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



22 APR 1968

REPLY TO
ATTN OF:

370

SUBJECT:

Mission Narrative Report (1-3-39, 21 Apr 68) (U)

50A

TO:

37C KBL
3rd ARRGp (JSARC)
IN TURN:

1. (U) This report is submitted in accordance with ARRSM 55-2/3 ARRGp Sup 1, dated 15 Jun 1967.
2. (C) At 0630Z on 21 Apr 68 JG 23 was notified that a Covey aircraft had crashed off the end of the runway at Khe Sanh and that an emergency Medevac was required to bring the pilot and 4 other critically wounded personnel to NSA hospital at DaNang. Both pilots were briefed by Marine authorities at Quang Tri on the current enemy positions around Khe Sanh and were advised that the Marine H-53's were being turned back by Khe Sanh control and were unable to land. After waiting ten minutes for a Flight Surgeon, JG 23 took off at 0650Z and climbed to VMC above an undercast with radar vectors from Quang Tri departure control. JG 23 proceeded to Khe Sanh after obtaining artillery and air strike advisories from Waterboy GCI site and Carstairs II. Khe Sanh tower advised JG 23 to hold on top until an airdrop was completed and then suggested a VFR descent through a break in the clouds some 2 miles west of the field to expedite the Medevac as approach radar was unreliable due to recent attack. During the let down Medevac Control advised that there were 4 ambulatory patients in addition to the five critical litter patients to be taken out ASAP. JG 23 broke out at 1000 feet AGL and made an approach to the Medevac bunker. The 9 patients were quickly loaded on board by the FL, PJ and Marine medics. JG 23 took off and climbed to VMC conditions on top west of the field and proceeded to the coast and then to NSA. At the Flight Surgeon's request NSA hospital was notified to have orthopedic, vascular and general surgeons standing by when the critically wounded patients arrived. The patients and flight surgeon were off loaded at NSA at 0910Z and JG 23 recovered at DaNang at 0920Z.
3. (U) Crew coordination was excellent.
4. (C) Wounded patients were: Capt Parr, 20th TASS, APO 96337
8 U.S. Marines, names unknown
5. (U) CREW JOLLY GREEN 23

RCC LtCol Jacob T. Carville FE SSgt Windell L. Stumbaugh
RCCP Capt Robert E. Hicks Jr. RS Sgt Walter White III

Jacob T. Carville
JACOB T. CARVILLE, 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 31 DEC 74

GROUP 4

Declassified at 3 year
intervals; declassified
after 12 years

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37ARRSq Hist, Apr-Jun 1968

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manned the gun on the left side of the aircraft. Upon departing the hover, ground fire was observed by the pilots, but no hits were taken. Jolly Green immediately initiated his approach and established his hover over the survivors. The remaining four survivors were quickly rescued by use of the jungle penetrator while Huey gunships continued close cover support along with the Spads. All Jolly Greens exited the area at 0425Z. The eight US Army crewmembers picked up were all assigned to A Btry, 2nd Bn, 20th Arty, 1st Cav Div.

(6)(U) 1-3-39, 21 Apr 68. At 0630Z JG 23 was notified that a FAC aircraft had crashed off the end of the runway at Khe Sanh and that an emergency medivac was required to bring the pilot and four other critically wounded personnel to NSA Hospital at DaNang. Both pilots were briefed by Marine authorities at Quang Tri on the current enemy positions around Khe Sanh and were advised that the Marine H-53's were being turned back by Khe Sanh Control and were unable to land. JG 23 took off and proceeded to Khe Sanh. During the letdown, Medivac Control advised that there were four ambulatory patients in addition to the five critical litter patients to be taken out immediately. An approach was made to the Medivac Bunker and the patients quickly loaded on board by the flight engineer, rescue specialist and marine medics. Jolly Green took off and proceeded to the coast and then to NSA. Wounded patients were

CAPT. PARR, 20 TAs & 8 U.S. MARINES, NAMES UNKNOWN

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FROM: Capt Larry J. Brandt, FR3117466, 39th ARRSQ

SUBJECT: Mission Narrative on Covey 276 (O-2) and Gunfighter 2 (F-4)

TO: Commander, 39th ARRSQ

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

2. At approximately 0520Z, 21 April 1968, Crown 2 heard Covey 276 (O-2) call May Day on Guard. He reported he had been hit and was losing altitude. He stated his left boom had been shot off and was having great difficulty with directional control. He gave his position as 340 radial, 11 miles Channel 85 and heading toward Khe Sanh for landing. Crown 2 reassured 276 that he could make Khe Sanh no problem, but would get him escort and have Khe Sanh Tower prepare for his arrival. Crown 2 called on Guard for anyone in the area to meet and escort 276 into Khe Sanh. Aerosol 02 (F-4) reported he had 276 in sight and would escort him into Khe Sanh (Channel 85). Also Covey 646 called in and reported he was near the area and was proceeding to intercept 276. Crown 2 called Khe Sanh Tower and informed them of the situation and instructed them to clear their runway and to have emergency equipment standing by. At 0525 Covey 276 reported he had Khe Sanh in sight and was about two miles out on the 340 radial, descending. After lowering his gear, Covey 276 asked Aerosol 02 if his gear was down. Aerosol 02 assured him it was down and locked and that he looked in good shape to make Khe Sanh. At this time 276 reported he was having pitch control problems and couldn't hold it steady. This was 276's last transmission. Crown 2 called Khe Sanh Tower and requested if he had 276 in sight. He reported that an O-2 had landed about 1/2 mile short of the runway. He further stated that it looked like the O-2 had hit pretty hard, but emergency equipment was on scene and would advise Crown 2 as soon as he received any reports. At approximately 0600Z, Tower called that the pilot was in good condition and could be evacuated. Jolly Green 23 was launched from Cigar for the pick up at Khe Sanh with instruction to take the pilot to Da Nang. Jolly Green 23 arrived at Da Nang at 0800Z and reported the pilot was in pretty bad shape, but would live.

3. At approximately 1000Z, 21 Apr 68, Crown 2 heard Gunfighter Lead calling on Guard that Gunfighter 2 (F-4) had been hit and was having control problems. Crown 2 had Gunfighter Lead squawk May Day for position. Waterboy GCI painted the squawk and gave his position as 040 radial, 23 miles Channel 109. Gunfighter Lead reported that 2's radio was out but he was with him and would escort him into Channel 94. Shortly thereafter, Gunfighter Lead reported that Gunfighter 2 had bailed out. Waterboy called the position on Guard as 057 radial, 23 miles Channel 109. Gunfighter Lead reported two good chutes and the weather as clear. Crown 2 requested that the Jolly Greens be launched; however, Crosswalk (Helicopter Aircraft Carrier) called on Guard that he had the chutes in sight and could make the pick up using helicopters and small boats under his control.

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