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



REPLY TO
ATTN OF: 370

SUBJECT: Mission Narrative Report (1-3-34, 16 April 68) (U)

18 APR 1968

TO: 37C
3rd AARGp (JSARC)
IN TURN

1. (U) This report is submitted in accordance with ARRS-55-2/3AARGp Sup 1, dated 15 Jun 67.

2. (C) At approximately 0600Z Jolly Green 22 was on strip alert at Danang AB, RVN when Crown 4 notified Queen that Bear 3, a USAF F-105, was declaring an emergency. The co-pilot of Jolly Green 22 was monitoring the radio when this transmission was made and alerted the rest of the crew. Jolly Green 22 was airborne at 0610Z when Bear 3 bailed out and proceeded to 030/30/Ch 94 where Crown 4 was circling the pilot during his parachute descent. Utilizing DF steers Jolly Green 22 was within one mile when Bear 3 landed in the water. The co-pilot of Jolly Green 22 spotted the survivor immediately and lined the aircraft up on final approach. Jolly Green 22 landed on the water and taxied up to the survivor. Some difficulty was encountered pulling the survivor on board the helicopter because he was entangled in his parachute. The flight engineer utilized the hoist to raise the survivor out of the water and the pararescueman entered the water and cut away the parachute shroud lines. The uninjured survivor was on board at 0625Z. After checking with the crew that everyone was strapped in and there were no shroud lines visibly snagged on the helicopter, a take-off from a hover was executed. At this time Crown 4 notified Jolly Green 22 that the parachute was billowing up behind the helicopter. Jolly Green 22 landed immediately. The pararescueman then cut away the shroud lines that had become entangled on the fuel drain and sponson below the water line. Jolly Green 22 landed at DaNang at 0445Z terminating the mission.

3. (U) Crew coordination was excellent.

4. (C) The survivor was: Colonel David W. Winn, FR36646, 355TFW, APO 96723.

5. (U) Crew members of Jolly Green 22:

RCC Capt John B. McTasney
RCCP Capt William B. Byrd Jr.
FE A1C Hoyle L. Sykes Jr.
RS A1C Angus C. McDougall

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/10/04

JOHN B. MCTASNEY, Capt, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

37ARFSq Hist, Apr-Jun 1968

6.

(3)(U) 1-3-34, 16 Apr 68. JG 22 was on strip alert at DaNang when notified of a F-105 pilot declaring an emergency. At 0610Z Jolly Green 22 was airborne and at the same time, the F-105 pilot bailed out 30 miles northeast of DaNang AB. Utilizing DF steers, JG 22 was within one mile of the pilot when he landed in the water. The copilot of JG 22 spotted the survivor and lined up the aircraft for the final approach to a water landing. Some difficulty was encountered pulling the survivor on board because he was tangled in his parachute. The flight engineer utilized the hoist to raise the survivor out of the water and the pararescueman entered the water and cut away the parachute shroud lines. The uninjured survivor was Colonel David W. Winn, FR36636, 355TFW. The parachute billowed up behind the helicopter as JG 22 lifted off the water. An immediate landing was made and the pararescueman then cut away the shroud lines that had become entangled on the fuel drain and sponson below the water line. JG 22 landed at DaNang at 0645Z.

(4)(U) 1-3-37, 19 Apr 68. JG 21 and 10 were returning to DaNang from Quang Tri alert when they were diverted to a position 10 miles northeast of Hue to rescue a UHMC A-4 pilot that had ejected. The survivor was spotted about 10 miles to the south of JG 21's position and the last 200 feet of descent of the survivor was observed as final approach to a water landing was

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39th ARPSq Hist., Apr-Jun 68

they now struck targets in Route Package I, and R.P. II⁵ and Loas all day in varying intervals.⁴ Thus Crown was alert for "business" at any time through the day. The SAR results were encouraging with reservation.

The 39th participated in the rescue of sixty-eight downed crewmembers during this quarter, bringing their total since activation to 420 as of 30 June 1968.⁶ Fiscal year 1968 saw a progression to a peak of 37 saves in the third quarter: FY 1/68; 48 in FY 2/68; 78 (+126 in evacuation of Lima-site 85) in 3/68; and 39 (+29 in rescue of Medevac CH-46 swift 5-1) in FY 4/68. The drop was due in part to the bombing limitations and its associated factors such as concentration of hostile forces and targets.

The missions were as varied as usual; each a unique test posing and answering questions never anticipated by the Crown crews. Some illustrated the immense capability of the Search and Rescue Task Force and others showed its limitations.

On 15 April 1968, an F-105 pilot, Bear 03, ejected over the South China Sea. Watching him eject from his aircraft, Crown 4 orbited the descending chute, and called in the Jolly Green Giant. The survivor was in the water less than five minutes.⁷

4. Sample Frag (S) Page 99
5. Charts of Operational Areas SEA Page 102 (C)
6. Appendix Rescue Results. Pg 33
7. Mission Narrative (Bear 03) (S) Page 62

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Mission Narrative 1-3-34

15 April 1968

Crown 4 received a Mayday call from Bear Lead at 1432L, stating that he had lost radio contact with Bear #3 and that Bear #3 was having problems. His Position was give as 17-12N 106-58E, heading 150 and 5 to 10 miles off the coast. Crown 4 immediately proceeded toward the area and proceeded to launch Jolly Green 22, from Cigar, who was airborne at 1443L. Bear 4 was escorting Bear 3 and it was learned from Bear 4 that Bear 3 had smoke in the cockpit and had lost his rudder. Crown 4 had a visual sighting on them as they passed by.

Bear 3 bailed out at 1444L and hit the water at 1456L. Crown 4 had and kept visual sighting of him as he descended and saw him hit the water at a position of 030/30 miles from CH94. Crown 4 was then able to direct Jolly Green 22 directly to the scene for a successful early pick up of the survivor at 1502L.

This was a very successful well co-ordinated mission with Jolly Green 22 proceeding to CH 94 with the survivor and Crown 4 resuming normal orbit

Lyndon J. Stretton, Capt, USAF
Rescue Crew Commander

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