C
3rd ARRGp (JSARC)
IN TURN

1. This report is submitted in accordance with ARRSM 55-2/3rd ARRGp Sup 1, dated 15 June 67.

2. At 1405Z (1905L) this unit was notified by JSARC that an O-1 had gone down at 350 radial/22 miles Bien Hoa Tacan. No other information was available and we were told to contact III DASC. III DASC reported that Sidewinder 32 had crashed at XT-670 457. Sidewinder 35 was orbiting the crash site, a Spooky flare ship was being dispatched and they requested an HH-43F to pick up any survivors. RESCORT was requested from Det 14. They reported that they could not provide one but could cover our LBR during the rescue effort. Pedro 95 launched at 1430Z (1930L) after further information from III DASC indicated that the crash site was secure, and an Army UH-1 gunship would be available. Radio contact was established with Sidewinder 35 who had been orbiting the crash site for about thirty minutes. He confirmed that there was no enemy activity on the ground. He directed Pedro 95 over the O-1 which was in a dense forest that bordered a dirt road. Trees were 10 to 20 feet high with a few as high as 60 feet. The vegetation was so thick that the wreckage could be seen only when passing directly overhead. The fire that started on impact had burned itself out and only a few glowing embers and small grass fire marked the site. A hover was established a few feet over the tree tops and the pararescueman was lowered on the forest penetrator. In a few minutes he reported on the URC-10 radio that he had found a survivor near the wreckage. The survivor had crawled out of the burning O-1 shortly after impact. The only part of his clothing and equipment remaining was a gun belt with a .38 revolver and about twenty rounds of ammunition. Though badly charred the ammunition had not exploded. The pararescueman estimated he had third degree burns over 90 percent of his body. The forest penetrator was hoisted aboard and a semi-rigid litter was lowered. The survivor was strapped into the litter and lifted aboard. The pararescueman continued to search the area in hope that the other occupant had survived. A positive identification of the wreck was made by locating the tail section that had not been burned. A five minute search of the area was unsuccessful in locating the other crew member and the pararescueman was hoisted aboard on the forest penetrator. During the time of hover over the crash site (approximately 15 minutes) the support rendered by other aircraft was outstanding. The Army UH-1 gunship continually orbited at about 200 feet probing the forest with a search light watching for any enemy activity. Sidewinder 35 directed the flare drop by the Spooky aircraft. The Army UH-1 led Pedro 95 to Lai Khe Army airfield and they landed on the runway next to a DUSTOFF UH-1. One look at the survivor by the DUSTOFF crew and they decided not to waste time transferring him to their aircraft. They took off and led Pedro 95 to the hot spot in front of Lai Khe Army Field Hospital.

Atch 4

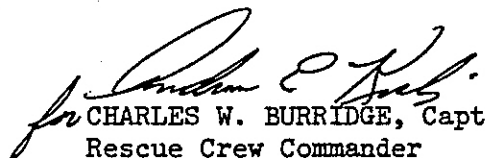
located about one-half mile from the airfield. The survivor was taken to the hospital by the medics who were waiting at the landing pad. Shortly after arriving at the hospital the survivor died. Pedro 95 returned to Bien Hoa. Shortly after arrival it was learned that an Army ground party had found the body of the other crew member of Sidewinder 32 under the wreckage.

3. A total of 1 hour 50 minutes was logged.

4. The recovered pilot was Captain Bruce A. Couillard, 19th Tactical Air Support Sq.

5. Det 6 crewmembers were:

Capt Charles W. Burridge, RCC
Major Andrew E. Kralj, RCCP
SSgt James P. Baldwin, FE
A1C Charles R. Ingulli, RS


for CHARLES W. BURRIDGE, Captain, USAF
Rescue Crew Commander

20 MAR 68

64

was - survivor had died. Returned to base. ~~2120~~
Commander of O-1 and others wanted details.
We were notified that second body was found
under crash - body completely non identified.
Comment - Radio URC 59 worked great!
* - Some - rigid - ripped - unknown cause.
* Both KIA's identified.

* ACR - 2220 UH1A went down just off base.
No injuries. Huey picked up ~~3~~ ² ~~we~~ picked
up pilot and 3 radios on board. Flew
him to Bien Hoa, Sparte Area.
2250 - Returned.

1 LBR 2 ACR.

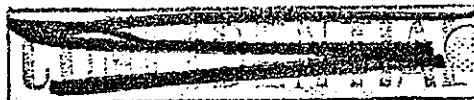
a point twenty-three (23) miles east of Dong Ha, RVN. At 0840Z Jolly Green 04 recovered the pilot of a USMC F-8, Capt Gary L. Post, USMC 086936, VMF (AW) out of the water and returned to DaNang.

(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



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



REPLY TO
ATTN OF.

370

SUBJECT:

MISSION NARRATIVE REPORT (1-3-27)

TO:

370 *KOC*

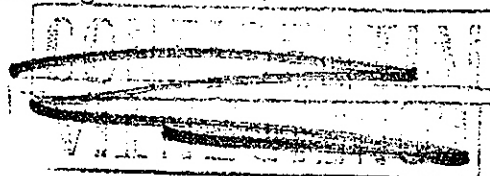
3rd ARRGp (JSARC)

IN TURN

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *49 JUL 74*

23 March 1968

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1 dated 15 June 1967.
2. (C) Jolly Green 24 and 04 were scrambled from DaNang AB at 1900Z, 21 March 1968, for a downed Marine A-4 pilot. JG 24 proceeded directly to 130°/9/Ch 94 while JG 04 held feet wet. Contact was made with Spooky 13 (an AC-47) who was orbiting over the survivor. There was a layer of ground fog 400 feet thick in the area, limiting visibility to $\frac{1}{4}$ mile. The survivor directed JG 24 by radio and used a night flare to pinpoint his position. Because of ground fog in the area, visual references were very poor. However, an attempt was made to penetrate the fog as the survivor had JG 24 in sight. The RCC was attempting to make contact with the ground, attempting to maintain 70 knots and 200 feet altitude, when the Flight Engineer yelled, "We're going in; pull up; pull up!" The RCC immediately leveled the aircraft from a slight right turn and initiated a climb. The altimeter was noted to be indicating 100' at this time, however crew members who saw the ground stated they believed landing gear would have hit had it been down. JG 24 continued orbiting the area for 30 more minutes trying to convince Spooky 13 and the survivor that JG 24 would be unable to make a recovery under present conditions but would return at first light. JG 24 and 04 were then cleared to RTB by Queen as JG 24 was getting low on fuel. Queen was contacted by land line after RTB and advised that a recovery would be impossible under present conditions and that first light should give adequate references. It was agreed that another effort would be made at first light. Approximately 5 minutes later Queen called back, advising weather was clear and would JG 24 try again? The answer was affirmative. JG 24 and 04 departed at 2130Z for a second attempt. JG 24 proceeded direct to the area and made contact with Spooky 13 and the survivor. JG 24 turned on the landing lights and was directed throughout the approach by the survivor until visual contact was made. The approach was completed to a clear sandy area and the pickup made by landing. JG 24 and 04 returned to Channel 94 after completing recovery.
3. (U) Crew coordination was outstanding. The Flight Engineer prevented loss of aircraft and crew by seeing ground under difficult conditions and advising RCC of pending collision.



GROUP 4

Downgraded at 2 year
intervals: 10/1/70
20/1/72

Atch 3

~~CONFIDENTIAL~~

4. (C) The survivor was Major John A. Herber, USMC 063664, VMA 311.
5. (U) Crew members of Jolly Greens:

JOLLY GREEN 24

RCC Capt Jerry M. Griggs
RCCP Capt William B. Byrd Jr
FE TSgt Robert Q. Rector
RS Sgt Robert D. Baker

JOLLY GREEN 04

RCC Major Joe B. Green
RCCP Capt Don W. Wiegard
FE Sgt Dennis M. Richardson
RS Sgt Joseph S. Stanaland

Jerry M. Griggs

JERRY M. GRIGGS, Captain, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

FROM: 38RCC

25 Mar 68

SUBJ: Mission Narrative Report (10-38-23, 23 Mar 68)

TO: 10-38C *23*
38C *23*
3rd ARRGp (JSARC)
IN TURN

WB/104
(50)

2

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.

2. At 0707Z, 23 Mar 68, this unit was requested by Navy River Operations, Binh Thuy to evacuate two critically wounded sailors from a River Patrol Boat (PBR) that had been hit by a B-40 rocket. "Pedro 91", an HH-43F helicopter, scrambled at 0710Z and intercepted the PBR at 09 deg 59 min N., 105 deg 58 min E. As Pedro approached the pickup area two US Navy "Seawolfs", armed UH-1B helicopters, were laying down suppressive fire to the west. The two helicopters escorted Pedro to the PBR's and then provided air cover during the pickup. At 0725Z Pedro reached the two PBR's which had beached on the shore next to a Vietnamese outpost. The PJ lowered the stokes litter to the PBR where the first injured man was strapped in and then raised to the helicopter. In order to pickup the second man the first man had to be moved from the stokes litter. This presented quite a problem as the man had a shattered femur and his leg was just barely hanging on. The PJ immediately applied a tourniquet to the leg which stopped the bleeding and then he administered medical aid and treated for shock. In the meantime the FE lowered the stokes litter and brought up the second man who also had severe leg wounds, but not quite as bad as the first man. At 0735Z Pedro transitioned into forward flight to the east and when passing through 700 feet heard several rounds of ground fire. Immediately evasive action (turns) were taken and the climbout was continued with maximum power. Later inspection revealed the helicopter did not take any hits. The patients were treated in flight and offloaded at the Dong Tam 3rd Field Hospital at 0800Z. Pedro refueled at the aerodrome and returned to Binh Thuy AB at 0845Z. Weather was 3CU30, 6CL 300, 6+, 150/6, 33C. Coordination between the PBR, Seawolf and Dong Tam was strictly by FM Radio. Two combat saves (US Navy) and light ground fire. To preclude moving the most seriously injured personnel anymore than necessary the following addition has been made to the DOI for PBR pickups: NOTE - Prior to the first pickup the PBR commander should notify the Pedro crew of the type of pickups and the number involved. Litter cases (stokes litter) will always be first followed by either rescue seat or "Horst Collar" pickups. If two or more litter cases are involved send the least injured litter case up first. This will prevent unnecessary movement of the most seriously injured personnel when the stokes litter has to be used more than once.

Atch 14

3. The names of the survivors were: Lt W.H. Retz, River Section 511, CTF 116, USN and BMI Louis C. Schiote, River Section 511, CTF 116, USN

4. Crewmembers of Pedro:

Pedro 91

RCC Capt Laurence W. Conover
RCCP Lt Col Roland E. Speckman
FE SSgt Gordon L. Browning
RS ALC Larry D. Nicholson

Laurence W. Conover
LAURENCE W. CONOVER, Capt., USAF
Rescue Crew Commander

FROM: 1-370

25 Mar 68

SUBJ: Mission Narrative Report (2-3-26, 23 Mar 68) (U)

TO: 1-370W
3rd ARRG (JSAR)
IN TURN

4.35(3)

Handwritten:
24
Sent 2
4/15

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRG Sup 1, dated 15 June 67.
2. (U) At 1055L, 23 March 1968, Jolly Green 20 was launched for an Army Special Forces camp located at UD 905754. The objective was an Army sergeant with a possible broken neck. We were airborne at 1100L with a doctor from NKP. Weather throughout the mission was good. The camp was located at 1125 without difficulty although the sergeant was dead on arrival. After confirming this fact the doctor treated other men with lesser injuries received in a simultaneous but different vehicle accident. The body and a medic with an injured knee were loaded on the helicopter at 1155L and returned to NKP, landing at 1220L.
3. (U) The names of the survivors were: Identity of the personnel concerned was unavailable.
4. (U) Crewmembers of Jolly Green 20 were:

RCC MAJOR GERALD C. HAYNES

RCCP MAJOR MILTON S. WASHINGTON

FE SSGT CARL L. WARMACK

RS SGT J.F. LOMBARD

Handwritten signature: Gerald C. Haynes

GERALD C. HAYNES, Major, USAF
Rescue Crew Commander

Handwritten: Atch 5

FROM: 38RCC

25 Mar 68

SUBJ: Mission Narrative Report (10-38-24, 24 Mar 68)

TO: 10-38C *PEB*
38C *E/R*
3rd ARRGp (JSARG)
IN TURN

(52) sub/04

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.
2. At 0625Z (1425L) 24 Mar 68 the Det 10, 38th ARRSq, Binh Thuy AB, RVN was requested by Navy Operations at Binh Thuy to pickup 4 wounded crewmembers from a PBR that had been sunk under attack 20 miles north of Binh Thuy. Coordinates and a on-scene frequency were furnished, gun ship cover was already in the area. Pedro 91 was airborne at 0630Z and arrived on scene at 0645Z. A FAC directed Pedro to a RVN outpost on a small tree lined canal. An approach and departure from east of the outpost was recommended as being most secure. While on approach the FAC, being advised by the outpost, stated that there was no available landing site, but a small bushy area was located about 50 meters west and a landing accomplished without incident. Outpost personnel and the Pedro crew helped four ambulatory patients through the perimeter fences of the outpost to the helicopter. One ARVN and 3 US Navy men were picked up here. As the Pedro departed this location the FAC advised there was an additional critical case located at an open area one mile north and when this site was marked a landing was accomplished there. A patrol size unit brought two critically wounded (1 USN, 1 ARVN) on stretchers to the helicopter. Some how the six casualties and two crewmembers all found a place and all were soon enroute to a US Army hospital located 40 miles east arriving at 0720Z. It is known 2 WIA's were picked up by a Navy Seawolf UH-1 and that there was also 2 KIA's not evacuated from the area. Details on what took place and how the casualties came about are not known. Weather was good throughout the mission. No ground fire was encountered by the Pedro. One sortie 1+40 hours flown by the Det 10, 38th ARRS HH-43F. Mission was terminated when Pedro 91 landed back at Binh Thuy AB at 0810Z. Six combat saves credited to ARRS.

3. The names of the survivors were: Unknown

4. Crewmembers of Pedro:

Pedro 91

RCC	Maj James F. Okonek
RCCP	Capt Albert E. Tollefsen
FE	AlC Harold D. Cooper
RS	AlC Larry D. Nicholson

James F. Okonek
JAMES F. OKONEK, Major, USAF
Rescue Crew Commander

Atch 15

Det 10, 38 ARRSq History, Jan - Mar 68

18

MISSION NARRATIVE: Det 10, 38th ARRSq, Mission 10-38-24, 24 Mar 68

At 0625Z (1425L) 24 Mar 68 Det 10, 38th ARRSq, Binh Thuy AB, RVN was requested by Navy Operations at Binh Thuy to pickup 4 wounded crewmembers from a PER that had been sunk under attack 20 miles north of Binh Thuy. Coordinates and a on-scene frequency were furnished, gun ship cover was already in the area. Pedro 91 was airborne at 0630Z and arrived on scene at 0645Z. A FAC directed Pedro to a RVN outpost on a small tree lined canal. An approach and departure from east of the outpost was recommended as being most secure. While on approach the FAC, being advised by the outpost, stated that there was no available landing site, but a small bushy area was located about 50 meters west and a landing accomplished without incident. Outpost personnel and the Pedro crew helped four ambulatory patients through the perimeter fences of the outpost to the helicopter. One ARVN and 3 US Navy men were picked up here. As the Pedro departed this location the FAC advised there was an additional critical case located at an open area one mile north and when this site was marked a landing was accomplished there. A patrol size unit brought two critically wounded (1 USN, 1 ARVN) on stretchers to the helicopter. Somehow the six casualties and two crewmembers all found a place and all were soon enroute to a US Army hospital located 40 miles east arriving at 0720Z. It is known 2 WIA's were picked up by a Navy Seawolf UH-1 and that there was also 2 KIA's not evacuated from the area. Details on what took place and how the casualties came about are not known. Weather was good throughout the mission. No ground fire was encountered by the Pedro. One sortie 1+40 hours flown by the Det 10, 38th ARRS HH-43F. Mission was terminated when Pedro 91 landed back at Binh Thuy AB at 0810Z. Six combat saves credited to ARRS.

CREWS: (All assigned to Det 10, 38th ARRSq) PEDRO 91

RCC Maj James F. Okonek
RCCP Capt Albert E. Tollefsen
FE ALC Harold D. Cooper
f5 RS ALC Larry D. Nicholson

JAMES F. OKONEK, Major, USAF
Rescue Crew Commander

FROM: 38-7C

26 March 1968

SUBJECT: Mission Narrative Report (7-38-5, 25 March 1968) (U)

TO: 38C *EF*
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) Narrative:

At 0600Z, the Rescue Control Center (Queen) at Son Tra, RVN, scrambled Pedro 69 on a USAF B-57, callsign Yellowbird 16, which was reported 45 miles out with a single engine emergency. Pedro 69 was launched, with FSK, at 0605Z and an orbit was initiated southeast of the runways. DaNang Tower reported Yellowbird 16 was fifteen miles NE and would land on 35L. The orbit area was changed to the SW corner of the base. After approximately five minutes, a B-57 was observed on what appeared to be a high final approach, south of the field. At this time, Tower confirmed it was Yellowbird 16 on a four mile final for 35L. A standard intercept was commenced. However, Yellowbird did not seem to be losing altitude and when the aircraft was over the end of the runway, it was obvious he was not going to land on this approach. The B-57 made a slow, very flat left turn over the approach end of the runway. At the same time, Tower transmitted that Yellowbird was cleared to land on 35L. Pedro 69 was under and inside the B-57 at this time. To readjust the intercept pattern, a tight 360 degree turn to the right was accomplished, rolling out facing the B-57 as it was completing its turn to downwind. The B-57 had lost quite a bit of altitude by this time and within a few seconds of turning downwind, his nose came up, the aircraft rolled left and the nose dropped rapidly. At this time, the canopy and the two pilots were observed to be leaving the aircraft. The B-57 was estimated to be at 400-500 feet above the ground when the canopy was jettisoned. The pilots followed the trajectory of the aircraft and went out of sight behind a tree line as the aircraft impacted and exploded. No deployed chutes were observed. The FSK was placed on a convenient road and Pedro 69 was flown to the impact area. One pilot was visible very near the burning wreckage. Exploding 20MM could be heard very clearly as we flew by the crash site. Pedro 69 was landed as near as possible to the B-57 pilot and the paramedic and firemen deplaned to determine his condition. Having determined that the pilot was fatally injured, and with some concern about the exploding wreckage and HE 20MM which was in the air, the crew was recalled to the helicopter. After takeoff, the other pilot was eventually sighted. By this time, several Marines were in the area but were continually being forced to take cover from the numerous 20MM missiles. Pedro 69 was again landed and the medic dispatched to determine the second pilot's condition. He also was deceased. With the help of the Marines, both

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

Do not use for
intermittent

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



REPLY TO
ATTN OF: 370

27 March 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-29, 251148Z (U))

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 JAN 84

TO: 370

3rd ARRGp (JSARC)
IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1 dated 15 June 1967.
2. (C) At 2100Z, 25 Mar 68, the crews of JG 25 (Low) and JG 04 (High) were advised by Queen of a downed H-34 (Marine MEDIVAC), 20 miles north of DaNang. Queen advised to scramble only one crew. JG 25 was airborne at 2120Z and arrived at the SAR site at 2130Z. A search was established with the assistance of Spooky 14 (an AC-47) who was dropping flares in the area. Since no survivors were immediately sighted JG 25 requested that Queen scramble additional Jolly Greens. At 2135Z the FE on board JG 25 sighted a short duration flare and vectored the pilot in that direction. About 40 seconds later another flare was sighted at the two o'clock position one half mile away. Two survivors were located and recovered by 2140Z. The hoist and sling were utilized as the sea state was 4. Spooky 14 dropped several flares in the area to assist in the recovery. No external lights were used by JG 25. A smoke flare was dropped by JG 25 while still in a hover to mark the location of the recovery. The survivors, pilot and copilot, were in good condition; therefore, JG 25 elected to search until more aircraft arrived. Seven other people had been on board the H-34. At 2310Z JG 22 and 07 arrived in the area and JG 25 departed for Marble Mountain to off-load the survivors, landing at 2320Z. JG 25 departed at 2325Z after refueling and returned to the search area. JG 04 was now on scene and JG 22 and 07 proceeded to Quang Tri. With the assistance of Crown 04 and Zulu one, a Navy destroyer escort, the area was searched until 0135Z, 26 Mar 68, with negative results. JG 04 and 25 landed Channel 94 at 0148Z. Weather was 200 feet scattered, 1500 feet overcast and 10 miles visibility.
3. (C) The survivors were two USMC Lieutenants, names unknown.
4. (U) Crew members of Jolly Greens:

JOLLY GREEN 25

RCC Major Green, Joe B.
RCCP Lt Col Klinkert, Charles
FE Holden, Elmer L., SSgt
RS Sgt Canun, Peter J.

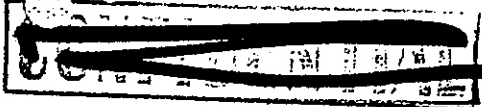
JOLLY GREEN 04

RCC Capt Stringer, Harvie L.
RCCP Capt Wiegard, Don W.
FE SSgt Brand, Arthur T.
RS Sgt Klenovich, Rodger A.

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

Atch 5



JOLLY GREEN 22

RCC Capt Otte, Fred H.
RCCP Capt Spray, Ronald G.
FE SSgt Brand, Arthur T.
RS Sgt McDougall, Angus C.

JOLLY GREEN 07

RCC Capt Griggs, Jerry M.
RCCP Capt Cardile, Frank
FE SSgt Carroll, William L.
RS A1C McGill, Douglas J.

JOE B. GREEN, Major, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
interval: unspecified



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 68 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

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

1967 (cont)

- 13 Dec 67 The 58th ARR Squadron, with HH-43s, recorded 10 saves, rescuing the crew of the Italian freighter, *Zante*, aground in heavy seas off the Libyan coast.
- 16 Dec-
21 Dec 67 Extremely heavy snows in northeastern Arizona, and related floods around Nogales in southern Arizona, caused emergency conditions. The Western ARRC dispatched a control team, which coordinated relief and rescue efforts by personnel of the Army, Navy, Air Force, and many civilian agencies. The lives of 12 persons were saved, 676 persons were assisted, and 349,000 pounds of food and supplies were delivered.

1968

- 26 Jan 68-
18 Jun 69 As a result of the seizure of the USS *Pueblo* by North Korea on 23 January, the 305th ARR Squadron (AFRES) was called to active duty, effective on 26 January. The HC-97 aircraft and aircrews of the 305th augmented the resources of other ARRS units for 18 months.
- 9 Feb-
8 Aug 68 In response to the *Pueblo* crisis, ARRS organized a provisional squadron and three provisional detachments in Korea on 9 February. A fourth det was organized on 29 March. These detachments were discontinued on 8 August 1968.
- 30 Mar 68 Four H-3s from the 37th ARR Squadron were involved in a mission to recover 14 crewmen from six United States Marine Corps (USMC)



General George S. Brown awards the Air Force Cross
Major Joe B. Green.

1968 (cont)

- 30 Mar 68
(cont) helicopters downed by hostile fire in the A Shau Valley, Vietnam. Despite friendly support from A-1E, AH-1, and UH-1 gunships and A-37s, the H-3s were under constant enemy fire during the rescue. Leading the H-3s, Major Joe B. Green and his crew picked up four of the surviving Marines on his third approach. A second H-3, piloted by Major Jerry M. Griggs, picked up four more, and a third H-3, piloted by Major Stuart H. Hoag, picked up the remaining six Marines. Majors Green and Griggs later received the Air Force Cross as a result of their actions.
- 10 Apr 68 Two Philippine fishing boats capsized in rough seas about 400 miles north of Clark AB, dumping 31 fishermen overboard five miles from shore. The 31st ARR Squadron sent an HC-130 to the scene, and two pararescuemen parachuted into the ocean to aid the victims. The pararescuemen rescued about 17 fishermen and put them in life rafts dropped from the HC-130.
- 22 Apr 68 The Lebanese cargo ship *Alheli*, with 26 crewmen aboard, radioed that they were sinking in rough seas about 900 miles east of Bermuda. An HC-130 from the 55th ARR Squadron, Kindley AFB, Bermuda, orbited the sinking ship, vectored a British ship, the *Megantic*, to the scene, then dropped flares to aid the loading of the survivors aboard *Megantic*.
- 30 May 68 Sergeant Thomas A. Newman, a pararescueman, rescued a downed F-105 pilot near Savannakhet, Laos. After Sergeant Newman was lowered into the jungle at the location of the survivor, enemy fire threatened his crew and aircraft, and Sergeant Newman requested that they evacuate. Another HH-53 descended and lowered its hoist in the darkness. In response to a tug, the crew reeled up the hoist, but lowered it again because Sergeant Newman was caught in the coiled cable. Finally, they reeled in the pararescueman and the downed



Sergeant Thomas A. Newman

~~SECRET~~

96

Mission Narrative 1-3-29

26 March 1968 ⁸⁶

At 2117Z (0517H), 26 March 968, Medevac Chase, a marine CH-34, called on guard that he was going in at 360/20/CH94.

Sooky 14 heard the call and alerted rescue. Spooky proceeded to the scene and began dropping flares. Jolly Green 25 arrived at 0635H and picked up two survivors at 0650H. Crown 4 arrived at 0710H. Crown established search areas for Jolly Greens 25, 22, 07 and 04, and began an expanding square search of the area. After 30 mins searching, Crown 4 sent Jolly Greens 22 and 07 to Cigar to assume alert. JG 25 took his survivors to NSA hospital. The survivors were the pilots. They stated that they had lost an engine and gone "straight in". The did not believe that anyone else survived as they surfaced and found each other immediately but could not locate any other. There were seven souls on-board. (One medic and six seriously wounded litter patients)

There was a destroyer (Zulu #367) on scene, as well as numerous small surface craft. Also, there were two Marine Chinooks and two Marine Hueys.

The area was searched until 1200H, with 100% coverage, 100% effectiveness. No further sightings were made.

Thomas B. Baines, Capt, USAF
Rescue Crew Commander

Brown	Ralph	W.	MAJ
oliver	Thomas	J.	Capt
Cruse	Doyle	R.	TSGT
Davis	James	C.	SSGT
Hawkins	Lewis	M.	MSGT
Barkley	Clarence H.		TSGT
Wilson	Lance	F.	SSGT

~~SECRET~~

68-0044

SECRET

Mission Narrative 1-3-29

26 March 1968

At 2117Z (0517H), 26 March 968, Medevac Chase, a marine CH-34, called on guard that he was going in at 360/20/CH94.

Sooky 14 heard the call and alerted rescue. Spooky proceeded to the scene and began dropping flares. Jolly Green 25 arrived at 0635H and picked up two survivors at 0650H. Crown 4 arrived at 0710H. Crown established search areas for Jolly Greens 25, 22, 07 and 04, and began an expanding square search of the area. After 30 mins searching, Crown 4 sent Jolly Greens 22 and 07 to Cigar to assume alert. JG 25 took his survivors to NSA hospital. The survivors were the pilots. They stated that they had lost an engine and gone #straight in". The did not believe that anyone else survived as they surfaced and found each other immediately but could not locate any other. There were seven souls on-board. (One medic and six seriously wounded litter patients)

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Rescue Crew Commander

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oliver	Thomas	J.	Capt
Cruse	Doyle	R.	TSGT
Davis	James	C.	SSGT
Hawkins	Lewis	M.	MSGT
Barkley	Clarence H.		TSGT
Wilson	Lance	F.	SSGT

SECRET

68-0044

~~SECRET~~

73

FROM: 1-400

~~CONFIDENTIAL~~

9 April 1968

SUBJ: Mission Narrative Report (2-3-29, 28 Mar 68)(U)

TO: 1-40C (W)
3 ARRGp (JSARC)
IN TURN

4.3K(3)

1. (U) This report is submitted IAW ARRS 55-2/3 ARRGp Sup 1, dated 15 June 1967.
2. (S) Jolly Green 37 and 36 were launched from alert status at NKP, proceeded to a position 103/100/98 and orbited for 3 hours 45 minutes attempting contact of a ground party. No contact was made and JG 36 and 37 were returned to NKP landing at 1530L.
3. (U) There were no survivors recovered.
4. (U) Crewmembers of Jolly Greens were:

4/6

JOLLY GREEN 37 (L)

RCC Maj Maurice L. Wells
RCCP Lt Col Royal A. Brown
FE TSgt Albert P. Parker
PJ ALC David M. Cobb

JOLLY GREEN (H)

RCC Maj Frederick C. Faust
RCCP Capt George W. Greer
FE SSgt Raymond J. Price
PJ Sgt J. T. Lombard

Maurice L. Wells
MAURICE L. WELLS, Maj, USAF
Rescue Crew Commander

3 cy Rep R by ARRS/DOOR
Reot.
1 cy to USAF Hqwp Keadler
11/11 to 11 11 MARCH
1 cy to FT Belvoir VA

Classification (cancelled) (changed to UNCLASS)
effective on 3-11-75 under the authority of
USAF/NOCS M. Davis
M 891018562 Apr 75

Downgraded to CONFIDENTIAL
17 AUG 1971
(Date) IAW AFR 205-2

1143

68-AD-1122

Cy 1 of 9 cys

1-40D-68-S-30

~~CONFIDENTIAL~~

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

~~SECRET~~

ARCDC # 680866

~~SECRET~~

~~CONFIDENTIAL~~

sent
2
W

FROM: 1-400

3 April 1968

SUBJ: Mission Narrative Report (2-3-30, 29 Mar 68)(U)

TO: 1-400 W
3ARRGp (JSARC)
IN TURN

(54)

1. (U) This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1, dated 15 June 1967.
2. (S) At 0500L JG-19L and JG-37H launched for a first light effort to recover Nail 43 and 41 at 102/48.5/Ch 89, who had bailed out the previous evening. At 0532L, both JGs orbited at 102/45/Ch 89. Visual contact with the survivors was made at 0545L and at 0557L Sandy 5 directed JG-19L in for the pickup. Nail 41 was recovered at 0606L and Nail 43 at 0612L. Both pilot were in excellent condition. Radio discipline was good and weather was not a factor. The mission terminated at Channel 89 at 0643L.
3. (C) The names of the survivors were: Holden C. Johnson, Lt Col, USAF and John J. Doran, Major, USAF, 23 TASS, NKP RTAFB.
4. (U) Crewmembers of Jolly Greens were:

JOLLY GREEN 19 (LOW)

RCC 1LT JAMES H. PLATT
RCCP MAJ LOUIS D. YUHAS
FE SGT MICKEY D. BERRY
RS ALC CHARLES D. KING

JOLLY GREEN 37 (HIGH)

RCC MAJ RICHARD A. WAGNER
RCCP CAPT JOHN H. CANFIELD
FE SGT NARCISO A. OTERO
RS SGT PATRICK F. ALLAIRE

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

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11 2
AUTOMATICALLY DOWNGRADED AT 100
YEAR INTERVALS
DECLASSIFIED ON 5/10/19

Downgraded to CONFIDENTIAL

17 AUG 1971

(Date)

IAW AFR 205-2

ARODC # 680813

CONFIDENTIAL

Cy 1 of 9 cys

1-400-68-S-22-

68-AD-1079

Atch 2

~~SECRET~~

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

~~SECRET~~

85

Mission Narrative 2-3-30

85
30 March 1968

Crown 3 was alerted at 0410L at Udorn for scramble. Crown 3 became airborne at 0440L and proceeded to CH89. Compress informed enroute that the launch was for a first light effort on Nail 43 and Nail 41. Both pilots had gone down on same O-2 aircraft the previous evening. Position of survivors was 102/48.5/CH89. Sandy 5 and 6 were launched from channel 89 at 0500L and Jolly Green 19 and 37 were also airborne at 0500L. Sandy 7 & 8 were supposed to have launched from CH70 at 0430L but were delayed due to maintenance problems. Crown 3 arrived in the area and made contact with Nail 49 who had maintained voice contact with survivor during the night. Nail 10 and 11 were also in the immediate area. Sandy 5&6 and Jolly Green 19&37 arrived on the area and established an orbit until it became light enough to start the effort.

As soon as visibility improved Sandy 5 descended, located and established communications with the survivors. Neither the Sandy nor Nails were drawing ground fire and the Sandy called in Jolly Green 19 to make pickup. Survivors were asked to pop smoke flare and Nail 41 spotted immediately and recovered by JG 19 at 0605L. Nail 43 was then spotted and JG 19 made the pickup on him at 0635L. Both survivors were in good condition.

Sandy 7&8 arrived in area and then the whole gaggle RTB to CH 89.

Comments: All three Nail aircraft(49,16,10) kept a ^{Running} commentary with their buddies on the ground on guard frequency. Most of this chatter was useless and served to completely block all UHF frequencies being used. Their concern for their buddies can be appreciated but their action could detract from mission efficiency very easily.

Set off frequency. They did not respond to requests to suggest F&C aircraft be warned to allow Sandy on or scene Commander to handle comms on guard with survivors where possible.

W.C. Smith
William C. Smith, Capt, USAF
Rescue Crew Commander

Trippe	William R.	MAJ.
Hannan	George P.	capt
Carlton	James D	TSGT
Long	Curtis W	TSGT
Aldridge	William E.	TSGT
Verroth	Charles J.	MSGT

~~SECRET~~

68-0045

~~SECRET~~

95

Mission Narrative 2-3-30

85
30 March 1968

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As soon as visibility improved Sandy 5 descended, located and established communications with the survivors. Neither the Sandy nor Nails were drawing ground fire and the Sandy called in Jolly Green 19 to make pickup. Survivors were asked to pop smoke flare and Nail 41 spotted immediately and recovered by JG 19 at 0605L. Nail 43 was then spotted and JG 19 made the pickup on him at 0635L. Both survivors were in good condition.

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Key did not respond to requests to set off frequency. Suggest FAC aircraft be briefed to allow Sandy on or scene Commander to handle comms on guard with survivors wherever possible.

W.C. Smith
William C. Smith, Capt, USAF
Rescue Crew Commander

Trippe	William R.	MAJ.
Hannan	George P.	CAPT
Carlton	James D.	TSGT
Long	Curtis W.	TSGT
Aldridge	William E.	TSGT
Verrett	Charles J.	MSGT

~~SECRET~~

68-0045

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History - Det 1, 40th ARRSq, Jan - Mar 68

1968

- 6 Mar - Lt Gen Benjamin O. Davis, Commander, 13th Air Force, presented Silver Stars to Maj Haynes, Lt Platt, and Sgt Taylor. Rescue of Baffle 02 by Jolly Green 15 and 36(#230-#232).
- 7-10 Mar - Maj Ferrell, Maj Orsini, Capt Walker, Capt Canfield, and Lt Platt represented Det 1 at the Convention of the Red River Valley Association, Udorn RTAFB.
- 11 Mar - Emergency evacuation of personnel from L-85 by Jolly Green 15 and Jolly Green 37(#233-#294), also Det 1, 37 ARRS evacuated 67 personnel.
- 13-15 Mar - Maj Orsini and Capt McKinley briefed the 8th Tactical Fighter Wing at Ubon RTAFB on SAR mission. 15 Mar - Maj Orsini and Capt McKinley briefed MACTHAI on the SAR mission in SEA.
- 22 Mar - Maj Orsini briefed Det 1, 428th Tactical Fighter Squadron at Takhli on SAR mission.
- 23 Mar - Medical evacuation from Libby Jury by Jolly Green 20.
- 25 Mar - Rescue of Candlestick OLG by Jolly Green 19(#295).
- 30 Mar - Rescue of Nail 43 and Nail 44 by Jolly Green 19(#296-#297). Rescue of Hot Rod 02 by Jolly Green 20(#298-#299).
- 31 Mar - Medical evacuation from Libby Jury by Jolly Green 17. Maj Orsini briefed 37 ARRS to assist them in adopting techniques used by this detachment, in particular, teamwork with the Sandys.

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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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2

History - Det 1, 40th ARRSq, Jan - Mar 68

1968

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- 31 Mar - Medical evacuation from Libby Jury by Jolly Green 17. Maj Orsini briefed 37 ARRS to assist them in adopting techniques used by this detachment, in particular, teamwork with the Sandys.

~~FOR OFFICIAL USE ONLY~~

FROM: 1-400

3 April 1968

SUBJ: Mission Narrative Report (2-3-32, 31 Mar 68)

TO: 1-400 W
3ARRGP (JSARC)
IN TURN

(359)

1. This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1, dated 15 June 1967.

2. The Detachment Duty Officer was notified at 0105L of a possible medical evacuation from the Sakon Nakhon area, 245/32/CH 89. Lt Cmdr Thomas, Navy Flight Surgeon of VO-67 was alerted to accompany the aircraft and provide two portable oxygen bottles. At 0119L, Compress directed Jolly Green 17 to launch. Jolly Green 17 was airborne at 0143L and arrived at the landing zone at 0207L. Weather enroute was clear with light haze. Army personnel fired flares to vector the helicopter in, and used a "Y" of truck lights to mark the landing zone, a dirt strip. The patient had suffered a broken collar bone and was in shock. Jolly Green 17 departed the area at 0211L, and arrived at Nakhon Phanom Royal Thai Air Force Base at 0233L.

3. The name of the evacuee was US Army Sgt (E-7) Iddis Hickox, Sakon Nakhon, Thailand.

4. Crew of Jolly Green 17:

RCC CAPT JAMES E. OLIVER

RCCP CAPT GEORGE W. GREER

FE SSGT BERNARD W. GRAU

RS SGT PETER S. HARDING

James E. Oliver
JAMES E. OLIVER, Captain, USAF
Rescue Crew Commander

Atch 7

