

DECLASSIFIED



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 (1-3-42, 25 Apr 68) (U)

65

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

1. (U) This report is submitted in accordance with ARRS 55-2/3ARRGp Sup 1, dated 15 Jun 1967.
2. (C) At 0200Z on 25 Apr 68, JG 03 and 23 were scrambled from Marine Quang Tri. Climb out was west through clouds until VFR on top and then proceeding to the survivor at 240/20/Ch 85. Abeam channel 85 on the 180 radial weather broke and at this point JG 23 navigated both aircraft through extremely hostile country to stay clear of AAA. Contact was made with Sandys 7 and 8 who marked the pick up site with smoke and directed JG 03 to the scene. The approach was made from 10,000 feet by using a tight spiral because the pick up area was surrounded by roads that a Covey aircraft said were heavily defended. An air strike was being conducted against the roads one mile north of the scene. The pick up was completed at 0250Z with no problems and JG 03 climbed over the area to 10,000 feet and returned to DaNang. JG 23 was extremely helpful in coordinating with controlling agencies and rendering advice to JG 03 on navigation and aircraft performance. JG 23 returned to Quang Tri.
3. (C) The pilot picked up was:
Lt Colonel Harold D. Shultz, 6th Air Commando Bg, Fleiku
4. (U) Crewmembers of the Jolly Greens were:

<u>JOLLY GREEN 03</u>		<u>JOLLY GREEN 23</u>	
Capt Jerry M. Griggs	RCC	Lt Jack C. Rittichier (U.S.C.G.)	
LtCol Gerald B. Lowe	RCCP	Capt Ronald G. Spray	
SSgt Samuel C. Adams	FE	SSgt Windell L. Stumbaugh	
Sgt Steve M. Northern	RS	Sgt Peter J. Ganun	

Jerry M. Griggs
JERRY M. GRIGGS, Capt, 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 5 year
interval, declassified
after 10 years

Atch 1

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COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE			
1	C			Lt Col Newton, DOCC	4114	25 Apr 68
2						
3						
4				William H. Stewart		
5				Chief, Command and Control Division		
6						
7						
8						
9			APR 25 1968			

SUBJECT OR TITLE:
Aircraft Lost, 25 April 1968 (U)

5. (ANY TURN REVERSE SIDE IF NECESSARY)

1. (S) Background: Spad 31/32/2A1E/PIK departed Plihu at 0801H in support of a SOG operation in Steel Tiger. After takeoff they were notified the SOG mission was cancelled and were diverted to work with Covey 243. Covey 243 had finished directing 2 Navy A-4s on a bulldozer and truck in SL and were unsuccessful. Spad 31/32 were directed in and made two successful passes. On the third pass, Spad 31 was hit by automatic weapons fire but managed to clear the hot area prior to ejecting. After the pilot ejected, approximately 7 miles southeast of the target, Spad 32 flew CAP until the Sandy aircraft arrived. Voice contact was good and the area was free of ground fire. Jolly Green 03 made the pickup and returned the pilot in good condition to Da Nang.

2. (S) Sequence of Events:

0950H - 7AFCC was notified that Spad 31 was down 25NM west of Khe Sanh.

1015H - Sandy 7 and 8 arrived on scene.

1018H - Sandy has voice contact. Pilot is hanging in tree.

1043H - Jolly Green 03 in the area and makes the pickup. Pilot will be returned to Da Nang.

3. (U) Aircrew and Aircraft Data:

a. Aircraft

(1) Call Sign: Spad 31

(2) Type: A-1E

(3) Serial Number: 23-142048

b. Aircrew

(1) Pilot: Shultz, Harold D, Lt Col, FR22347

(2) Total Flying Time: 3404

(3) Total Flighter Time: 2545.05

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DT R 25/185 ~~SECRET~~

37ABRSq Hist, Apr-Jun 1968

10.

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

MISSION NARRATIVE 1-3-42

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ON 24 APRIL 1968, CROWN3 COVERED AND EXECUTED MISSION NUMBER 1-3-42. AN A1E CALL SIGN SPAD 31 WAS DOWNED BY GROUND FIRE DURING A STRIKE MISSION. THE PILOT BAILED OUT OVER POSITION 246/25/Chan 85. HIS WINGMAN GAVE HIS POSITION AND DECLARED A MAYDAY OVER GUARD FREQUENCY. SOME CONFUSION EXISTED AS TO WHICH CROWN AIRCRAFT WOULD HANDLE THE MISSION AS ALL THREE AIRCRAFT RESPONDED TO THE CALL. POSITIONS OF THE CROWN AIRCRAFT WERE: CROWN 01 NORMAL ORBIT, CROWN 04 WORKING UNDER QUEEN CONTROL ON ANOTHER SAR MISSION, AND CROWN 03 CONTROLLING SAR EFFORT ON MISSION 2-3-38 ORBITING POSITION 045/70-100nm/chan 51. THIS POSITION WAS SOME 13 MILES FROM THE DOWNED AIRCRAFT'S POSITION. CROWN 04 LAUNCHED THE HELICOPTERS FROM CHANNEL 103. CROWN 01 AND 03 REQUESTED THE HELICOPTERS FROM CHANNEL 89. BOTH POINTS WERE EQUIDISTANT FROM THE RECOVERY POSITION. WEATHER IN THE RECOVERY AREA WAS CLEAR, ~~XXXX~~ AREA ELEVATION WAS 700 FEET, VISIBILITY MORE THAN 10 MILES. EXCELLENT BEEPER AND VOICE CONTACT WITH PILOT. SURVIVOR WAS IN GOOD PHYSICAL CONDITION AND IN VISUAL CONTACT WITH HIS WINGMAN, SPAD 32. TIME OF RECEIPT OF MAYDAY WAS 0155Z, TIME OF ARRIVAL OF SAR FORCES WAS 0200Z AND CONSISTED OF A FAC, COVEY 671, CROWN 03 AND 2 A1E'S SANDY 7 AND 8. BOTH THE FAC AND SANDYS WERE UNDER CROWN 03'S CONTROL ON MISSION 2-3-38. COVEY 671 AND SANDYS 7 AND 8 PROVIDED COVER AGAINST GROUND FIRE. CROWN 03 ASSUMED COMMAND OF SAR FORCES AT 0200Z AS DIRECTED BY COMPRESS CONTROL. RESCAP CONSISTED OF A FLIGHT OF A-4s AND A ~~KIKI~~ FLIGHT OF F-8's. JOLLY GREENS LAUNCHED AT 0210Z WITH ETA ON SCENE AT 0235Z. SPAD PILOT REQUESTED SANDY 7 AND 8 TO SUPPRESS SUSPECTED GROUND FIRE NORTH OF HIS POSITION. 0235Z, JOLLY GREEN 03 AND 23 VECTORED INTO AREA BY CROWN 03 AND SANDYS 7 AND 8. 0239Z, JOLLY GREEN 03 DESCENDED TO RETRIEVE SURVIVOR AND DID NOT ENCOUNTER ANY GROUND FIRE. 0250Z, SURVIVOR ABOARD JOLLY GREEN 03, IN GOOD CONDITION AND DIRECTED TO RETURN TO CHANNEL 94 BY QUEEN CONTROL, ESCORTED BY SANDY 7 AND 8. 0255Z RESCAP RELEASED TO THEIR CONTROL AGENCIES, 0300Z CROWN 03 TERMINATED MISSION 1-3-42 1 SAVE.

CROWN 03 CREW LIST ATTACHED

George T. Carls
Major George T. Carls
RCC.

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68-0061

MISSION NARRATIVE 1-3-42

DECLASSIFIED ~~SECRET~~

71

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