

~~SECRET~~

DECLASSIFIED 58

1 April 1968

Mission 2-3-33

Crown 1 was on normal orbit over Pak Sane when Cricket called on UHF and informed Crown 1 that a Nail 55 (0-2) had received ground fire, losing one engine and experiencing difficulty with the other. His position was given as 120/65/CH89 and he was proceeding to CH89. He was being escorted by Nail 45, 18 and 10. Crown 1 made contact with Nail 55 and was told engine still losing pressure but he felt he could make CH89 OK. Crown 1 established contact with JG 17 and 20 at CH89 and told them to prepare to launch if needed. Hobbs 18 and 19, escorting a couple of Pony Express helicopters called in and were directed to proceed to intercept the Nail aircraft.

Nail 18 informed Crown 1 that 55 was losing more pressure and unable to maintain altitude. Position was then 120/35/89. Crown 1 launched JG 17 & 20 to proceed toward the aircraft. Nail 55 (2*SCB) then bailed out at 120/18/CH89. Nail 18 reported 2 good chutes. Sandy 7 and 8 were directed to launch from CH89 this time. JG 17 arrived in the area about 2 minutes later and immediately spotted both survivors. Area was quiet so JG 17 descended and effected a pickup on both survivors at 1153Z and 1155L. Both survivors were in good condition. Hobbs 18 & 19 were released, and all Nail aircraft and JG's RTB to channel 89.

Comments: All ~~4~~ 4 Nail aircraft kept a running conversation on FM. When doing so, they did not monitor VHF or UHF. Since Crown 1 did not have FM, we were unable to keep up with the progress on Nail 55. This could cause problems and delays in directing and launching rescue forces to make a recovery. One suggestion is that FAC aircraft (Nail's, covey's and what-not) since they are often included in SAR effort in one way or another be briefed on normal and desired radio procedures.

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

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68-0047

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FROM: 21-1102

SUBJ: Mission Narrative Report (2-3-33, 1 AUG 58)

3 APR 1968

TO: 1100W

3rd ARRG (JSARC)

IN TURN

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

2. (S) Jolly Green 17 and Jolly Green 20 were placed on cockpit alert at 1125L because Nail 55, an O-2, was experiencing engine problems at 1123/55/89. Jolly Green 17 and 20 were launched at 1135L and were airborne at 1138L. Weather enroute was clear with light haze and 3 miles visibility. At 1150L Nail 17 notified Invert that both crewmembers had bailed out successfully, giving their positions as 121/18.5/89. The crew of Jolly Green 17 observed both parachutes in the descent. Both crewmembers were recovered without incident and were on board Jolly Green 17 at 1158L. Both Jolly Greens departed the area at 1200L, landing Channel 89 at 1210L.

3. (C) Survivor's names were: Gerald T. Dwyer, FR30003, Major, 23rd TASS, NKP RTAFB, Thomas J. Owen, TSgt, Det 12, 601st Photo Flight, NKP RTAFB.

4. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 17 (LOW)

RCC CAPT JAMES E. OLIVER

RCCP CAPT GEORGE W. GREER

FE SSGT BERNARD W. GRAU

RS SGT PETER S. HARDING

JOLLY GREEN 20 (HIGH)

RCC MAJOR DALE L. ODERMAN

RCCP CAPT RONALD MCKINLEY

FE SGT KENNETH P. HANNEGAN

RS MSGT CLARENCE R. BOLES JR.

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

DECLASSIFIED

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GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS



Maj. Gerald T. Dwyer, right, an O-2 Super Skymaster FAC pilot, spent two hours on the ground amid the Viet Cong, who shot him down, before he was recovered by this HH-3E Jolly Green Giant crew of the 37th Aerospace Rescue and Recovery Squadron, Da Nang AB, Vietnam. From left, the crew members who nipped