

DECLASSIFIED

~~CONFIDENTIAL~~

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



REPLY TO
ATTN OF:

370

7 April 1968

SUBJECT: Mission Narrative Report (1-3-31, 5 Apr 68) (U)

TO:

37C

3rd ARRGp (JSAR)

IN TURN

41A

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

2. (C) At 0745L, 5 Apr 68, Jolly Green 30 and 04 were alerted by Queen for a possible scramble. An F-4C was reported inbound to DaNang with a hung bomb and suffering battle damage. DaNang tower informed JG 30 that the distressed aircraft, Hammer 02, was last reported at 300/18/94 by his lead, Hammer 01. Jolly Green 30 and 04 departed DaNang at 0759L and contacted Hammer 01. Hammer 01 stated his Tacan was inoperative and would give bearings and distances from Ch 94 based on his inertial navigation system. Positions of 010/14/94, 020/19/94 and 035/23/94 were given by Hammer 01. JG 30 was unable to determine its relative position due to failure of Tacan to lock-on. UHF-DP attempts were also unsuccessful. At approximately 0815, Hammer 01 informed JG 30 that the two-man crew of Hammer 02 had bailed out and that he had observed two good chutes. At approximately 0823, the flight engineer of JG 30 sighted an F-4 circling at 4000 feet. Hammer 01 confirmed identification and further notified JG 30 that an O-2 (Hellix - No. unknown) was in the same area and both were circling over one of the survivors. Hammer 01 further stated that he had no idea where the second survivor was located because the chute was all-white and impossible to follow in the haze. JG 30 proceeded to the area and at 0827L the survivor was sighted simultaneously by the flight engineer and paramedic. JG 30 elected to execute an immediate descent and water landing because there was no radio contact with the survivor and his physical condition was unknown. Sea state was one with light winds. Upon contact with the water, the paramedic was immediately deployed and the survivor was brought aboard the helicopter. The survivor appeared to be in a slight state of shock but with no apparent physical injuries. JG 30 departed the pick up area at 0831L to commence a search for the second survivor. The survivor picked up by JG 30 was questioned but could give no assistance. At 0836L Jolly Green 04 reported sighting smoke at 068/16/94. JG 30 proceeded to the area and joined JG 04 and Pedro 69 who was also there. JG 04 elected to perform a sling rescue. JG 30 dropped a smoke flare to assist JG 04 in hovering. At 0840L, JG 04 completed the pick up and both aircraft returned to DaNang.

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

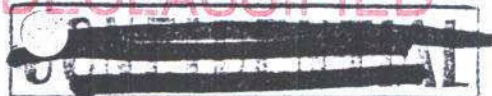
DECLASSIFIED ON 31 DEC 74

GROUP 4

Downgraded at 3 year
Intervals; declassified
after 12 years

DECLASSIFIED

DECLASSIFIED



3. (U) Crew coordination was excellent. The flight engineer of JG 30 saved valuable time by his sighting of the F-4C.

4. (C) The survivors were: Capt George L. Butler, FR62543, recovered by JG 30, and Major Joseph G. Kondracki, FR45052 recovered by JG 04. Both were assigned to the 391 TFS, Cam Ranh Bay.

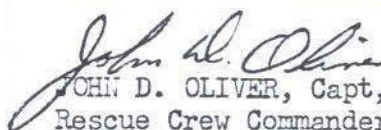
5. (U) Crew members of the Jolly Greens:

JOLLY GREEN 30

RCC Capt John D. Oliver
RCCP Major John W. Robey
FE TSgt Robert Q. Rector
RS Sgt Steve M. Northern

JOLLY GREEN 04

RCC Major Arthur J. Anderson
RCCP Capt Richard C. Yeend
FE SSgt Arthur T. Brand
RS A1C Douglas J. McGill


JOHN D. OLIVER, Capt, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
Intervals; declassified
after 12 years



DECLASSIFIED

	<u>AIRCREW STATUS (Contd)</u>	
	<u>Authorized</u>	<u>Assigned</u>
Flight Engineers	21	15
Pararescue Technicians	21	25

8. MISSIONS:

(1)(U) 1-3-31, 5 Apr 1968. Jolly Green 30 and 04 were scrambled out of Da Nang AB to intercept an F-4C that had reported inbound to DaNang with a huge bomb and suffering battle damage. Another F-4 was escorting him and reported their first position to be northwest of DaNang 18 miles. Tacan malfunctions in both the Jolly Green aircraft and the F-4 further complicated the intercept. UHF-DF attempts were also unsuccessful. At 0815L, the F-4 escort informed Jolly Green 30 that the two pilots of the damaged F-4 had bailed out and that he had observed two good chutes at an approximate position of 33 miles northeast of DaNang. At 0823L, the flight engineer of Jolly Green 30 sighted an F-4 circling at 4000 feet. The escort F-4 confirmed identification and stated he was circling one of the survivors but had no idea where the second survivor was located because the chute was all white and impossible to follow in the haze. The first survivor was sighted and, since Jolly Green had no radio contact with the survivor and his physical condition was unknown, elected to execute an immediate water landing. The paramedic was deployed and the survivor was brought aboard the helicopter. Jolly Green

departed the pickup area to commence a search for the second survivor. At 0836L, Jolly Green 04 reported sighting smoke 16 miles northeast of DaNang. Jolly Green 30 joined Jolly Green 04 and Pedro 69 who was also there. Jolly Green 04 elected to perform a sling rescue and at 0840L completed the pickup. Both Jolly Green 04 and 30 returned to DaNang. The survivors were: Capt George L. Butler, FR62543, recovered by JG 30 and Major Joseph G. Foadracki, FR45052, recovered by JG 04. Both were assigned to the 391TFS, Can Ranh Bay, RVN.

(2)(U) 1-3-32, 13 Apr 68. Jolly Green 21 and 28, strip alert at DaNang AB, and Spads 11 and 12 were scrambled at 0450Z. The objective was the aircrew of an RF-4C that was downed approximately 3 miles north of Chavane Airfield and 1/2 mile east of the major north south highway leading into Chavane. Altitude of the survivor was 3800 feet in tall elephant grass. One survivor, Bravo, was in radio contact and the other was believed to be in the general vicinity. Spads 11 and 12 proceeded directly to the scene and established radio contact and spotted the survivor's mirror. Both Spads were at this time taking ground fire from the northwest ridges and noted extensive personnel movement in the immediate vicinity. Spad 11 advised Jolly Green 21 that an immediate attempt should be made to recover Bravo before the enemy