

~~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

~~SECRET~~

68-0047

DECLASSIFIED

310

~~SECRET~~

58

Mission 2-3-33

1 April 1968

Crown 1 was on normal orbit over Pak Sane when cricket called on UHF and informed Crown 1 that a Nail 55 (O-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. Hobo 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*SOB) 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. Hobo 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

~~SECRET~~

68-0047

FROM: RCC

6 Apr 1968

SUBJECT: Mission Narrative Report (8-38-09, 4 Apr 1968)

TO: Det C
3ARRGp (3JSARC)
IN TURN

39A

1. This report is submitted IAW ARRSF 55-2/3rd ARRGp Sup 1, dtd 15 Jun 67.

2. The Det 8, 38ARRS alert crew was notified at 1128Z by the 12th Central Security Control that they had been called by the Combined Tactical Operations Center at Ba Ngoi, RVN that a seriously injured Vietnamese civilian was dying and needed immediate medical evacuation. Pedro 48 was airborne at 1130Z and arrived at Ba Ngoi at 1142Z. The injured Vietnamese was placed aboard the aircraft and Pedro 48 departed for the 12th USAF Hospital. Sgt Garlie applied pressure bandages to the survivor's head and neck which were bleeding, attempted to control the bleeding and keep the trachea clear for breathing. Both Sgt Garlie and Sgt Bryant had to physically restrain the survivor to prevent his uncontrolled motions from injuring him further. Pedro 48 arrived at the 12th USAF Hospital, Cam Ranh Bay AB, at 1150Z. The survivor was discharged to hospital personnel and Pedro 48 returned to the Pedro pad at 1155Z with mission accomplished. No hostile fire was encountered. This constitutes one non-combat save.

3. The name of the survivor was: NHI THU MAN, Vietnamese Civilian

4. Crew members of Pedro 48:

RCC Major Jerry D. Stroh
RCCP Capt Peter W. Gissing
FE Sgt David A. Bryant
PJ Sgt Richard H. Garlie

Jerry D. Stroh

JERRY D. STROH, Major, USAF
Rescue Crew Commander

APPROVED:

Flavious F. Drake

FLAVIOUS F. DRAKE, Lt Col, USAF
Detachment Commander

FROM: RCC

5 Apr 1968

SUBJECT: Mission Narrative Report (8-38-10, 4 Apr 1968)

TO: Det C
3ARRGp (3JSARCO)
IN TURN

(7e)

2

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dtd 15 Jun 1967.
2. The Det 8, 38ARRS alert crew was notified at 1255Z by the 12th USAF Hospital that the injured Vietnamese National who we brought to the hospital from Ba Ngoi should be evacuated to the 6th Army Field Hospital at Nha Trang for surgery. The hospital would send a medic and an asperator as a precaution although the patient's condition was stabilized. Since the hospital indicated no extreme urgency, the alert crew was dispatched at 1310Z after being relieved by the secondary crew. The patient was picked up at 1315Z for airlift to Nha Trang. At that time it was noted that the patient was on I.V. and still bleeding. When approximately 5 miles from Nha Trang, the patient's breathing stopped. All attempts to restore breathing by the hospital medic, our PJ, and the personnel at Nha Trang were unsuccessful and the patient died at the 6th Field Hospital. Mission Closed. No hostile fire encountered.
3. The name of the patient was: NHI THU MAN, Vietnamese Civilian.
4. Crew Members of Pedro 48:

RCC Major Jerry D. Stroh
RCCP Capt Peter W. Gissing
FE Sgt David A. Bryant
PJ ALC Donald G. Behrends

Jerry D. Stroh

JERRY D. STROH, Major, USAF
Rescue Crew Commander

APPROVED

Flavious F. Drake
FLAVIOUS F. DRAKE, Lt Col, USAF
Detachment Commander

DECLASSIFIED

~~CONFIDENTIAL~~DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337REPLY 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 AFRSM 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 (Helix - 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 14

GROUP 4

Downgraded at 3 year
Intervals: declassified
after 12 years

Atch 2

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
JOHN D. OLIVER, Capt, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
Intervals; declassified
after 12 years

Robert LaPointe

From: "Robert LaPointe" <rlapointe@gci.net>
To: "don" <dcdineen@home.com>
Sent: Saturday, June 10, 2000 7:40 AM
Subject: Re: Spad SAR

Thanks! I'll add Spad after Sandy on the homepage today.

----- Original Message -----

From: don
To: Robert LaPointe
Sent: Saturday, June 10, 2000 2:18 AM
Subject: Spad SAR

The 6th SOS used the call sign SPAD for all missions. We arrived in Pleiku from England AFB in Feb 68 and started a SAR Alert mission in DaNang on 31 March 68. The first aircrews were Maj Jim Reeves, Maj Bill Constantine, Maj Don Dineen, and Capt Gene "Skinny" McGinnis. We were replaced on 9 April 68 and for the rest of our tour we each spent about one week per month in DaNang. We did not have a SAR during that first week and spent our time trying to arrange decent living quarters. Started out in transient quarters with durnks coming and going all night, moved up to transient BOQ status which was better, but we couldn't figure out why everyone ran for the shelter when the siren went off. In Pleiku we would just roll off the bunk and against the wall. Seems the gomers in DaNang were closer and hit more things, at Pleiku the mortars couldn't hit the quarters area. We ended up having space allotted in the Jolly Green BOQ.

Our DaNang SAR call signs were always Spad 11 to Spad 14. By my third trip to DaNang we only had three pilots and three airplanes assigned, with only two on alert unless something hot was going on and the third would get called in.

More later. My yard needs work.

Don Dineen

6/10/00

	<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. UNF-OF 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

37ARRSq Hist, Apr-Jun 1968

4.

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 $\frac{1}{2}$ 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

FROM: Det 9, 38 ARRS

11 Apr 1968

SUBJECT: Mission Narrative Report (9-38-04, 6 Apr 1968)

TO: ~~3JCS~~ *Noted 12 Apr 68 HAH* (7c)

3JSARG

IN TURN

ON A TACTICAL FLT PLANNED THAT WAS DOWNED BY

1. At approximately 1315 hours, 6 Apr 1968 Detachment 9, 38 ARRS was notified by Peacock GCI site of an F-100 crash at BR 290550/1403N 10828E. Status of the pilot was unknown but rescue efforts were requested. Pedro 98 launched at 1328 to proceed to the incident site. Upon arrival the FAC and the second F-100 had departed the area as the pilot had gone in with the aircraft. No chute or beeper had been observed and there was apparently no hope for his survival. Pedro orbited while the FAC was recalled and the A-1 rescap aircraft arrived on station. Due to the delay in arrival of the FAC, Pedro 98 proceeded to An Khe for more fuel as a precautionary measure to allow us more time on station. After takeoff from An Khe, Crown advised Pedro to return to base. Pedro complied.

2. At approximately 1840 hours Peacock GCI advised Detachment 9 that rescue forces were again needed at the incident location as a FAC, Tonto 21 had a "contact" on the ground. Upon arrival the contact was thought to be the pilot's seat, chute and body. An extremely faint beeper could be heard. A paramedic was lowered into the incident site, for an on-the-spot inspection. What appeared to be the pilot's parachute turned out to be only bushes. No trace of the pilot could be found nor the beeper located. The U.S. Army HU-1 gunships flying cover did an outstanding job. The search was suspended due to darkness.

3. A rendezvous was established for a 0700 meeting at the incident site with an HH-43F, FAC and Rescap A-1 aircraft participating. Arrival of all parties was as scheduled. The FAC and Rescap aircraft checked the area for hostile ground fire and received none. After an reconnaissance pass immediately over the area, Pedro made an approach to the wreckage and lowered a paramedic to make another inspection. The seat was located in an inverted position with the pilot's body still strapped in by the lap belt and shoulder harness. The paramedic tried to detect a pulse or body heat by feeling the pilot's leg. There was none. He had apparently been killed by ground impact during the crash.

4. Since Pedro 98 was required to use maximum power to hover and body removal is a responsibility of the U.S. Army in accordance with current MACV directives, no attempt at recovery was made. The paramedic was retrieved by use of the rescue hoist and Pedro 98 returned to home station.

5. Crewmembers of Pedro 98:

RCC Maj Richard C. Pfadenhauer
RCCP Lt Col Harold O. Hoppe

RCCF SSgt Donnie R. Stevens
RCCRS A1C Nicholas Gala, Jr.

Richard C. Pfadenhauer
RICHARD C. PFADENHAUER, Major, USAF
Rescue Crew Commander

PARAM
BODY

DECLASSIFIED

~~SECRET~~~~CONFIDENTIAL~~

FROM: Det 1, 400

10 APR 1968 R

SUBJ: Mission Narrative Report (2-3-35, 8 Apr 68)(U)

TO: 1-400 W
3 ARRGp (JSARC)
IN TURN

(57)

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

2. (S) Jolly Green 19 and 37 were scrambled at 1020L to attempt recovery of Misty 11 who was reported down with two good chutes and electronic contact at 064/55/89. Jolly Green 19 and 37 climbed to 7M' enroute, the WX was 2/8 scattered with 3 - 5 miles visibility and haze. Immediately after becoming airborne radio contact (UHF) was made with Nail 18 who was in the area of Misty 11 and was commencing an electronic search. Enroute the Jolly Greens received a corrected position of Misty 11 to be 060/59/89. Sandys 5 and 6 and Jolly Greens 19 and 37 all arrived in the search area at 1102L and were in contact with Nail 18 who had already located Misty 11A. Sandy 5 and Jolly Green 19 were directed to Misty 11A. The survivor was on board at 1121L. The survivor was in very good condition. Sandy 5 at this time commenced an electronic search for Misty 11B. Nail 18 at this time declared bingo fuel and departed the area for Channel 89. At 1130L Sandy 5 located Misty 11B and called Jolly Green 19 in for the pickup. At 1135L Jolly Green 19 recovered Misty 11B. This survivor was also in very good condition. Jolly Green 19 and 37 along with Sandys 5 and 6 departed the area at 1135L. Jolly Green 19 and 37 landed Channel 89 at 1210L. No ground fire was received during entire mission. Radio discipline was excellent.

3. (C) The names of the survivors were: Thomas F. Tapman, FR3035577, Maj, USAF and Eben D. Jones, FR76495, Capt, USAF, 37TFW Det 1, 416 TFS, chu Cat, S. V.

4. (U) Jolly Green Crewmembers were:

JOLLY GREEN 19 (LOW)

RCC Capt Harry W. Walker
RCCP Maj Louis D. Yuhas
FE SSgt Bernard W. Grau
RS Sgt Michael R. Fraboni
PHOTO Sgt Bradley W. Kirk

RCC Maj William J. Johnson III
RCCP Maj Milton S. Washington
FE TSgt Jarvis E. Peele
RS Sgt Jules C. Smith

Harry W. Walker
HARRY W. WALKER, Capt, USAF
Rescue Crew Commander

Downgraded to CONFIDENTIAL

Cy 1 of 9 cys

18 AUG 1971

IAW AFR 205-2

(Date)

1-40D-68-S-29

GROUP 4

1143
68-AD-1123
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

~~CONFIDENTIAL~~~~SECRET~~

ARODC # 686-866

DECLASSIFIED

312

Mission 2-3-35

~~SECRET~~

7 April 1968

On 7 April 68; Crown 1 was coordinating a search with Sandy 7/8 on mission 2-3-28, 27 March 68, and was orbiting the 010/20-60nm of Ch 125. At 0320Z Misty 21 called on guard to Misty 11 that he was on fire and to head west. Crown 1 advised Compress that Misty 11 was about to eject and launch the Jolly Greens's and Sandy's from CH89. Sandy's 3/4 scrambled from CH70. ETA area 0420Z. At 0326Z Misty 21 ejected with two good chutes, and beepers, at 062/54 CH89. Misty 21 reported weather was good in area. Nail 69 spotted the chute of Misty 11 Alpha and determined the man was in good condition. Misty 21 advised that Misty 11 Bravo was in satisfactory conditon.

Jolly Green 19L/37 and Sandy 5/6 were estimating the area at 0400Z. Nail 69 was low on fuel, but Nail 18 was in the area and briefed by Nail 69 on position of chute. Advent flight replaced Misty 21 as high Cap and they were replaced with Sullivan flight. The High Cap was able to communicate with Misty 11 Bravo because of his location. Nail 18 vectored Sandy 5 into the area, and advised there was negative ground fire. Jolly Green 19 was vectored into position for the pickup of Misty 11 Alpha.

While, Misty 11 Alpha was being picked up Nail 18 had spotted the area of Misty 11 Bravo and he than vectored Sandy 5 to the area. At this time Nail 18 RTB, for low fuel, and Sandy 5 spotted Misty 11 Bravo's chute, and smoke. Jolly Green 19 was again vectored to the area and Misty 11 Bravo was picked up at 0420Z. All forces were RTB with Jolly Green 19/37 and Sandy 5/6 ETA CH 89 at 0505Z

RCC Mirick
P Weekley
N Sanders
RO Oshea
FE Hudson
FE Nowland
LM Wilson

~~SECRET~~

68-0052

DET 1 40 ARRS HISTORY APR-JUN 68

SUMMARY TABLE OF RESCUES

DATE	RESCUE NO.	SURVIVOR	TYPE ACFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
1 Apr	300 301	Maj Dwyer TSgt Owen	O2	USAF	Laos	Capt Oliver Capt Greer Sgt Grau Sgt Harding	No
7 Apr	303 302	Capt Jones Maj Tapman	F-100	USAF	Laos	Capt Walker Maj Yuhas Sgt Grau Sgt Fraboni	No
21 May	304	LtJG Ganner	P2V	USN	Thai	Capt Oliver LC Brown ALC Otero Sgt Beasley	No
25 May	305 306	Capt Amkeny 1Lt Turner	F-4C	USAF	Laos	Capt Walker Maj Yuhas Sgt Warmack ALC Curry	No
1 Jun	307	Maj Palank	A-1	USAF	Laos	Capt Richardson Maj Reagan Sgt Calhoon Sgt Harding	No
1 Jun	308 309 310 311	Maj Oderman Maj Weeden Sgt Price ALC Smith	HH-3E	USAF	Laos	Capt Conant Capt Heft Sgt Warmack ALC Curry	Yes
2 Jun	312	LtJG Fields	A-7	USN	Laos	Capt Richardson Maj Yuhas Sgt Calhoon Sgt Harding	Yes
26 Jun	313 314	Capt Jones Maj McKenna	RF-4C	USAF	Laos	Capt Heft Capt McKinley Sgt Warmack Sgt Petroski	No

UNCLASSIFIED

~~SECRET~~

Mission 2-3-35

7 April 1968

312

On 7 April 68, Crown 1 was coordinating a search with Sandy 7/8 on mission 2-3-28, 27 March 68, and was orbiting the O10/20-60mm of Ch 125. At 0320Z Misty 21 called on guard to Misty 11 that he was on fire and to head west. Crown 1 advised Compress that Misty 11 was about to eject and launch the Jolly Greens's and Sandy's from CH89. Sandy's 3/4 scrambled from CH70. ETA area 0420Z. At 0326Z Misty 21 ejected with two good chutes, and beepers, at 062/54 CH89. Misty 21 reported weather was good in area. Nail 69 spotted the chute of Misty 11 Alpha and determined the man was in good condition. Misty 21 advised that Misty 11 Bravo was in satisfactory condition.

Jolly Green 19L/37 and Sandy 5/6 were estimating the area at 0400Z. Nail 69 was low on fuel, but Nail 18 was in the area and briefed by Nail 69 on position of chute. Advent flight replaced Misty 21 as high Cap and they were replaced with Sullivan flight. The High Cap was able to communicate with Misty 11 Bravo because of his location. Nail 18 vectored Sandy 5 into the area, and advised there was negative ground fire. Jolly Green 19 was vectored into position for the pickup of Misty 11 Alpha.

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RCC Mirick
P Weekley
N Sanders
RO Oshea
FE Hudson
FE Nowland
LM Wilson

~~SECRET~~

68-0052

~~CONFIDENTIAL~~

602d Ftr Sq (C) (OPS)
APO 96237

DECLASSIFIED
15 APR 1988

SAR Effort Report (Misty 11 A & B)

3ARRG (3C)
APO 96307

1. A successful SAR effort was conducted on 7 April 1968 for the two crewmembers of Misty 11. Misty 11, an F-100F, was hit by enemy ground fire near the 064 degree radial, 62 miles from channel 89 at approximately 1000 hours.
2. Sandy 5 and 6 were alerted to "scramble" at 1020 hours local time and proceed to the 062 degree radial, 62 miles, channel 89 to locate the survivors of Misty 11. Sandy 5 and 6 were airborne at 1040 hours and estimated the area of the downed crewmembers at 1105. While enroute to the area, Crown 1 advised that voice contact had been established with both survivors and that Nail 18 (O-2) had visually sighted one survivors parachute. Reaching the area at precisely 1105, Sandy 5 spotted Nail 18 in a left circle over survivor "A" and immediately proceeded in that direction. After 2 or 3 circles of the area Sandy 5 spotted "A's" parachute and immediately descended to check for ground fire and to determine pressure altitude and temperature for Jolly Green 19's hover computation. Jolly Green 19 and 37 had been circling the area at an intermediate altitude and had Nail 18 and Sandy 5 and 6 insight. After determining the area to be safe Sandy 5 called JG 19 in for the pickup of "A". Jolly Green 19 dumped fuel and came in for the pickup; finding he was still too heavy to hover he pulled off to the west to dump more fuel. On the second attempt Jolly Green 19 was able to hover satisfactorily and after a little difficulty getting "A" on the hoist, finally was successful in getting survivor "A" safely aboard at approximately 1120. During the time Sandy 5 and Jolly Green 19 were working on picking up "A" (approximately 15 minutes), Nail 18 moved over to "B's" approximate position (as established by electronic search) and circled that area. As soon as "A" was on board Jolly Green 19, Sandy 5 moved over to "B's" area and started electronic pinpointing of his position. After three cuts the position was narrowed to a relatively small area and Sandy 5 began low passes in an attempt to visually pinpoint "B's" position. Flying low over "B's" suspected position it was determined that he was in a fairly steep ravine near a creek bed. Sandy 5 began orbiting the position at low altitude and called Jolly Green 19 in for final pinpointing and the pickup. Jolly Green 19 requested a penguin flare and even though it went off not more than 100 yards in front of him he failed to see it. Sandy 5 saw where the flare had come from and now had "B's" position pinpointed. Jolly Green 19 then asked for

~~CONFIDENTIAL~~

ANAL

SECRET

FILE
MISTY 11
5 APR
10 APR 1968

FROM: Det 1, 400

DECLASSIFIED

SUBJ: Mission Narrative Report (2-3-35, 5 Apr 68)(U)

TO: 1-400
3 ARRGp (JSARC)
IN TURN

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

2. (S) Jolly Green 19 and 37 were scrambled at 1020L to attempt recovery of Misty 11 who was reported down with two good chutes and electronic contact at 064/55/89. Jolly Green 19 and 37 climbed to 7000' enroute, the WX was 2/8 scattered with 3 - 5 miles visibility and haze. Immediately after becoming airborne radio contact (UHF) was made with Nail 18 who was in the area of Misty 11 and was commencing an electronic search. Enroute the Jolly Greens received a corrected position of Misty 11 to be 060/59/89. Sandys 5 and 6 and Jolly Greens 19 and 37 all arrived in the search area at 1102L and were in contact with Nail 18 who had already located Misty 11A. Sandy 5 and Jolly Green 19 were directed to Misty 11A. The survivor was on board at 1121L. The survivor was in very good condition. Sandy 5 at this time commenced an electronic search for Misty 11B. Nail 18 at this time declared bingo fuel and departed the area for Channel 89. At 1130L Sandy 5 located Misty 11B and called Jolly Green 19 in for the pickup. At 1135L Jolly Green 19 recovered Misty 11B. This survivor was also in very good condition. Jolly Green 19 and 37 along with Sandys 5 and 6 departed the area at 1135L. Jolly Green 19 and 37 landed Channel 89 at 1210L. No ground fire was received during entire mission. Radio discipline was excellent.

3. (C) The names of the survivors were: Thomas F. Tapman, FR3035577, Maj, USAF and Eben D. Jones, FR76495, Capt, USAF, 37TFW Det 1, 416 TFS, 1st Cat, S. V.

4. (U) Jolly Green Crewmembers were:

JOLLY GREEN 19 (LOW)

RCC Capt Harry W. Walker
RCCP Maj Louis D. Yuhas
FE SSgt Bernard W. Grau
RS Sgt Michael R. Fraboni
PHOTO Sgt Bradley W. Kirk

JOLLY GREEN 37 (HIGH)

RCC Maj William J. Johnson III
RCCP Maj Milton S. Washington
FE TSgt Jarvis E. Peele
RS Sgt Jules C. Smith

Harry W. Walker
HARRY W. WALKER, Capt, USAF
Rescue Crew Commander

Cy 2 of 2 cys.

1-400-68-S-2

CORONA HARVEST
DO NOT DESTROY
0217866

1143
68-AD-1143

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

SECRET

~~CONFIDENTIAL~~

DECLASSIFIED

"day" smoke and Sandy 5 directed Jolly Green 19, who was over a small ridge at tree top level and unable to see the smoke, into "B's" position. The hover was no problem this time although there was some difficulty getting "B" on the hoist due to heavy foliage and rugged terrain. Survivor "B" was safely on board at 1135 and all aircraft departed the area west bound. Sandy 5 and 6 escorted Jolly Green 19 and 37 back to channel 89 and all aircraft landed safely at 1210.

3. The pickup of Misty 11 A & B was fairly routine except for some minor problems associated with excessive radio chatter and too many people trying to be Sandy Low Lead. Even though Nail 18 was very helpful and his assistance extremely valuable in supporting the rapid pickup of both survivors, he was using Guard channel in attempting to talk to "B" while Sandy 5 and Jolly Green 19 were working with "A" on the same frequency. Jolly Green 19 was also at fault in that he requested smoke and flares from survivor "B" before Sandy 5 was ready to call for them; fortunately the area was heavily forested, mountainous terrain and the weather was ideal with absolutely no ground reaction anywhere near the rescue scene. The actual UTM location of survivor "A" was WE685073 and "B" was WE705680.

Louis A. Bechtold
LOUIS A. BECHTOLD, Lt Colonel, USAF
Commander

Cy to:
56 ACW (DCO)
7 AF (DOCA)

~~CONFIDENTIAL~~

~~SECRET~~ DECLASSIFIED

3. (C) AIRCRAFT AND AIRCREW INFORMATION:

a. Aircraft:

- (1) Call Sign - Misty 11.
- (2) Type aircraft - F-100.
- (3) Serial number - 56-3839.

b. Aircrew Data:

(1) Aircraft Commander:

- (a) Name - Efen D. Jones, Capt., FR76495.
- (b) Total time - 1539 hours.
- (c) Total fighter time - 1080 hours.
- (d) Time in aircraft - 1080 hours.
- (e) Total missions - 206 missions.
- (f) Total counters - 98 missions.
- (g) Unit position - Aircraft Commander.

(2) Pilot:

- (a) Name - Thomas F. Tapman, Maj., FV3035577.
- (b) Total time - 2453 hours.
- (c) Total fighter time - 2057 hours.
- (d) Time in aircraft - 2057 hours.
- (e) Total missions - 138 missions.
- (f) Total counters - 3 missions.
- (g) Unit position - Pilot.

~~SECRET~~

DECLASSIFIED

COMMAND CORRESPONDENCE STAFF SUMMARY

ROUTING/COORDINATION					PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE			
1					4114	7 Apr 68
2						
3						
4						
5						
6						
7	CS	8800				
8	VC	4800				
9	CS	8800				

SUBJECT OR TITLE:

Aircraft Loss, 7 April 1968 (U)

SUMMARY (USE REVERSE SIDE IF NECESSARY)

1. (S) BACKGROUND: Misty 11/F-100/PHU CAT departed home plate at 0728H for a route reconnaissance FAC mission in RP-1, Tally Ho and Steel Tiger. At 0815H, Misty 11 refueled on Yellow Track and proceeded on his mission. At approximately 1100H, he located a truck park in SL and made several rocket passes against the target. A strike flight arrived and Misty 11 made an East to West pass to mark the target. As he was pulling off the target to the left the aircraft was hit by one or more 37MM bursts. The hydraulic pressure for the flight controls dropped to zero. The pilot immediately began a climb and attempted to jettison ordnance; however, his jettison handle was jammed and failed to release the stores. At that time, Misty 21 advised Misty 11 that he was on fire. Both crew members of Misty 11 then ejected.

2. (C) SEQUENCE OF EVENTS:

a. 1121H: 7thAF CC received the information that Misty 11 had ejected with 2 good chutes and good beepers. Misty 21 was capping area.

b. 1131H: Jolly Green 19/37 and Sandys' 3, 4, 5, 6 were airborne and estimated the area at 1200H. Advent/2 F-4 were also capping the area.

c. 1137H: Misty 21 reports negative ground fire and Jolly Greens are cleared to proceed in for pickup.

d. 1152H: Voice contact was made with both pilots.

e. 1220H: The front seat pilot was picked up in good shape. Rear seat pilot was in heavy foliage and difficult to locate.

f. 1232H: Rear seat pilot located and picked up. Both crew members in excellent shape.

DECLASSIFIED

DOCC-8-22704✓
 DOWNGRADED AT 3 YEAR INTERVALS;
 DECLASSIFIED AFTER 12 YEARS.
 DOD DIR 5200.10

FROM: RCC

8 Apr 1968

SUBJECT: Mission Narrative Report (8-38-11, 7 Apr 1968)

TO: Det C
3ARRGp (3JSARC)
IN TURN

42A

1. This report is submitted IAW ARPSM 55-2/3rd ARRGp Sup 1, dtd 15 Jun 1967.
2. The Cam Ranh Bay Harbor Master notified the Det 8, 38ARRS alert crew at 1345Z of a seriously injured seaman aboard the U.S.S. Union, an AKA 106 Navy Cargo vessel. The ship was reported approximately 60 miles at sea East of Cam Ranh Bay Air Base, Vietnam. The seaman had crushed his hand in machinery and required immediate medical evacuation. Pedro 04 and Pedro 48 were airborne at 1355Z. The mission was flown at approximately 4000 Ft MSL to avoid clouds and for better UHF radio reception. The Navy vessel was located at 1455Z at the co-ordinates 12°02'N 110°15'E, 65 miles East of Cam Ranh Air Base. The patient was hoisted aboard Pedro 04 and an immediate evacuation was made to Cam Ranh Air Base. The patient was delivered to awaiting attendants at the 12th USAF Hospital helipad at 1535Z. Pedro 04 and Pedro 48 recovered and returned to the alert pad at 1545Z. This constitutes one non-combat save. No hostile fire was encountered.

3. The name of the survivor was: BMCN Robert (NMI) Pavich 3685841 USN, USS Union, AKA 106.

4. Crew members of Pedros:

Pedro 04

RCC Major Jerry D. Stroh
RCCP 1st Lt Ronald W. Bashant
FE Sgt Jon A. Knox
MT SSgt Jacob V. Carter

Pedro 48

RCC Capt Andrew J.M. Archer
RCCP Capt Roy M. Litzen
FE ALC Wilber L. Jeffcoat
PJ ALC Donald G. Behrends

Jerry D. Stroh
JERRY D. STROH, Major, USAF
Rescue Crew Commander

APPROVED

Flavious F. Drake
FLAVIOUS F. DRAKE, Lt Col, USAF
Detachment Commander

NO
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755
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IV

FROM: RCC

16 Apr 68

SUBJ: Mission Narrative Report (10-38-25, 15 Apr 68)

TO: 10-38C *REG*

38C

3rd ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1, dated 15 June 67.

2. 3 combat saves, USN. Negative ground fire. At 0435Z, 15 Apr 68, Det 10 was notified by Navy River Operations, Binh Thuy, that a UH-1B helicopter, Seawolf 16, had crashed in a hostile area and that there were 4 wounded crewmembers that required evacuation. Three river patrol boats (PBR) were beached 50 meters from the crash site and were relaying information. Pedro 39 an HH-43F helicopter, launched at 0440Z and enroute received information that a UH-1B, Seawolf 79, had picked up one injured man (photographer) and had transported him to Soc Trang from where he was later med-evaced to the 3rd Field Hospital at Dong Tam. Seawolf 76 (UH-1B) arrived at the site and was later joined by Seawolf 46 and 47 (UH-1Bs). Friendly forces were moving toward the area to secure the wreckage site. With the Seawolf helicopters providing cover Pedro 39 landed at 0510Z and on loaded two litter patients (chest and spinal wounds) and the pilot (head lacerations). At 0515Z Pedro was airborne for Soc Trang where the patients were offloaded 0520Z and examined by the 41st Medical Dispensary. After examination (0545Z) the two litter patients were flown to the Dong Tam hospital by Pedro 39 as there were no Army medical helicopters available. The pilot remained at Soc Trang for 24 hour observation. Pedro 39 offloaded the patients at 0630Z and returned to Binh Thuy AB (0705Z). Cause of the crash was undetermined. Weather was 3500 scattered to broken, 7000 overcast 7 miles visibility with isolated rain showers, winds 070/8. The parachutes, which are required by regulation on combat missions, again proved to be detrimental to the mission. Because of lack of space caused by the parachutes the pararescue technician had to stand straddling the canvas litter (one patient was in the stokes litter). Post flight inspection revealed extensive separation of the rubber along the steel leading edge of the left red blade. The blades had just been received from the overhaul depot and had accumulated only 8 hours of flight time since being installed on the aircraft. The flight had encountered a few drops of moisture (less than a very light drizzle) on the bubble and had circumnavigated a shower without encountering any visible moisture.

Arch 3

3. The names of the survivors were: Lt Cmdr L. Wantz, ADJ-Z
D.A. Harris and AJ-1 B.W. Major all from HAL-3, Det 1, USN.
PH-3 C. Battaglia, Cmbt Camera Gp, PAC Det, Saigon.

4. Crewmembers of Pedro:

Pedro 39

RCC	Capt Laurence W. Conover
RCCP	Capt Leslie E. Johnson
FE	Sgt Archelaus Whitehead
RS	A1C Lonnie N. Davidson

Laurence W. Conover
LAURENCE W. CONOVER, Capt., USAF
Rescue Crew Commander

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 (1-3-34, 16 April 68) (U)

18 APR 1968

TO: 37C
3rd AARRGp (JSARC)
IN TURN

1. (U) This report is submitted in accordance with ARRS-55-2/3ARRGp Sup 1, dated 15 Jun 67.

2. (C) At approximately 0600Z Jolly Green 22 was on strip alert at Danang AB, RVN when Crown 4 notified Queen that Bear 3, a USAF F-105, was declaring an emergency. The co-pilot of Jolly Green 22 was monitoring the radio when this transmission was made and alerted the rest of the crew. Jolly Green 22 was airborne at 0610Z when Bear 3 bailed out and proceeded to 030/30/Ch 94 where Crown 4 was circling the pilot during his parachute descent. Utilizing DF steers Jolly Green 22 was within one mile when Bear 3 landed in the water. The co-pilot of Jolly Green 22 spotted the survivor immediately and lined the aircraft up on final approach. Jolly Green 22 landed on the water and taxied up to the survivor. Some difficulty was encountered pulling the survivor on board the helicopter because he was entangled in his parachute. The flight engineer utilized the hoist to raise the survivor out of the water and the pararescueman entered the water and cut away the parachute shroud lines. The uninjured survivor was on board at 0625Z. After checking with the crew that everyone was strapped in and there were no shroud lines visibly snagged on the helicopter, a take-off from a hover was executed. At this time Crown 4 notified Jolly Green 22 that the parachute was billowing up behind the helicopter. Jolly Green 22 landed immediately. The pararescueman then cut away the shroud lines that had become entangled on the fuel drain and sponson below the water line. Jolly Green 22 landed at DaNang at 0445Z terminating the mission.

3. (U) Crew coordination was excellent.

4. (C) The survivor was: Colonel David W. Winn, FR36646, 355TFW, APO 96723.

5. (U) Crew members of Jolly Green 22:

RCC Capt John B. McTasney
RCCP Capt William B. Byrd Jr.
FE A1C Hoyle L. Sykes Jr.
RS A1C Angus C. McDougall

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

JOHN B. MCTASNEY, Capt, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
Intervals; declassified
after 12 years

37ARNSq Hist, Apr-Jun 1968

6.

(3)(U) 1-3-34, 16 Apr 68. JG 22 was on strip alert at DaNang when notified of a F-105 pilot declaring an emergency. At 0610Z Jolly Green 22 was airborne and at the same time, the F-105 pilot bailed out 30 miles northeast of DaNang AB. Utilizing DF steers, JG 22 was within one mile of the pilot when he landed in the water. The copilot of JG 22 spotted the survivor and lined up the aircraft for the final approach to a water landing. Some difficulty was encountered pulling the survivor on board because he was tangled in his parachute. The flight engineer utilized the hoist to raise the survivor out of the water and the pararescueman entered the water and cut away the parachute shroud lines. The uninjured survivor was Colonel David W. Winn, FR36636, 355TFW. The parachute billowed up behind the helicopter as JG 22 lifted off the water. An immediate landing was made and the pararescueman then cut away the shroud lines that had become entangled on the fuel drain and sponson below the water line. JG 22 landed at DaNang at 0645Z.

(4)(U) 1-3-37, 19 Apr 68. JG 21 and 10 were returning to DaNang from Quang Tri alert when they were diverted to a position 10 miles northeast of Hue to rescue a UMC A-4 pilot that had ejected. The survivor was spotted about 5 miles to the south of JG 21's position and the last 200 feet of descent of the survivor was observed as final approach to a water landing was

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39th ARPSq Hist., Apr-Jun 68

they now struck targets in Route Package I, and R.P. II⁵ and Loas all day in varying intervals.⁴ Thus Crown was alert for "business" at any time through the day. The SAR results were encouraging with reservation.

The 39th participated in the rescue of sixty-eight downed crew-members during this quarter, bringing their total since activation to 420 as of 30 June 1968.⁶ Fiscal year 1968 saw a progression to a peak of 37 saves in the third quarter: FY 1/68; 48 in FY 2/68; 78 (+126 in evacuation of Lima-site 85) in 3/68; and 39 (+29 in rescue of Medevac CH-46 swift 5-1) in FY 4/68. The drop was due in part to the bombing limitations and its associated factors such as concentration of hostile forces and targets.

The missions were as varied as usual; each a unique test posing and answering questions never anticipated by the Crown crews. Some illustrated the immense capability of the Search and Rescue Task Force and others showed its limitations.

On 15 April 1968, an F-105 pilot, Bear 03, ejected over the South China Sea. Watching him eject from his aircraft, Crown 4 orbited the descending chute, and called in the Jolly Green Giant. The survivor was in the water less than five minutes.⁷

4. Sample Frag (S) Page 99

5. Charts of Operational Areas SEA Page 102 (C)

6. Appendix Rescue Results. Pg 33

7. Mission Narrative (Bear 03) (S) Page 62

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~~SECRET~~

62

Mission Narrative 1-3-34

15 April 1968

Crown 4 received a Mayday call from Bear Lead at 1422L, stating that he had lost radio contact with Bear #3 and that Bear #3 was having problems. His Position was give as 17-12N 106-58E, heading 150 and 5 to 10 miles off the coast. Crown 4 immediately proceeded toward the area and proceeded to launch Jolly Green 22, from Cigar, who was airborne at 1443L. Bear 4 was escorting Bear 3 and it was learned from Bear 4 that Bear 3 had smoke in the cockpit and had lost his rudder. Crown 4 had a visual sighting on them as they passed by.

Bear 3 bailed out at 1444L and hit the water at 1456L. Crown 4 had and kept visual sighting of him as he descended and saw him hit the water at a position of 030/30 miles from CH94. Crown 4 was then able to direct Jolly Green 22 directly to the scene for a successful early pick up of the survivor at 1502L.

This was a very successful well co-ordinated mission with Jolly Green 22 proceeding to CH 94 with the survivor and Crown 4 resuming normal orbit

Lyndon J. Stretton, Capt, USAF
Rescue Crew Commander

68-0050

~~SECRET~~

DECLASSIFIED

~~SECRET~~

314

62

Mission Narrative 1-3-34

15 April 1968

Crown 4 received a Mayday call from Bear Lead at 1422L, stating that he had lost radio contact with Bear #3 and that Bear #3 was having problems. His Position was give as 17-12N 106-58E, heading 150 and 5 to 10 miles off the coast. Crown 4 immediately proceeded toward the area and proceeded to launch Jolly Green 22, from Cigar, who was airborne at 1443L. Bear 4 was escorting Bear 3 and it was learned from Bear 4 that Bear 3 had smoke in the cockpit and had lost his rudder. Crown 4 had a visual sighting on them as they passed by.

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This was a very successful well co-ordinated mission with Jolly Green 22 proceeding to CH 94 with the survivor and Crown 4 resuming normal orbit

Lyndon J. Stretton, Capt, USAF
Rescue Crew Commander

68-0050

~~SECRET~~

OPERATIONSMISSIONS

	APR	MAY	JUN	TOTAL
Local Base Rescue Sorties:	80	104	77	255
Hours Flown:	15.1	19.4	17.3	51.8
Aircrew Recovery Sorties:	8	4	0	12
Hours Flown:	9.1	4.3	0	13.4
Support Sorties:	30	40	31	101
Hours Flown:	19.0	22.6	24.0	65.6
Personnel Rescued:	0	0	0	0
Combat Losses:	0	0	0	0

Although twelve Aircrew Recovery sorties were flown, Detachment 6 participated in only three rescue missions in this category. A description of these missions follows.

Mission 6-38-12-17 Apr 68

On 17 April the Joint Search and Rescue Center notified this unit at 1355 hours that a USAF A-37 had gone down in the jungle near Song Be, approximately sixty miles north of Bien Hoa. The cause was believed to be hostile ground fire. Pedro 95 and 97 launched at 1405 hours and arrived over the crash site fifty minutes later. Upon arrival it was learned from the Forward Air Controller (FAC) that a parachute had been spotted near the aircraft wreckage and an Army helicopter had placed a man on the ground to explore and

search the area surrounding the parachute. He had reported negative results. Pedro 95 then lowered a pararescueman to search in and around the aircraft. Radio contact was maintained with the pararescueman who reported the jungle to be extremely dense and movement very difficult. An Army helicopter in the immediate area then reported receiving heavy automatic weapons fire from a nearby location. It was decided to withdraw the pararescueman until a time when the hostile fire could be suppressed. Other aircraft joined the search which continued until dusk. Both Pedro aircraft were forced to depart the search area due to low fuel and impending weather. Enroute to Bien Hoa heavy thunderstorms were encountered which could not be circumnavigated. The flight turned north once again in an effort to reach Song Be Airfield, which had closed with the coming of darkness, but was the only available and secure landing location. Upon arrival at the airfield, the aircraft were secured within the perimeter of an Army outpost and the crews remained sheltered in bunkers with an Artillery Company. In the morning, fuel was obtained and both helicopters proceeded to the crash site. A FAC and Crown aircraft were overhead and stated a beeper was still active in the parachute and one voice contact had been established, however it could not be authenticated and was believed to be Vietnamese. As the Pedro aircraft could be of no further assistance, both returned to Bien Hoa Air Base.

CREWMEMBERS

PEDRO 95

Major Price S. Summerhill	RCC
Capt Jon C. Long	RCP
SSgt James B. Reed	FE
Sgt Charles F. Salome	PJ

PEDRO 97

Capt Charles W. Burridge	RCC
Capt Paul E. Stone	RCP
AlC Glen N. Chafey	FE
Sgt Roland C. Schmidt	PJ

Mission 6-38-13-23 May 68

At 1640 hours on 23 May the alert aircraft launched in response to notification that an O-1 aircraft had crashed four miles northwest of Bien Hoa. A large column of smoke was visible immediately and the crash site was easily located. The rescue helicopter arrived on the scene within minutes and it was noted that the aircraft had impacted next to a road in the midst of a small village. The aircraft was still burning intensely when the fire suppression kit was released a few yards away in the center of the road. Small arms ammunition and smoke rockets in the wreckage were exploding due to the intense heat of the fire. Cautiously, the two fireman moved into the blaze and quickly brought it under control. Although a few rounds of ammunition were still igniting, the para-rescueman probed into the smoldering aircraft in search of the

37ARMSq Hist, Apr-Jun 1968

6.

(3)(U) 1-3-34, 10 Apr 68. JG 22 was on strip alert at DaNang when notified of a F-105 pilot declaring an emergency. At 0610Z Jolly Green 22 was airborne and at the same time, the F-105 pilot bailed out 30 miles northeast of DaNang AB. Utilizing DF steers, JG 22 was within one mile of the pilot when he landed in the water. The copilot of JG 22 spotted the survivor and lined up the aircraft for the final approach to a water landing. Some difficulty was encountered pulling the survivor on board because he was tangled in his parachute. The flight engineer utilized the hoist to raise the survivor out of the water and the pararescuer entered the water and cut away the parachute shroud lines. The uninjured survivor was Colonel David W. Hinn, FR36636, 355TFW. The parachute billowed up behind the helicopter as JG 22 lifted off the water. An immediate landing was made and the pararescuer then cut away the shroud lines that had become entangled on the fuel drain and sponson below the water line. JG 22 landed at DaNang at 0645Z.

(4)(U) 1-3-37, 19 Apr 68. JG 21 and 10 were returning to DaNang from Quang Tri alert when they were diverted to a position 10 miles northeast of Hue to rescue a UMC A-4 pilot that had ejected. The survivor was spotted about 5 miles to the south of JG 21's position and the last 200 to 300 feet of descent of the survivor was observed as final approach to a water landing was

37AHR5q Hist, Apr-Jun 1968

7.

established. The landing was completed approximately thirty yards down wind of the survivor and the survivor was pulled aboard at 1040Z, less than 75 seconds after he had entered the water. There was some difficulty freeing the survivor from the shroud lines which had bound his legs together. As the shroud lines were being cut away, the parachute drifted counter-clockwise around the helicopter and became entangled on the nose gear. The pararescuer entered the water and while holding the flight engineer's hand through the left forward window, the pararescuer freed the parachute from the aircraft. After entering a minimum hover to determine that the parachute had fallen away, JO 21 departed for DaNang at 1052Z. Rescap was a USMC A-4. The survivor was Captain Key Cook, USMC.

(5)(U) 1-3-38, 21 Apr 68. Jolly Green 30 and 21, strip alert at DaNang Air Base, were launched at 0213Z to the objective located 21 miles southwest of DaNang. Spads 11 and 12 had launched at 0200Z and were proceeding to the area to locate eight uninjured survivors from two Huey gunships that were reported down in the vicinity and had been on the ground overnight having been constantly chased by the Viet Cong. Upon arrival at the scene, an orbit was set up at 6000 feet four miles east of the survivors' position. Both Spad 11 and 12 were in contact with the survivors and were directing suppressive strikes with another Huey gunship against ground fire to the south and west of the scene.

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~~CONFIDENTIAL~~

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 (1-3-37, 19 April 68) (U)

20 APR 1968

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

(61)

Poyne

1. (U) This report is submitted in accordance with ARRS 55-2/3ARRGp Sup 1, dated 15 Jun 67.

2. (C) Jolly Green 21 and Jolly Green 10 were returning to DaNang from Quang Tri alert when contacted at 1034Z by Crown 4. Crown 4 advised that the pilot of a USMC A-4, call sign Hellborn 550-2, had ejected at approximately 0350/10/Ch 69. At 1036Z the survivor was visually spotted about five miles to the south of JG 21. The crew of JG 21 observed the survivor's last 200 to 300 feet of descent and were on final approach when he hit the water. JG 21 landed approximately 30 yards down wind of the survivor and water taxied up to him. The FE and RS pulled the uninjured survivor aboard at 1040Z, less than 75 seconds after he had entered the water. There was some difficulty freeing the survivor from the shroud lines which had bound his legs tightly together. As the shroud lines were being cut away the parachute drifted counter-clockwise around the helicopter and became entangled on the retracted nose gear. An attempt at rearward water taxiing and one at shallow hovering did not disentangle the chute. The PJ then entered the water and swam to the left side of the aircraft. While holding the FE's hand through the left forward cargo compartment window, the PJ freed the parachute from the aircraft. After entering a minimum hover and ascertaining that the parachute had fallen away, JG 21 departed the area at 1052Z. JG 10 circled overhead during the entire operation advising JG 21 of the parachute's position. Termination of the mission occurred at 1120Z when JG 21 and JG 10 landed at DaNang.

3. (U) RESCAP was Hellborn 550-1 (USMC A-4). Crew coordination aboard JG 21 was excellent.

4. (C) The survivor was: Captain Key

5. (U) The Jolly Green crews were:

JOLLY GREEN 21

RCC Capt Paul D. Ashley
RCCP Capt Ronald G. Spray
FE SSgt Jimmy L. Dodgen
RS Sgt Angus C. McDougall

RCC Capt Harvie L. Stringer
RCCP Capt Don W. Wiegard
FE A1C Hoyle L. Sykes
RS A1C Robert K. Cassidy

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 84

Paul D. Ashley
PAUL D. ASHLEY, Capt.
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

Atch

From: Doug McGill <doctord@nvsn.com>
To: rlapointe@gci.net <rlapointe@gci.net>
Date: Friday, June 11, 1999 2:46 AM

Bob,

Doug McGill here !

Was reviewing your web site and thought I would send info about missions that I CAN REMEMBER that I participated in while in DaNang flying on HH-43s and HH3Es. The below missions were on HH-3Es.

On many,..... but these dates I do remember.

April 20, 1968, rescue attempt of eight Army aircrew from two Hueys from 1st Cav Division shot down in Happy Valley.... first Jolly indriven off by hostile ground fire and forced to RTB. Area was later neutralized and second attempt was successful.

////////////////////////////////////
///May 20, 1968, rescued four Army helicopter aircrews and five wounded personnel in know hostile territory. Night mission.... with approach and departure by flare light. Last night recovery before this resulted in the loss of Jolly 26 on 9 Nov, 67....I don't think that there where any other night missions accomplished during the rest of the war, for oblivious reasons.

Regards,

Doug (D.J.)

2/20th ARA Crews Rescued by Jolly Greens

Story by

Chuck Germeck

(Blue Max 27a

A Btry 2/20 ARA, 1st Cav 67-68)

On 19 April 1968 the 1st Cavalry Division's air assault into the A Shau Valley began. Our hog gun team from A Battery 2/20th ARA, was called upon to support a troop insertion by the 227th AHB into the valley. Capt. Mills was A/C of the lead ship with Lt. Hawks as his pilot. I was A/C of the wing ship, and W.O. Raymond was my pilot. The insertion was into a one ship LZ on a mountain ridge in the northern end of the valley. After reviewing the after action report of the A Shau Valley by the 227th AHB, I believe this was the five slick, 2 gun insertion into "Signal Hill". Our team took off from LZ Sharon at Quang Tri, climbed to 5000 to 6000 feet to get over the clouds and flew west toward the valley. When we reached the A Shau, we descended through holes in the clouds and married up with the assault team and C&C ship.

The mountain had been prepped pretty well by the Air Force, and we were not called upon to prep the LZ with our 2.75" rockets. The top of the mountain was pock marked with craters from the air strikes and the remnants of some trees surrounded the LZ. As I recall the insertion was a very difficult one for the slicks. The decent angle was steep and the remaining trees made it impossible to land. At least one slick lost control and crashed into the LZ, rolling down the slope before it was stopped by some trees. As I recall another slick crashed into the LZ, but without having kept a diary of my tour, I may be wrong trying to think back 30 years. When the slicks completed the insertion into the LZ they left with their gun support. Our team was asked to stay on station with the C&C to provide fire support if needed. Eventually, the C&C left to refuel, while we stayed on station waiting for his return with another ARA team.

Soon after his departure the holes in the clouds started to close cutting off entry into the valley. Of course, it also meant our way out was cut off. Our only recourse was to attempt to fly out low level through the side valleys. As I recall we searched the eastern side of the valley for a passageway. We took some fire as we searched for a way out, but none seriously disabled our aircraft. After what seemed an eternity of searching for a way out it became apparent that it was futile. We had flown off our maps and weren't exactly sure where we were. To make matters worse we were running low on fuel.



Eventually, we had to put our ships down. I landed first near a small stream. As I landed Capt. Mills saw a VC running



Back row (left to right): Cpt Mills, Lt Hawks, WO Raymond, Door Gunner.
Front row (left to right): WO Germeck, Crew Chief (I think), Crew Chief.
Last name was Brady, Door Gunner.

a VC running away so we knew they were in the area, and they knew we were there. About five minutes later Capt. Mills landed his ship next to mine. It was obvious that staying near the aircraft would be out of the question since the VC saw us land.

We decided to pull what ordinance we could from the aircraft and search for a place to hide. We hadn't fired any rockets so each aircraft still had its full load of 48 rockets. We couldn't do much with the rockets, but we removed all the hand held weapons. We were pretty heavily armed with four M60 machine guns, one 40mm grenade launcher, an M1 carbine, a 12-gauge shotgun, two M16 rifles and each member's side arm. Plus, Capt. Mills and myself had the emergency radios from our aircraft. We left our helmets and some personal articles behind, like my 35 mm camera.

The hill next to where we landed had a bluff that faced the aircraft. We climbed the hill and positioned ourselves at the top of the bluff in a heavily thicketed area for the evening. I don't know if all of us were able to sleep, but I managed some. I'll never forget awaking early in the morning as we heard the noises of the VC as they approached the aircraft. Just before dawn they hit the aircraft and we had a bird's eye view. As they fired rounds at the aircraft some of the ships rockets were launched. Luckily they impacted into the side of the cliff below us. One of our guys had his camera and he stayed busy taking pictures of the VC attack. After the VC determined that we were not with the aircraft they put our helmets on, got into the seats and played pilot.

Since the VC didn't find us with the aircraft they started to search for us. We decided to leave our position so we could get to the top of the hill. Capt. Mills and myself alternated broadcasting May Day calls on our emergency radios. Just as we were nearing the top of the hill I heard a response to one of my broadcasts. It was an Air Force C130 who was flying figure eight patterns from Da Nang to the DMZ. We later learned that his mission was to locate downed jet pilots. The ceiling was low and we couldn't see the C130, but he homed in on our signal and called in a team of A-1E Skyraiders for support. As we waited for them to come on station we saw groups of VC encircling the hill searching for us. When the A-1Es arrived we directed their fire at the VC positions and starting searching for an area where the Jolly Greens could get to us.

When the Jolly Greens came on station they help direct us to a small clearing just down from the top of the hill. As the first Jolly Green came in I heard heavy fire from the VC positions and he had to pull out. As I recall he made repeated attempts to hover over us, but at some point had to leave station. The A-1E's came in for more runs against the VC positions. Then gunships from HHB and A Btry of the 2/20th ARA arrived. They hit the areas around us pretty hard as we directed them to VC positions.

using our emergency radios. Another flight of Jolly Greens arrived on station and they came in to pick us up as the gunships provided cover. My crew was the first to be pulled up the hoist. They took two of us at a time, my crew chief and gunner first, and then myself and W.O. Raymond. The second Jolly Green came in and pulled out Capt. Mill's crew. As the Jolly Greens circled the area, I saw Air Force jets hit the hill with napalm. One of the ARA gunships hit our aircraft. The Jolly Greens flew us to Da Nang. We were treated to a fine steak dinner, with ice cream for desert. Not bad for us 1st Cav guys who were used to eating C rations for breakfast, lunch and dinner. We learned that we had landed in the Happy Valley area due east of Da Nang. After the customary handshakes and thank you's, aircraft from 2/20th flew us back to LZ Sharon at Quang Tri. We arrived just in time to attend our own memorial service.

8 Fliers Hoisted From Red N

DA NANG, Vietnam (UPI)—Eight American airmen downed 19 hours in the midst of a Viet Cong stronghold were rescued Sunday in a dramatic, two-hour mission with U.S. planes firing on Communists within 10 yards of their position.

The Americans were aboard two Army "Huey" helicopters shot down Saturday in the "Happy Valley," about 20 miles south-southwest of Da Nang.

Both choppers went down several miles from the point where they were hit, and the four-man crew of the aircraft were not located until the following day. None of the crewmen was hurt.

Two Air Force A1E Skyraiders were first to reach the area. Piloted by Capt. Tommy Stroud, 26, of Waco, Tex., and Capt. Lyn Oberdier, 30, Toledo, Ohio, the planes began firing on Viet Cong positions.

A "Jolly Green Giant" rescue helicopter arrived within a short time. "He started drawing ground fire and he had to pull out while we worked the area over again," Stroud said.

The helicopter returned about 10 minutes later, but again was unable to take a hovering position because of heavy Communist fire. Then it had to return to Da Nang for refueling.

Army helicopter gunships soon arrived. "They sterilized the area," Stroud said. "Sometimes the strafing fire got to within 10 yards of the downed men."

The helicopter gunships and the Skyraiders continued their bombing and strafing passes for 45 minutes, until two more Jolly Green Giants arrived and hovered over the downed men.

The choppers were 50 feet above the treetops. They lowered hoist lines to the ground. Two men at a time were pulled on each line. Each rescue craft took up four men.

Stroud said the two enlisted crewmen of each downed

chopper were pilots and co-pilots. The downed men were not immediately rescued.

One of the downed airmen said later that the Viet Cong said the pilots were twice that far from the choppers.

Newspaper article describing the rescue.



Return to Rescue Stories

FROM: RCC 38-27

20 Apr 68

SUBJ: Mission Narrative Report (10-38-26, 19 Apr 68)

TO: 10-38C RES

38C EPR

3rd ARRGp (JSAR)

IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.

2. No saves. Negative ground fire. Det 10 38th ARRSq was notified by Navy River Operations, Binh Thuy, at 0735Z of a Navy seaman who required medical evacuation from Sa Dec to the 3rd Field Hospital Dong Tam. The sailor had a serious hand wound which required immediate medical attention. Pedro 91 was refueled and launched at 0740Z. The fuel load had previously been set at 6001BS in order to accomplish the LBR mission. Pedro 91 made FM radio contact with "Duet", a Navy unit at Sa Dec, and landed in the soccer field at 0755Z. The ambulatory patient boarded the helicopter and was flown to the Dong Tam hospital (0830Z). Pedro 91 returned to Binh Thuy at 0900Z. Weather was 1 CU 30, 4CL 300, 6+, 150/10, 34 deg cen. Pickup was made at 10 deg 17 min N, 105 deg 46 min E.

3. The name of the survivor was: William T. Murray, ET-1, NSA Det Sa Dec.

4. Crewmembers of Pedro:

Pedro 91

RCC Capt Laurence W. Conover
RCCP Lt Col Roland E. Speckman
FE SSgt Gordon L. Browning
RS ALC Lonnie N. Davidson

Laurence W. Conover
LAURENCE W. CONOVER, Capt., USAF
Rescue Crew Commander

Atch 4

CHAPTER III

OPERATIONS

MISSIONS

On 1 April, Tuy Hoa Tower relayed a report to Detachment Operations of an Army O-1G down and burning fourteen miles west of Tuy Hoa AB in hostile territory. A Pedro aircraft with FSK launched, crewed by Lt Col Fagner, Capt Dely, TSgt Kozlowski, SSgt McAllister, and Sgt Phelps. The fire was put out, but the two crewmem had perished in the crash (mission #11-38-3). On 4 April, Detachment Operations monitored a UHF Guard transmission of an aircraft making an emergency landing 10 miles east. A Pedro aircraft, crewed by Lt Col Fagner, Capt Dely, Sgt Soden, and A1C Krause, located the aircraft and provided cover until Army assistance arrived. No personnel injuries were sustained by the Huey downed by mechanical failure (mission #11-38-4). On 10 April, a Pedro Med-Evac resulted in the non-combat save of a triple amputee by airlifting the critical patient to the 91st Army Med-Evac Hospital at Phu Hiep. Crewmembers were Lt Col Fagner, Capt Dely, Sgt Soden, and TSgt Kozlowski (mission #11-38-5). On 20 April, Detachment Operations was advised by Tuy Hoa Tower that an F-100 pilot was bailing out over the sea eighteen miles north of Tuy Hoa AB. A Pedro aircraft, crewed by Capt Darden, Maj Worsech, SSgt Prevratil, and Sgt Kraft, launched and recovered the pilot for a combat save (mission #11-38-6). Another combat save was logged by Capt Darden, Maj Worsech, Sgt Thompson, and A1C Krause in the recovery of an F-4C pilot downed by

hostile fire nineteen miles south of Tuy Hoa Air Base. Notified by a UHF Guard "Mayday" call relayed by Tuy Hoa Tower, the Pedro aircraft launched and sighted a personnel chute in dense jungle. While the aircraft hovered over the hostile territory for fifty long minutes, A1C Krause treated the injured crewmember so he could be hoisted to the helicopter. The second pilot struck the ground before his chute had time to open. All rescue crewmembers have been recommended for appropriate decorations (mission #11-38-7). On 25 June, two Detachment aircraft launched to a position over the jungle forty miles north of Tuy Hoa AB to aid in the search for the pilot of a downed F-100. One of the Pedro aircraft, crewed by Capt Dely, Maj Worsech, Sgt Soden, and A1C Krause, found and recovered remains of the deceased pilot (mission #11-38-8). Two Pedro aircraft also launched on 26 June when a CH-47 called that it was going down, but rescue assistance was not required. The aircraft had suffered mechanical failure and landed safely (mission #11-38-9).

FLYING OPERATIONS

The following is a breakdown of missions and operations for the calendar quarter April through June 1968.

	<u>Sorties</u>	<u>Flying Time</u>
Intercepts	100	17
False Missions	5	3
Miscellaneous (Support	294	124

FROM: Det 11, 38 ARRSQ

20 April 1968

SUBJECT: Mission Narrative Report (11-38-06-20 Apr 68)

TO: 3ARRGP (JSARC)
THRU 38ARRSQ (38C)

1. (U) This report is submitted IAW ARRSM 55-2, 3ARRGP Sup 1, dated 15 April 1968.

2. This mission was a combat save involving the recovery of Capt Leo F. Dunsard III, an F-100 pilot assigned to the 306 TFS, Tuy Hoa AB, RVN. At 0330Z, 20 April 1968 Detachment 11 was informed by Tuy Hoa Tower that an F-100 pilot had ejected overwater on a heading of 010 degrees, 18 nautical miles from Tuy Hoa. Pedro 05, which was the primary aircraft and Pedro 24, launched at 0332Z. An Army O-1E and a rescue C-130 which had just departed Tuy Hoa were in the area. The weather at launch time and throughout the mission was clear, winds 030/12 knots, with 20 miles plus visibility. Shortly after take-off the rescue crew could see the smoke from the aircraft which had crashed in the water. The O-1E crew had the F-100 pilot in sight and was orbiting his position. The C-130 crew informed us that the downed pilot was south of the smoke and they would drop smoke to mark his location. Pedro 05 and 24 arrived on the scene at 0343Z. The pilot was out of his chute and in his life raft. He appeared to be calm and O.K. He immediately popped smoke to give a wind indication for the pickup. The sea was fairly calm and due to the expert hoistmanship of Sgt Prevratil, the pilot was plucked from his bobbing raft and was aboard the helicopter on his way back to Tuy Hoa AB at 0346Z. While Pedro 05 was making the recovery, Pedro 24 was orbiting the area. The pilot was turned over to medical personnel at the 31st USAF Dispensary at 0358Z. The mission was terminated at 0400Z. Pedro 05 landed at 0400Z. With a total elapse time of 30 minutes from notification to termination.

Crewmembers were:

Pedro 05

Capt James A. Darden, Jr. - RCC ✓
Maj Delmar G. Worsch, - RCCP
SSgt Charles W. Prevratil - FE
Sgt George H. Kraft, - MT

James A. Darden, Jr.
JAMES A. DARDEN, Jr. Capt, USAF
Rescue Crew Commander

APPROVED

[Signature]
S. LOGAN EAGNER, Lt Col, USAF
Commander

Pedro 24

Maj Herbert G. Gates, - RCC
Maj George S. Mangum, - RCCP
MT SSgt Robert A. McAllister, - RS
Sgt Gregory M. Hodak, - FE
PJ A1C Steven R. Tuttle, - RS

PACAF - Tuy Hoa AB, RVN

Atch 3

CHAPTER III

OPERATIONS

MISSIONS

On 1 April, Tuy Hoa Tower relayed a report to Detachment Operations of an Army O-1G down and burning fourteen miles west of Tuy Hoa AB in hostile territory. A Pedro aircraft with FSK launched, crewed by Lt Col Fagner, Capt Dely, TSgt Kozlowski, SSgt McAllister, and Sgt Phelps. The fire was put out, but the two crewmen had perished in the crash (mission #11-38-3). On 4 April, Detachment Operations monitored a UHF Guard transmission of an aircraft making an emergency landing 10 miles east. A Pedro aircraft, crewed by Lt Col Fagner, Capt Dely, Sgt Soden, and A1C Krause, located the aircraft and provided cover until Army assistance arrived. No personnel injuries were sustained by the Huey downed by mechanical failure (mission #11-38-4). On 10 April, a Pedro Med-Evac resulted in the non-combat save of a triple amputee by airlifting the critical patient to the 91st Army Med-Evac Hospital at Phu Hiep. Crewmembers were Lt Col Fagner, Capt Dely, Sgt Soden, and TSgt Kozlowski (mission #11-38-5). On 20 April, Detachment Operations was advised by Tuy Hoa Tower that an F-100 pilot was bailing out over the sea eighteen miles north of Tuy Hoa AB. A Pedro aircraft, crewed by Capt Darden, Maj Worsech, SSgt Prevratil, and Sgt Kraft, launched and recovered the pilot for a combat save (mission #11-38-6). Another combat save was logged by Capt Darden, Maj Worsech, Sgt Thompson, and A1C Krause in the recovery of an F-4C pilot downed by

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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

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

22 APR 1968

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON 31 JAN 74

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

1. (U) This report is submitted in accordance with ARRSN 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.

2. (C) Jolly Green 30 and 21, strip alert HH-3E's at DaNang Air Base, RVN, were launched at 0213Z, 21 Apr 68. Spad's 11 and 12 were launched 10 minutes before and proceeded to the objective, which was at 2530/21/Ch 94. Eight uninjured survivors from two Huey gunships, call sign Blue Max 27, were reported down in the vicinity, and had been on the ground overnight having been constantly chased by the Viet Cong. Climbout was made on the 260° radial Ch 94 to remain clear of friendly artillery. Upon arrival at the scene at 0230Z an orbit was set up at 6000' above an overcast four miles east of the survivors position while awaiting instructions from Spad 11. Spad 11 and 12 were in contact with Blue Max 27 and were directing suppressive strikes with Blue Max 03 flight against ground fire to the south and west of the scene. Spad 11 advised Jolly Green 30 at 0245Z that the area had been sterilized and to attempt the recovery ASAP. JG 30 and 21 descended through a hole in the overcast and followed Spad 11 to the scene. A call from the survivors warned of continuing ground fire. JG 30 and 21 held to the east, keeping the scene in sight while escort suppression continued. At 0255Z JG 30 dumped fuel and initiated an approach while JG 21 held high. The survivors were located near the top of a 100 foot knoll at an altitude of 1000 feet in dense jungle canopy with 100 foot tree tops. JG 30 entered a hover only to be driven off by intense ground fire. JG 30 immediately broke off the hover while escort suppression continued. At 0305Z JG 30 attempted a second hover and managed to lower the hoist before again receiving intense ground fire and breaking off. At 0310Z JG 30 being low on fuel and uncertain of battle damage returned to Ch 94 and landed at 0325Z. JG 21 assumed low bird and requested additional Jolly Greens from Crown 4. JG 21 continued to hold east of the scene at 3,500 feet while Spad 11 and 12 coordinated with Blue Max, Hostage, and Alley Cat flights to put in continuous air strikes on hostile positions. JG 22 and 23 were launched from Quang Tri at 0325Z, JG 26 from Danang at 0340Z, and JG 30, having no battle damage, again from DaNang at 0350Z. JG 28 joined up with JG 21 four miles east of the scene at 0400Z and were immediately cleared into the area for another rescue attempt by Spad 11. JG 21 dumped fuel and came into a hover over the survivors' smoke flare at 0405Z while JG 28 held high. The survivors were quickly spotted by the FE and the jungle penetrator was lowered. Four of the survivors were rescued, two each time the penetrator was lowered. Blue Max 03 continued laying down ordnance to the immediate

GROUP 4

Downgraded at 3 year
Intervals; declassified

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left rear of JG 21, while the RS effectively manned the gun on the left side of the aircraft where the ground fire was being suppressed. Coordination between Blue Max 03 and JG 21 was excellent and JG 21 received little ground fire until leaving the hover. Upon departing the hover at 0413Z, ground fire was observed by the pilots, but no hits were taken on the aircraft. Jolly Green 28 immediately initiated his approach, dumped fuel, and established his hover over the survivors at 0415Z. The remaining four survivors were quickly rescued by use of the jungle penetrator while Blue Max 03 continued his close cover support along with the Spads. JG 28 completed the rescue at 0422Z while JG 21 held high. JG 22, 23, and 30 held 5 miles east of the area above the clouds at 6,000 feet during the successful rescue attempts in case they were needed. All Jolly Greens exited the area at 0425Z. JG 22 and 23 RTB'd to Ch 103 while JG 30, 21, and 28 RTB'd to Ch 94, landing at 0438Z. Spads 11 and 12 RTB'd at 0430Z leaving Spads 03 and 04 along with Hostage and Alleycat flights to continue their air strikes on the enemy positions. The mission was terminated at 0438Z.

3. (C) The eight U.S. Army crewmembers picked up were:

Capt Jon R. Mills,	A Btry, 2 Btn, 20th Arty, 1st Cav Div
2Lt James R. Hawks,	" " " "
WO1 J. Raymond,	" " " "
WO1 C.R. Germeck,	" " " "
E-5 Barry Brady,	" " " "
E-4 Larry Smith,	" " " "
SP/4 W.E. Holt Jr.	" " " "
SP/4 R.C. Leroue,	" " " "

4. (U) Crew members of Jolly Greens were:

<u>JOLLY GREEN 30</u>		<u>JOLLY GREEN 21</u>	
Capt William E. Brennan	- RCC	Capt John D. Oliver	
Capt Joseph J. Dillon	- RCCP	Capt Ronald G. Spray	
A1C Hoyle L. Sykes	- FE	SSgt Samuel C. Adams	
A1C Douglas J. McGill	- RS	A1C Ricky E. Hindman	

<u>JOLLY GREEN 28</u>		<u>JOLLY GREEN 22</u>	
Capt Henry C. Conant	- RCC	Major Billy J. Wingfield	
Lt (C.G.) Jack C. Rittichier	- RCCP	Lt (C.G.) Lance A. Eagan	
SSgt Gordon T. Greever	- FE	SSgt James A. Bowers	
Sgt Steve M. Northern	- RS	Sgt Peter J. Ganun	

JOLLY GREEN 23
 RCC LtCol Jacob T. Carwile
 RCCP Capt Robert E. Hicks Jr.
 FE SSgt Windell L. Stumbaugh
 RS Sgt Walter White III

5. (U) Additional aircraft were:

Spad Flight (A1F's) 2
 Spad 11 - Pilot: Capt Tommy R. Stroud
 Spad 12 - Pilot: Capt Lyn D. Obernier

GROUP 4

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Downgraded at 3 year
 intervals; declassified
 after 12 years

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39th ARRSq Hist., Apr-Jun 68.

On 21 April 1968, an Army helicopter, Blue Max 27, was reported down southwest of Hue. Crown 4 flew to the reported last known position but found no indications of survivors. While flying over the mountains west of Da Nang they heard a beeper, and using their DF equipment located the exact source of the emergency radio. When the eight survivors of Blue Max 27 saw the Crown aircraft orbiting above them they stopped the beeper and spoke to the listening crew. Though some difficulty was encountered after this in making the pickup, all were rescued without mishap. The survivors had been on the ground over twenty-four hours and were rapidly being pinpointed by the enemy, when Crown found them. It is reasonable to assume that if not located at that time they soon would've been killed or captured.⁸

On 31 May 1968, a Navy A-4, Streetcar 304, was shot down by ground fire near the Ho Chi Minh Trail. The survivor was in good condition, but in an area of a heavy concentration of enemy troops. In the course of "discouraging" the enemy to attempt to capture the survivor, Sandy 7, an ALE Rescap, was shot down, but was safe and moved to a high karst nearby. As night approached the Commander of Seventh Air Force called off the effort until the next morning. At first light the mission resumed, and after an immense effort finally the Jolly Green's went in and

8. Mission Narrative (Blue Max 27) (S) Page 66

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37AERSq Hist, Apr-Jun 1968

7.

established. The landing was completed approximately thirty yards down wind of the survivor and the survivor was pulled aboard at 1040Z, less than 75 seconds after he had entered the water. There was some difficulty freeing the survivor from the shroud lines which had bound his legs together. As the shroud lines were being cut away, the parachute drifted counter-clockwise around the helicopter and became entangled on the nose gear. The pararescueman entered the water and while holding the flight engineer's hand through the left forward window, the pararescueman freed the parachute from the aircraft. After entering a minimum hover to determine that the parachute had fallen away, JO 21 departed for DaNang at 1052Z. Rescap was a USMC A-4. The survivor was Captain Key Cook, USMC.

(5)(U) 1-3-38, 21 Apr 68. Jolly Green 30 and 21, strip alert at DaNang Air Base, were launched at 0213Z to the objective located 21 miles southwest of DaNang. Spads 11 and 12 had launched at 0200Z and were proceeding to the area to locate eight uninjured survivors from two Huey gunships that were reported down in the vicinity and had been on the ground overnight having been constantly chased by the Viet Cong. Upon arrival at the scene, an orbit was set up at 6000 feet four miles east of the survivors' position. Both Spad 11 and 12 were in contact with the survivors and were directing successive strikes with another Huey gunship against ground fire to the south and west of the scene.

37ARNSq Hist, Apr-Jun 1968

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At 0245Z, the area had been sufficiently sterilized and an attempted recovery was started. JG 30 and 21 descended and followed Spad 11 to the scene. A call from the survivors warned of continuing ground fire. JG 30 and 21 held to the east, keeping the scene in sight while escort suppression continued. At 0255Z Jolly Green 30 started his approach and located the survivors near the top of a 100 foot knoll at an altitude of 1000 feet in dense jungle canopy with 100 foot treetops. JG 30 entered a hover only to be driven off by intense ground fire. JG 30 immediately broke off the hover while escort suppression continued. At 0305Z a second hover by JG 30 was attempted and managed to lower the hoist before again receiving intense ground fire and breaking off. JG 30, uncertain of battle damage and low on fuel, returned to DaNang. JG 21 assumed low bird and requested additional Jolly Greens. Jolly Green 22 and 23 were launched from Quang Tri at 0325Z, JG 28 from DaNang at 0340Z, and 30, having no battle damage, again from DaNang at 0350Z. JG 21 and 28 joined up and were immediately cleared into the area for another rescue attempt. JG 21 came into a hover over the survivors' smoke flare, were spotted by the flight engineer, and the jungle penetrator was lowered. Four of the survivors were rescued, two each time the penetrator was lowered. Fire suppression was continued to the left rear of JG 21 while the rescue specialist effectively

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 medic. Jolly Green took off and proceeded to the coast and then to NSA. Wounded patients were

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MISSION NUMBER 1-3-38

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Crown 4

21 April 1968

Prior to departure Crown 4 was briefed on the possibility of a search mission for Blue Max 27, a flight of 2 US Army HU-1 helicopters, missing on a flight from Channel 69 to Camp Evans. Last known position was SW from Hue city 15 miles out HDG 160 with 20 minutes of fuel remaining. The aircraft had been missing since the previous day, no beepers, no sighting or any other significant information available. Queen advised that they were getting search aircraft and would notify Crown as soon as they were available. Crown 4 was on station at 0747 local, orbiting off Channel 69. At 0910 Crown 4 picked up a beeper, obtained a bearing with ARD-17 Tracker which indicated the general area of Blue Max 27's last known position.

Crown 4 then began a sweep down the coast taking bearings on the beeper on a southerly heading. A rough fix thus obtained indicated a position somewhat south of the last known position. Crown 4 then proceeded inland approximately 30 miles and began tracking the beeper north bound and calling for the survivors to come up on voice. At about this time Blue Max 03 contacted Crown on Guard, announcing that they were searching for Blue Max 27 also and were working the vicinity of his last known position. Blue Max 03 had a force of 9 HU-1 gunships. They were conducting the search according to their knowledge of the original destination and as soon as that was complete they intended to begin search under the control of Crown. A few minutes later at 0920, voice contact was made with Blue Max 27 by Crown 4. He stated his position as SW of Hue City on a heading of 180° from Camp Evans about 10 to 15 miles. They were in continuous contact with enemy forces and needed immediate air cover. Position at time of voice contact was

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253/21mm/Ch 94. This information was immediately passed to Blue Max 03 and Crown requested Spads and Jolly Greens be launched ASAP. At 0950 Blue Max 03 stated he had 2 helos in sight at approximately the given position; they appeared in good shape and he was checking them out. Blue Max 27 had requested that we get any aircraft on FM 63.0 MCS to contact the 1st Air Cavalry Division for assistance; this was also passed to Blue Max 03. His attempts to contact the two helos was unsuccessful but these aircraft proved to be from the 101st Division and in no known difficulty. Blue Max reported that he could proceed no farther south as high terrain and weather blocked his route; thus he could not proceed directly to the position 253/21mm/Ch 94. Crown 4 again passed over the area of the first voice contact and again made voice contact. It was determined that Blue Max 27 had 8 personnel, all in good shape, they were on a hillside in dense jungle some distance from their aircraft and being pursued by enemy forces. Weather was overcast at about 1000 feet above the terrain. Due to the limited reception area and vectors from Blue Max 27 based on Crown 4's engine noise it was now fairly certain that the position 253/21/Ch 94 was reasonably accurate and Spad 11 and 12 were directed to that area. Crown 4 maintained a very close orbit over the position and could maintain almost continuous voice contact with the survivors. Weather north of the position prevented direct routing of supporting forces from Channel 69 and Channel 103 to the scene; routing along the coast to Ch 94 and thence inland was utilized. Spad 11 and 12 were now on the scene but due to his lower altitude and terrain he was unable to receive the survivors radio transmissions. By utilizing a relay from the survivors to Crown to Spad, Spad 11 was quickly vectored over the area by engine noise and finally by sight. Voice contact was established between Spad 11 and the survivors, and Spad 11 sighted the downed aircraft. He immediately began

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firing runs directed by the survivors; one rocket destroyed one of the downed helos on the first pass. Spad encountered very little opposition and none was now being reported by the survivors. the Jolly Greens 21 and 30 had been scrambled and were holding clear of the scene awaiting instructions to make the pick up. Two flight of gunships were also proceeding to the area as instructed by Crown. At 1045 Spad 11 instructed Jolly Green 30 to enter the area for pickup; Jolly Green 30 to pickup four personnel and Jolly Green 21 to pick up four. Spad 11 escorted Jolly Green 30 to the scene; The survivors were located by smoke through the dense jungle canopy. As Jolly 30 was attempting the pick up he recieved ground fire and left the scene immediately without extracting any personnel. No damage was immediately discernible, however he had dumped fuel in order to hover and needed fuel in order to stay in the area. Crown 4 immediately began a descent for a refueling rendezvous however it was decided to return to Channel 94 for a damage assessment and refueling. The 4 gunships arrived on scene at 1050 and were immediately put into action ssterilizing the area. Jolly Greens 22 and 23 were launched from Channel 103 but could not arrive at the scene before 1230. An attempt to obtain hoist equipped helicopters from Channel 50 was immediately initiated by Crown and approved by the unit at Ch 50; this was the nearest available assistance since Crown was informed that no more Jolly Greens were available at Ch 94 and Jolly 30 could not be relied on for any further help; No high performance aircraft could be used in the ground fire suppression activities due to the low cieling and rugged terrain, although Ringneck 103, 4 F-4's were holding and available in the immediate vicinity, with Brown Anchor tankers also available. None of these resources could be used. For unknown reasons the Marine helicopters were canceled and Crown notified through Channel 50

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this caused no problem because Jolly Green 28 was launched unexpectedly from channel 94 at 1139 and Queen had also obtained 2 more Spads from Channel 107. By now the Gunships and Spads were running low on ordnance and were to be recycled to Marble Mountain for refueling and rearming. At 1200 Jolly Green 30 was airborne again and proceeding back to the scene. The survivors now reported that all movement and firing had ceased from the ground. Jolly Green 21 proceeded to the pickup area escorted by Hostage and Blue Max gunships plus Spad 11 and 12. The gunships continued to make firing passes as Jolly 21 picked up 4 survivors and exited the area without difficulty. Jolly 28 immediately began his pickup under the same conditions and extracted the last 4 personnel; Jolly 28 experienced some difficulty in locating the exact position, fortunately the survivors had an adequate supply of smoke flares and the recovery was performed without further incident, being completed at 1224 local. At 1227 all forces were directed to return to Several gunships which had ordnance remaining remained in the area and provided Forward Air Control for Spad 03 and 07 as they expended their ordnance. Spad 22 and 23 had not yet arrived on the scene and elected to find another target.. Crown 4 remained on the scene until 1250 and then returned to normal orbit.

Summary:

All 8 crew members of the 2 Blue Max HU-1 aircraft were recovered in excellent condition. Ground fire from small arms was moderately heavy and persisted even after many passes by Gunships and ALEs. Both Blue Max 27 aircraft were either destroyed or severely damaged. Weather was overcast with good visibility ceiling approximately 1000 feet above terrain, elevation 2000 feet. 36 separate aircraft were involved to various degrees in the course of the mission including 13 HU-1s, 8 F-4s, 6 A-1s, 5 HH-3Es, 1 KC-135 and 1 HC-130P. The work of Spad 11 as on scene commander and the cooperation

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MISSION NUMBER 1-3-38

66

Crown 4

21 April 1968

Prior to departure Crown 4 was briefed on the possibility of a search mission for Blue Max 27, a flight of 2 US Army HU-1 helicopters, missing on a flight from Channel 69 to Camp Evans. Last known position was SW from Hue city 15 miles out HDG 160 with 20 minutes of fuel remaining. The aircraft had been missing since the previous day, no beepers, no sighting or any other significant information available. Queen advised that they were getting search aircraft and would notify Crown as soon as they were available. Crown 4 was on station at 0747 local, orbiting off Channel 69. At 0910 Crown 4 picked up a beeper, obtained a bearing with ARD-17 Tracker which indicated the general area of Blue Max 27's last known position.

Crown 4 then began a sweep down the coast taking bearings on the beeper on a southerly heading. A rough fix thus obtained indicated a position somewhat south of the last known position. Crown 4 then proceeded inland approximately 30 miles and began tracking the beeper north bound and calling for the survivors to come up on voice. At about this time Blue Max 03 contacted Crown on Guard, announcing that they were searching for Blue Max 27 also and were working the vicinity of his last known position. Blue Max 03 had a force of 9 HU-1 gunships. They were conducting the search according to their knowledge of the original destination and as soon as that was complete they intended to begin search under the control of Crown. A few minutes later at 0920, voice contact was made with Blue Max 27 by Crown 4. He stated his position as SW of Hue City on a heading of 180° from Camp Evans about 10 to 15 miles. They were in continuous contact with enemy forces and needed immediate air cover. Position at time of voice contact was

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253/21mm/Ch 94. This information was immediately passed to Blue Max 03 and Crown requested Spads and Jolly Greens be launched ASAP. At 0950 Blue Max 03 stated he had 2 helos in sight at approximately the given position; they appeared in good shape and he was checking them out. Blue Max 27 had requested that we get any aircraft on FM 63.0 MCS to contact the 1st Air Cavalry Division for assistance; this was also passed to Blue Max 03. His attempts to contact the two helos was unsuccessful but these aircraft proved to be from the 101st Division and in no known difficulty. Blue Max reported that he could proceed no farther south as high terrain and weather blocked his route; thus he could not proceed directly to the position 253/21mm/Ch 94. Crown 4 again passed over the area of the first voice contact and again made voice contact. It was determined that Blue Max 27 had 8 personnel, all in good shape, they were on a hillside in dense jungle some distance from their aircraft and being pursued by enemy forces. Weather was overcast at about 1000 feet above the terrain. Due to the limited reception area and vectors from Blue Max 27 based on Crown 4's engine noise it was now fairly certain that the position 253/21/Ch 94 was reasonably accurate and Spad 11 and 12 were directed to that area. Crown 4 maintained a very close orbit over the position and could maintain almost continuous voice contact with the survivors. Weather north of the position prevented direct routing of supporting forces from Channel 69 and Channel 103 to the scene; routing along the coast to Ch 94 and thence inland was utilized. Spad 11 and 12 were now on the scene but due to his lower altitude and terrain he was unable to receive the survivors radio transmissions. By utilizing a relay from the survivors to Crown to Spad, Spad 11 was quickly vectored over the area by engine noise and finally by sight. Voice contact was established between Spad 11 and the survivors, and Spad 11 sighted the downed aircraft. He immediately began

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68-0053

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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 *KAC*
3rd ARRGp (JSARG)
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 FE, 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. Carwile FE SSgt Windell L. Stumbaugh
RCCP Capt Robert E. Hicks Jr. RS Sgt Walter White III

Jacob T. Carwile
JACOB T. CARWILE, 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 14

GROUP 4

Downgraded at 5 year
interval, declassified
after 12 years

Alt 2

37ARRSq Hist, Apr-Jun 1968

9.

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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64

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 $\frac{1}{2}$ 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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68-0057

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64

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

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

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68-0057

FROM: RCC

23 Apr 68

SUBJ: Mission Narrative Report (10-38-27, 22 Apr 68)

TO: 10-38C

38C *3/6*

3rd ARRGp (JSARC) *10/6*

IN TURN

(72)

Amiel

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.

2. At 0448Z 22 Apr 68 Det 10 38th ARRSq was notified by JSARC, Tan Son Nhut AB, that a Navy personnel with a serious gunshot wound required medical evacuation from an LST in the South China Sea. The patient was being brought to the LST by a smaller Navy boat and the patient would be ready for pickup at 0600Z. Pedro 39, an HH-43F, topped off fuel at Binh Thuy AB and was airborne at 0455Z. After topping off fuel again at Bac Lieu Aerodrome (0545) Pedro 39 continued out to sea and rendezvoused with the LST at 0605Z. A slight delay was encountered while the deck was cleared for a landing. Landing at 0610Z Pedro 39 unloaded the litter patient and departed the LST at 0615Z. At 0730Z the patient was offloaded at the 3rd Field Hospital Dong Tam, RVN. Pedro 39 refueled and returned to Binh Thuy AB at 0810Z. Weather was 3500 broken, 6 miles, winds 090/15. Pickup was made at 09 deg 03 min N; 105 deg 07 min E. Sea swells were 3 - 5 feet.

3. The name of the survivor was: Lt/JG C.R. Grutzius, Costal Division 13, USN.

4. Crewmembers of Pedro:

Pedro 39

RCC Capt Laurence W. Conover
RCCP Lt Col Roland E. Speckman
FE SSgt Gordon L. Browning
RS ALC John C. Wilkins

YEC PJ

Laurence W. Conover
LAURENCE W. CONOVER, Capt., USAF
Rescue Crew Commander

Atch 2

CHAPTER III

7

OPERATIONS

MISSIONS

During the period 1 April through 30 June, Detachment One flew 123 Local Base Rescue missions, 10 air-crew recovery sorties, 14 medical evacuations, and 121 base support missions. These flights resulted in nine non-combat saves and four combat saves, and provided 23 persons with vital medical care at the 12th USAF Hospital at Cam Ranh Bay. During this reporting period, Phan Rang AB lost three aircraft, and Detachment One was first on the scene in each case. On 23 April an F-100 on GCA final crashed into a mountainous area seven miles south of the base, and both helicopters of this detachment were on the scene in a matter of minutes. The wreckage was located and a medical technician lowered on the hoist through high jungle canopy to the steep slope where the pilot lay. Unfortunately the pilot did not survive the crash. The unit was, however complimented by the Wing Commander on it's rapid reaction to the crash and quick location of the wreckage site. On 23 April an O-2 of the FAC school located at Phan Rang AB lost power on downwind and crashed within the base confines. Once again, Pedro was the first to arrive at the crash scene, and this time, fortunately, the pilot and co-pilot were able to extricate themselves from the aircraft. One, with lacerations of the head and face, was given first aid as the pair was flown across the base to the waiting ambulance.

On the evening of 23 April, an F-100 on takeoff from Phan Rang AB burst into flames as the aircraft was some eleven miles west of the base.

The pilot successfully bailed out and landed in a jungle valley. When the Pedro aircraft of this detachment arrived, there were already several "Hueys" in the area, but they were unable to recover the pilot, for lack of hoist capability. Just as the lead Pedro was being directed in to the pilot, it lost all radios, and was unable to locate his exact position. The "high bird" quickly evaluated the situation, and made the pickup without incident. As the hoist was being lowered into the dark jungle, the survivor was unable to see it. Just as he was taking off his helmet, he felt the forest penetrator strike it. While such accuracy on the part of the hoist operator is commendable, all personnel have been briefed to place the penetrator four inches in front of the right shoulder in the future, lest the survivor's head get damaged. Light ground fire was experienced on return from this mission, but neither aircraft was damaged.

One beneficial thing resulted from the radio failure in the lead aircraft; we hope that this incident has settled once and for all, the question of why we send two aircraft on an air-crew recovery mission, rather than immediately scrambling the alert helicopter without a cover ship.

Other missions of interest include the rescue of two ARVN soldiers from a truck-jeep crash, six miles north of the base. They were literally pried from the wreckage by personnel on the scene, and originally flown to a point where an ambulance from Phan Rang city was to pick them up. Because of their serious wounds, when the ambulance was not there, they were flown to Phan Rang AB, and taken to the dispensary here.

SIA

FROM: RCC

29 Apr 1968

SUBJECT: Mission Narrative Report (8-38-12, 23 Apr 1968)

TO: Det Co
3AREGp (3JSARC)
IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd AREGp Sup 1, dtd 15 Apr 1968.

2. At 1236Z on 23 Apr 1968, Det 8, 38ARRSq received a telephone call from the US Navy Dispensary at Operation Markettime USN Station requesting emergency Med-Evac of a critically burned Vietnamese woman. The 66 year old woman had approximately 85% burns. Pedro 04 was launched at 1240Z and arrived at the Markettime helipad at 1250Z. Light rain was the only difficulty encountered enroute. The Vietnamese woman, accompanied by a male companion and a US Navy doctor, Lt R.J. Connolly, was loaded on Pedro 04 immediately and evacuated to 12th USAF Hospital, Cam Ranh Bay AB. The injured woman was released to personnel of the 12th USAF Hospital at 1300Z. It was later determined that she was critically burned and estimate of her injury was revised to 95%. There was no enemy action encountered in this mission. Mission constitutes one non-combat save.

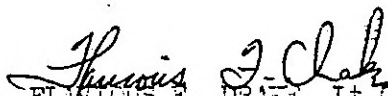
3. The name of the patient was: Nguyen Thi Chay, Vietnamese Civilian, Cam Ranh Village

4. Crew Members of Pedro 04:

RCC Capt Andrew J.M. Archer
RCCP Capt Peter J. Connolly
FE Sgt Jon A. Knox
PJ Sgt Daniel T. Hungesser


ANDREW J.M. ARCHER, Captain, USAF
Rescue Crew Commander

APPROVED


FLAVIUS F. DRAKE, Lt Col, USAF
Detachment Commander

Atch 8

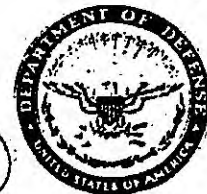
On 23 April 1968 the Navy Dispensary at Operation Markettime Station, Cam Ranh Bay Peninsula notified the Detachment 8 alert crew of a critically burned Vietnamese woman who needed immediate evacuation to medical attention. The 66 year old woman, Nguyen Thi Chay, had received burns over 85% of her body. Pedro 04, an HH-43 commanded by Captain Andrew Archer, was scrambled. A landing was made at the Markettime helipad nine miles south and the injured woman loaded aboard. She was attended by the Pararescueman Sergeant Daniel T. Nungesser and the Flight Engineer Sergeant Jon Knox on the return flight to the 12th USAF Hospital. The patient was released to awaiting attendants at the hospital helipad. The mission co-pilot was Captain Peter Connelly. This action constituted one non-combat save.⁵

The 12th USAF Security Police Squadron notified the detachment alert crew commanded by Captain Eugene Boortz at 2325 Local on 9 May that an unconscious and extremely ill Republic of Korea marine, E-5 Jung Jong Kim, required immediate evacuation from an area not accessible by ambulance. The rescue crew scrambled. A landing was made at the regimental headquarters outpost helipad which was lighted by flares. The unconscious man was loaded aboard the aircraft by the Flight Engineer Sergeant Jon Knox and the Pararescueman Sergeant Richard Garlie. A return flight was made to the 12th USAF

5. Mission Number 8-38-12, 23 April 1968

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 (1-3-40, 24 Apr 68)

TO:

37C

3rd ARRGp (JSARC)
IN TURN

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 14

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 1/2NM 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 1/2NM of a road at the bottom of a gully. JG 25 held at altitude as high bird. JG 24 continued descending to a position 1/2NM 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 Bai 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

Abot-2

~~CONFIDENTIAL~~

DECLASSIFIED

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 (EC-130P)
Spad 11, 12 (A-1H)
Spad 21, 22 (A-1H)
5. (U) Jolly Green crewmembers were:

JOLLY GREEN 24

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

~~CONFIDENTIAL~~

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

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324

72

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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68-0059

DECLASSIFIED

~~SECRET~~

325

73

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

~~SECRET~~

68-0057

~~SECRET~~

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 recieved 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.

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~~SECRET~~

68-0057

DECLASSIFIED

~~SECRET~~

325

73

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Joel G. Wilcox, Capt, USAF
Rescue Crew Commander

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68-00579

DECLASSIFIED

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				TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER		
3				WILLIAM H. STEWART, Colonel, USAF		
4				Chief, Command and Control Division		
5				TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR		
6						
7						
8						
9	C		APR 25 1968			

SUBJECT OR TITLE:

Aircraft Loss, 25 April 1968 (U)

SUMMARY (USE REVERSE SIDE IF NECESSARY)

1. (S) Background: Spad 31/32/2A1E/PIK departed Pleiku 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.

1028H - 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 Fighter Time: 2545.05

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

DTA 25/185 ~~SECRET~~

DECLASSIFIED

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



REPLY TO
ATTN OF: 370

SUBJECT: Mission Narrative Report (1-3-42, 25 Apr 68) (U)

TO: 370 *KAC*
3rd ARRGp (JSARC)
IN TURN

1. (U) This report is submitted in accordance with ARRSN 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 Sq, Pleiku

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 84*

GROUP 4

Downgraded at 5 year
after 12 years

Atch 1

37ABRSq Hist, Apr-Jun 1968

10.

Capt Parr, 20th TABS 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

~~SECRET~~

71

ON 2nd 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 ~~FLIE~~ 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. Cavanaugh
Major George T. Cavanaugh
RCC.

~~SECRET~~

68-0061

MISSION NARRATIVE 1-3-42

DECLASSIFIED ~~SECRET~~

71

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 AIRCRAFTS 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, SPAN 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 ~~XXXX~~ 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. Carman
Major George T. Carman
RCC.

~~SECRET~~

68-0061

DECLASSIFIED

7c

FROM: Det 9, 38 ARRS(Maj Pfadenhauer/2824).

29 Apr 1968

SUBJECT: 2 Mission Narrative Report (9-38-05, 26 Apr 68)

TO: 29-386- Hoff 29 M68
3 JUSARC
FHQA IN TURN

1. This report is submitted in accordance with ARRSM 55-2/3ARRGP Sup 1, dated 15 Jun 67.

2. At approximately 1310Z, 26 Apr 68, Pleiku Tower notified Detachment 9 of an aircraft downed by ground fire approximately four miles west of the base. The status of the crew was unknown, however the downed aircraft was burning. Pedro 74 departed to the scene with the FSK while Pedro 98 followed approximately five minutes later.

a. Upon arrival it was learned that the aircraft had been a CH-47 with 12 persons on board. The aircraft had been totally destroyed at ground impact and all occupants killed. The main fuselage had broken into two large pieces. The aft section including the engine compartments was burning furiously. The FSK was landed and discharged on the fire, however, it was impossible to extinguish the burning magnesium. The front portion of the fuselage was laying nearby with at least two bodies trapped inside. Other bodies and portions thereof were scattered throughout the impact area. Pedro 98 was approaching bingo fuel so one body was unloaded and transported to the 71st Evacuation Hospital on our way to our operations area. Pedro 98 brought two remains to the 71st Evacuation Hospital on their way back to rescue operations. The remaining bodies were to be recovered by a ground party on the scene.

b. The complete operation was conducted in a remote area with illumination provided by flares dropped by an AC-47, Spooky 21. Flare coverage was considered outstanding.

c. The fire suppression kit was left at the incident site until daylight since the area was not secure and recovery was considered too hazardous during darkness. It was retrieved at approximately 0730 hours 27 April.

3. There were no survivors.

4. Crewmembers of Pedro:

Pedro 74 (low)

Pedro 98 (high)

RCC - Maj Richard C. Pfadenhauer
RCCP - Maj Robert A. Bunton
FE - SSgt Harril E. Barber
RS - ALC David E. Thompson

RCC - Maj Donald L. Lajeunesse
RCCP - Lt Col H. O. Hoppe
FE - Sgt Spencer J. Watson
RS - Sgt Luther T. Jones

Richard C. Pfadenhauer
RICHARD C. PFADENHAUER, Major, USAF
Rescue Crew Commander

Atch 7

FROM: RCC

28 Apr 68

SUBJ: Mission Narrative Report (10-38-28, 27 Apr 68)

53A

TO: 10-38G *REG*
38C
3rd ARRGp (JSARC)
IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.

2. Det 10, 38th ARRS was called by Navy Operations at 0510 GMT, 27 Apr 68. Navy Ops said that a Coast Guard boat, presently at 09 degrees 37 minutes west, 106 degrees 41 minutes north, had an injured crewman on board and was requesting a med evac. They further requested that we rendezvous with them at 106 degrees 40 minutes west, 09 degrees 42 minutes north at 0800 GMT. They were then in heavy seas and were trying to find calmer water. Due to the seriousness of the wound, a flight surgeon was requested to accompany us. Pedro 39 scrambled at 0630 GMT and flew direct to Tra Vinh for refueling. Pedro 39 departed Tra Vinh at 0710 GMT and arrived over the boat at 0800 GMT. The boat was approximately 50 feet long and was rolling and pitching severely. Contact with the boat was made on FM and the crew was briefed on the operation. An approach was made to the boat and the stokes litter was lowered to the deck and disconnected. Then a second approach was made to retrieve the patient. During the approaches, the boat changed speed several times to try to minimize the rolling and pitching. The patient, who was suffering from a punctured abdomen, was brought on board Pedro 39 at 0805 GMT. Pedro 39 then departed for Dong Tam 3rd Field Hospital and arrived there at 0840 GMT. The patient was offloaded and Pedro 39 returned to Binh Thuy at 0915 GMT. Weather was 2/8 cu at 3000 feet. Wind 070/20 with scattered thunder storms. No ground fire, one non combat save.

3. The name of the survivor was: Hellesen, R.D., RDSN, Coastal Surveillance Force, US Coast Guard.

4. Crewmembers of Pedro:

Pedro 39

RCC Capt Thomas D. Precious
RCCP Capt Leslie E. Johnson
RS ALC Lonnie N. Davidson
FS Capt Chavles Caton
FE SGT MICHAEL WHITEHEAD

Thomas D. Precious
THOMAS D. PRECIOUS, Capt., USAF
Rescue Crew Commander

Atch 3

Det 10, 38 ARRSq History, Apr - Jun 68

13

MISSION NARRATIVE: Det 10, 38th ARRSq, Mission 10-38-28, 27 Apr 68

Det 10, 38th ARRS was called by Navy Operations at 0510 GMT, 27 Apr 68. Navy Ops said that a Coast Guard boat, presently at 09 degrees 37 minutes west, 106 degrees 41 minutes north, had an injured crewman on board and was requesting a med evac. They further requested that we rendezvous with them at 106 degrees 40 minutes west, 09 degrees 42 minutes north at 0800 GMT. They were then in heavy seas and were trying to find calmer water. Due to the seriousness of the wound, a flight surgeon was requested to accompany us. Pedro 39 scrambled at 0630 GMT and flew direct to Tra Vinh for refueling. Pedro 39 departed Tra Vinh at 0710 GMT and arrived over the boat at 0800 GMT. The boat was approximately 50 feet long and was rolling and pitching severely. Contact with the boat was made on FM and the crew was briefed on the operation. An approach was made to the boat and the stokes litter was lowered to the deck and disconnected. Then a second approach was made to retrieve the patient. During the approaches, the boat changed speed several times to try to minimize the rolling and pitching. The patient, who was suffering from a punctured abdomen, was brought on board Pedro 39 at 0805 GMT. Pedro 39 then departed for Dong Tam 3rd Field Hospital and arrived there at 0840 GMT. The patient was off-loaded and Pedro 39 returned to Binh Thuy at 0915 GMT. Weather was 2/8 cu at 3000 feet. Wind 070/20 with scattered thunder storms. No ground fire, one non combat save.

CREW: (All assigned to Det 10, 38th ARRSq)

RCC	Capt Thomas D. Precious
RCCP	Capt Leslie E. Johnson
RS	AlC Lonnie N. Davidson
*FS	Capt Charles Caton
FE	Sgt Archelans Whitehead Jr.

*Assigned to 632d USAF Dispensary

Supporting Document #1