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DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MACI)
APO SAN FRANCISCO 96357



REPLY TO
ATTN OF.

370

SUBJECT: Mission Narrative Report (1-3-40, 24 Apr 68)

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 94

TO:

37C *WAC*
3rd ARRGp (JSARC)
IN TURN

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

2. (C) At 0230Z on 24 Apr 68, Jolly Green 24 and 25, strip alert at Quang Tri, were notified to take cockpit alert as Redeye 12, a Mohawk aircraft, reported its tail was on fire. JG 24 and 25 were launched at 0240Z when it had been ascertained by Spad 21 and 22 that the aircraft was definitely down. JG 24 and 25 climbed out on the 150R ch 103 to VMC at 8000 feet headed for the 248°R/24NM/Ch 69, the reported site of the visual parachute sighting. Crown 4 relayed the position of the parachute information concerning the crash site and the fact that there were two possible survivors, one hanging in his parachute the other possibly on the ground. Spad 21 reported he was in voice contact with the survivor hanging in a tree. Contact was established with Spad 22 flying as high cover at 0257Z on the 253°R/20NM/Ch 69. Spad 21 climbed to on top and escorted JG 24 down through holes in the overcast to approximately 11M west of the survivors position. JG 24 jettisoned tip tanks at approximately 2500 feet descending west of the site. Spad 21 led JG 24 over the site, where the RS and CP spotted the parachute 11M of a road at the bottom of a gully. JG 25 held at altitude as high bird. JG 24 continued descending to a position 11M east of the site and turned right to head up the ravine. Ground fire was heard by the crew as the turn was completed. The RS reported tracers behind JG 24 and Spad 21 suppressed the unfriendlies almost immediately. A spiraling descent was made over the site. JG 24 established a hover over the survivor hanging in the parachute at 0310Z and the pick up was accomplished with some difficulty experienced as the survivor had to cut his shroud lines free of the tree in which he was suspended. Approximately 200 feet of cable was lowered due to terrain, high trees and rotor wash swinging the survivor. The pick up was completed at 0330Z and JG 24 climbed out east to Hue Phu Dai to refuel. Weather at the site was deteriorating and though voice contact was established with another survivor on the ground it was decided that Spad 11 and 12, just arrived, and JG 25 would RFB until the weather cleared. The survivor, the pilot of Redeye 12, indicated his desire to return to Marble Mt where he was based. The survivor was seriously wounded in the left arm and the RS administered medical aid enroute to Marble Mt. JG 24 refueled at Marble Mt and returned to Quang Tri.

GROUP 4

Downgraded at 3 year

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3. (C) Crewmember picked up was:
Capt Maurice D. Hall, 05411939, 245th Surveillance Airplane Co.
U.S. Army, APO 96337.
4. (U) Additional aircraft were:
Crown 4 (HC-130P)
Spad 11, 12 (A-1H)
Spad 21, 22 (A-1H)
5. (U) Jolly Green crewmembers were:

JOLLY GREEN 24

Capt William E. Brennan
Capt Harry W. Hagen Jr
A1C Duane I Beland
Sgt James D. Locker
SSgt Clair S. Sias

RCC
RCCP
FE
RS
AP

JOLLY GREEN 25

1stLt Jerald D. Briscoe
Capt Robert E. Hicks Jr
Sgt Odell Carter
A1C Douglas J. McGill

William E. Brennan
WILLIAM E. BRENNAN, Capt, USAF
Rescue Crew Commander

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37ARRSq Hist, Apr-Jun 1968

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Capt Parr, 20th TASS and eight US marines, names unknown.

(7)(U) 1-3-40, 24 Apr 68. Jolly Green 24 and 25 were launched from Quang Tri when a Mohawk aircraft was downed at a position 24 miles southwest of Hue. Spad 21 and 22 had voice contact with the survivor. JG 24 was led to the site and established a hover over the survivor. The pickup was accomplished with some difficulty experienced as the survivor had to cut his shroud lines free of the tree in which he was suspended. Approximately 200 feet of cable was lowered due to terrain, high trees, and rotor wash swinging the survivor. The survivor, Capt Maurice D. Hall, 05411939, US Army, was taken to Marble Mountain.

(8)(U) 1-3-42, 25 Apr 68. Jolly Green 03 and 23 were scrambled from Marine Quang Tri to a position 20 miles southwest of Khe Sanh. The spot had been marked by Sandy 7 and 8 and a tight spiral descent and approach was made because the pickup area was surrounded by roads that were reported to be heavily defended. The pickup was completed with no problems and a climb out over the area to 10,000 feet was completed before departing for the return to DaNang. The pilot picked up was Lt Col Harold D. Shultz, 6th Air Commando Sq, Pleiku AB, RVN.

(9)(U) 1-3-44, 1 May 68. On this mission, Jolly Green 03 and 04 were scrambled from DaNang to a position 14 miles southwest of DaNang. Also JG 23 was diverted to the mission which was

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Mission Narrative

27 April 1968

Crown 4 launched 24 April- all times in zulu.

At 0210Z Crown received Mayday call that Redeye 12 had been downed. Two people onboard had gotten out at position 255/44/69. Mayday passed by Redeye 16 who was also hit, but landed safely at Channel 69.

At 0214Z Spad 21/22, launched with ETA of 0235. Jolly Green 24/25 placed on cockpit alert.

0255-Mayday received from Dimmer 2-0 with his tail on fire at 255/22/69.

0240-Spad 21 arrived in the area and had contact with Redeye 12. Spad 21 descended thru the weather. At 0255 Redeye 12 had visual contact with Spad 21. The weather was overcast and Spad 21 returned on top in order to escort Jolly Green 24 to Redeye 12 location. At 0300 Redeye 12 was still in chute in a tree. At 0305Z Spad 21 lead Jolly Green 24 to survivor's location. At 0310Z Jolly Green overheard the survivor while Spad 21/22 made firing passes to reduce ground fire. At 0321 Jolly Green 24 had survivor on board. The first man picked up said the other survivor should be near by. At 0324Z Spad 21 had a visual on the other chute-no voice contact.

Report of Eagle 409 downed by ground fire received at 0330Z. No other information. Spads 11/12 launched at 0335Z. Crown 4 made radio contact with other Redeye survivor at 0337Z. The man was not familiar with the personal radio operation. Crown 4 could not make him understand how to use the beeper function and he did not know his aircraft callsign. He was located near the site of the crashed Mohawk. The man was instructed on the beeper function by Capt Wilcox.

At 0350Z Spad 21 reported a very low ceiling (300') with conditions rapidly deteriorating. The position of the second survivor was located at

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0359Z, but Spad 21 reported weather conditions were too low for a pickup and suggested pickup be postponed until weather conditions improved. At 0400Z Spad 11/12 relieved Spad 21/22 as Cap over the Redeye location. Jolly Green 25 also remained in orbit at same location. At 0408Z radio contact established with Dimmer 2-0 (5 survivors) Perimeter was established with 4 survivors from Kingsman 11. They reported ground fire and artillery 1 miles southwest of there position. At 0500Z, Redeye 12 survivor had been briefed on weather conditions and to standby for pickup when weather improved. Established an hourly checkin. Also advised Redeye 12, Crown 4 would remain overhead and if any ground fire or enemy movement to report on his radio. Spad 11/12 and Jolly Green 25 RTB'D. Radio check accomplished by Crown 4 with Redeye 12 at 0600Z and 0700Z. No change reported by Redeye. At 0800Z Crown 4 unsuccessfully attempted contact with second Redeye survivor. At 0840Z Rage 33 arrived in the area to check weather and to attempt radio contact with survivor. At 0845Z Rage 33 reported ceiling quite low and no possibility for Spads or Jolly Greens to operate. At 0900 Z Rage 33 reported orange and white panel near Redeye downed location. Tried to contact survivor with aircraft loudspeaker, but with no success. At 0910 Rage recieved beeperb but unable to get survivor to come up voice. At 0937 Rage 33 departed Redeye location, received no ground fire. He gave position of chute as YD 460-032.

Joel G. Wilcox, Capt, USAF
Rescue Crew Commander

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