Section Title = Master 02 SAR

Dear Mrs. Newman,

I had the good fortune of meeting your son, Thomas, recently in Southeast Asia. Our meeting was unexpected, but needless to say, very fortunate for me. I am the Vice Commander of the 388th Tactical Fighter Wing based in Korat, Thailand. We fly the F-105, a single seated fighter used to bomb and strafe enemy forces in North Vietnam. On the 30th of May, I was hit by enemy fire during a strafing attack. Shortly after being hit, my aircraft burst into flames and went out of control. I was required to bail out over enemy held territory. I ejected at about 500 mph and as a result, the windblast broke my right arm and dislocated my left arm at the elbow. While descending in my parachute I crashed through tall trees. This injured my left leg and made it extremely difficult to stand. Upon reaching the ground, I used my emergency radio and learned that the air rescue helicopter was enroute to my position. Since there were enemy troops near me, I left the area where I had landed and hid myself in the dense jungle.

Your son, Thomas, arrived overhead in a helicopter about an hour and a half later. Because I was unable to ride the lifting cable unassisted, I requested help. Tom volunteered to be lowered through the dense tree coverage into unfriendly territory with no idea of what he could expect underneath. After he was on the ground, the helicopter which lowered him was forced to withdraw. Tom and I were alone on the ground with enemy troops drawing closer and closer. He calmly directed a second helicopter to our position and meanwhile made me comfortable and maintained an alert eye out for enemy troops.

When the second helicopter arrived it lowered an excessive amount of cable. As Tom tried to prepare me to ride the lifting devise, a loop of the cable ensnared his ankle and lifted him into the air feet first. Torn remained calm in this very awkward and dangerous position and was fortunate to be lowered fairly close to the ground before the loop slipped and he fell head first to the forest floor sustaining a sprain to one wrist. Tom took the entire incident in stride and acted as though nothing had happened. He calmly secured me to the penetrator and straddling my legs , wrapped his arms around me so that I could not fall off as we were pulled up through the tree-tops into the hovering helicopter.

From that point on the story is no longer exciting. I have taken this opportunity to write to you so that you would know of and appreciate your son's courageous and selfless actions. His kind of heroism in our rescue forces is what keeps our fighter pilots going. We have full confidence that the young men like Tom who serve in the air rescue units will spare no effort and will do everything possible to help us when we are downed by enemy action. Being a father of four children, three of them teenaged daughters, and one ten year old boy, I can only say I hope my boy will grow up to be as brave a young man as your son is. As his mother, you have every right to feel very proud of your son.[1]

The above letter was written on 24 June 1968 by Col. Norman P. Phillips. When he was shot down, the Col. was using the callsign "Master 02." The HH-3E helicopter that lowered Tom to the ground was Jolly 36 and was assigned to Det. 1 40 ARRS based at NKP, Thailand. It was crewed by Capt. James Platt (pilot), Maj. Paul Regan (copilot), and A1C Narcisco Otero (FE). The HH-53 that recovered Sgt. Newman and Col. Phillips was Jolly 70. This "Super Jolly" was

As I came up to him, the first thing I did was to take away his weapon. He had been firing tracer rounds from it to signal the helicopter when it was leaving. Then I and cut him out of his G-suit and unnecessary survival gear. Throughout this time, there were occasional bursts of small and automatic weapons fire from the hill and ridge above us. After each burst the pilot would tell me, "that's only the fighters, that's only the fighters!" I knew that it was enemy forces, but let the pilot believe what he would. He told me later that he knew it was enemy fire too, but was afraid I might leave if I knew it. None of their shots came within several yards of us so it was obvious that they were only trying to flush us out, and shooting at the aircraft.

It was now getting darker and we could hear people moving through the brush searching for us. To flush us out, they fired their rifles sporadically through the brush. If I called the Jolly in now, they would be subject to close-range ground fire and would also give away our position. So, I radioed the helicopter and told them that I was closing communications so that the enemy could not find us by hearing my radio static. I told them I would be off the radio for 10-20 minutes. I then shut off my radio, got the pilot closer to the ground and a little more comfortable, and watched the shadows for movement. The end man in the enemy sweep came closer than 50 ft of where we were hiding behind a fallen tree.

After a while, the noises in the brush ceased as the enemy searched elsewhere. I radioed the chopper and told them we were ready for pick-up. As the HH-3E came in, they received very little small arms fire. I talked them in until they were directly over head, and told them to lower the cable. As they complied, I glanced away for a moment and when I looked back, the helicopter had drifted about ten yards downhill and to the left, and I could no longer see the penetrator. I figured that they had probably raised it into the aircraft to make the corrections I had given them. When I realized that the penetrator was on the ground, I decided that it would be easier to move the pilot than to have them move the aircraft.

I got my arm under Col. Philips shoulder and around him and helped him to where the cable came through the trees. In the darkness, I couldn't see the penetrator, so I tried to follow the cable to it. The area was covered with vines the same size as the cable and as the cable was lying in coils on the grounds I couldn't tell one from the other. I radioed the chopper and asked them to take up the slack. I must have been standing in a couple of coils of the cable. When the hoist retracted some cable, it tightened around my ankle and jerked me off my feet causing me to drop my radio and weapon. By this time, at least one enemy soldier had moved to within 75 yards of our position and I could hear him firing at the aircraft. I tried to grab my weapon but it was tangled in the vines and I couldn't reach it before I was pulled up through the trees by my right ankle.

As I was pulled through the first tree, the branches were catching me and it felt as if my right foot was being torn from my leg. Finally, I was pulled through by sheer force, and up into another tree which I went through more easily. Once I was through that, I pulled in my radio, which was dangling beneath me by the lanyard that attached it to me. Trying to sound calm and still be heard above the roar of the helicopter, I radioed them that I was tangled in the cable and wanted to be lowered to the ground. By now, I was about 70-80 feet in the air and within 20 feet of the helicopter. The hoist operator began to lower me, still hanging upside down by my right ankle. As I went through the first layer of trees, I narrowly missed being impaled on a dead tree

Photo courtesy of Thomas Newman **Photo = NKP Newman Phillips2.bmp**
Tom Newman (left) and Norman Phillips in the NKP hospital. Tom's left arm is splinted due to minor injuries when he was dropped off of the hoist cable

The pilot of Jolly Green 37, which recovered Tom and rescued the survivor, had this to say about the mission. *When Jolly 36 pulled off and departed the area, its pilot radioed that his hoist was inoperative. We immediately left our high orbit at 9500 feet and dropped down to a lower altitude. The sun was setting and we wanted to make the pickup before sunset. During our descent, we made several radio calls to the PJ on the ground but received no answer. We were also hit by small arms fire but continued in for a pickup. Just before total darkness we went into a hover over the survivors last known position. Sergeant Newman came up on radio and provided information that allowed us to set up a hover over him.*

The hover location was below the surrounding ridges, in a steep ravine with heavily wooded slopes. We took some minor small arms fire and returned fire with the minigun. The darkness and with no lights illuminated on the helicopter may have prevented the enemy the ability to see and shoot at us. All 240 feet of hoist cable was used to get the penetrator on the ground. The hoist operator could not see through the trees and waited for the cable to shake or a radio call from Newman to reel them in. The hoist operator waited several minutes until he felt a tug on the cable. He began to reel in and continued until we received a radio call from Newman telling us to lower cable. We were unaware that he was entangled in the cable but we complied with his instructions. The next radio call from the PJ was to "raise me slowly." At 7 p.m. and in now total darkness, the men on the penetrator emerged from the treetops and they were pulled into the helicopter.[4]

When Tom later wondered why the enemy did not shoot him as he was dangling defenselessly upside down on the hoist cable, he concluded that they were probably laughing too hard. This mission was a success because of the great team effort using HH-3's Jolly Greens 36 and 20, Sandy's 5, 6, 7 and 8, Nails 54 and 64, HH-53 Jolly Green 70, and HC-130 Crown 1.

Weeks later, Sergeant Newman became the third living enlisted man to be awarded the Air

FILE = NKP NEWMAN PILLIBO, ~~[illegible]~~ BMP

FILE = NRP NEWMAN PHILLIPS 1 . BMP

DECLASSIFIED [redacted] 79 R

FROM: 40ARRS/Capt Montrem/2787 CONFIDENTIAL 8 June 1968

SUBJECT: Mission Narrative Report (7-3-56, 30 May 1968) (U)

Classified by

SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS DECLASSIFIED ON 31 DEC 74

TO: 40ARRS (O)
40ARRS (C)
3rd ARRGp (JSARC)
IN TURN

1. (U) This report is submitted in accordance with ARRSM 55-2 and 3rd ARRGp Supplement 1, dated 15 June 1967.

2. (S) Jolly Green 70, an HH-53B of the 40th Aerospace Rescue and Recovery Squadron, departed Ubon Royal Thai Air Force Base (SAR alert site) at 1640L to proceed direct to Udorn RTAFB (home base). At 1700L, information was received that an airplane (later identified as Master 02, an F-105 from Korat RTAFB) was down 88 miles, 083° from Savannaket, Laos (TACAN CHANNEL 99). Jolly Green 70 diverted from his position (317°/52 miles, CHANNEL 51), proceeding directly to CHANNEL 99 (50 miles, 040°) and from there to the rescue site. While enroute, a climb was established to 9500 feet, the aircraft made rescue ready, guns armed and calculations made to determine hover capability, the possible need to dump fuel, etc. Weather enroute and in the rescue area was no factor except for an isolated thunderstorm 25 miles east of CHANNEL 99, which was circumnavigated. Clearance into the rescue area was received from Crown 2 and at 1725L, Jolly Green 70 crossed the Mekong River south of CHANNEL 99. At 1740L, Jolly Green 36L and Jolly Green 20H (HH-3Es from CHANNEL 89) were visually spotted and radio contact established. With these helicopters on the scene, it was mutually agreed that Jolly Green 36 would attempt the rescue and be backed up by Jolly Green 70 and 20. At 1755L, the rescue helicopters and Sandy 7 and 8 arrived in the area to join a number of F-105 aircraft and one or more O-2 FACs (call sign Nail). A later TACAN fix of 088°, 88 miles from CHANNEL 99 had been received and this point proved to be 5 miles south of the survivor's actual position. His location later plotted to be 32 miles, 260° from Khe Sanh TACAN CHANNEL 85. The miniguns were test fired and the ramp gun experienced a feeder malfunction which made it inoperable for the mission. At 1810L, Nail 54 reported visual contact with the survivor's parachute and URT-10 contact was established. Jolly Green 36 descended at this time to join Sandy 7 and 8 and Nail 54 attempted to vector Jolly Green 36 to the survivor. Jolly Green 70, 20, other A-1 and F-105 aircraft began an orbit at altitude over the SAR effort. Jolly Green 70, maintaining a tight turn over the SAR position, was able to observe the low level aircraft and call out several ground fire sightings to the rescue force. Sporadic and often heavy ground fire was observed from the ridges above the survivor and from the valley and river to the west

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of the survivor's position. The Sandys strafed and quieted the heavier concentrations of ground fire, but scattered enemy gunfire was observed to continue throughout the rescue effort. URT-10 contact with the survivor (Colonel Phillips) was valuable in that when the survivor could hear the search aircraft, he was able to direct them and the helicopter to his position. His calm directions helped immeasurably in his recovery. Late in the search the survivor was requested to fire a pen gun flare. He radioed that he was unable to do so because of a broken arm and he also requested ground assistance because of a broken leg. When the survivor's position was pinpointed, Jolly Green 36 made three passes (1827 to 1837L) before he was able to establish a hover in the heavily wooded, steep ravine (hover altitude 1600 feet MSL, OGE). In making three passes, Jolly Green 36 first dropped his external fuel tanks and then dumped fuel to reduce weight. On the third attempt the hover was successful and the Pararescueman (Sergeant Newman) was lowered to the ground (1837L). Upon touching the ground, the PJ reported he was being fired on and radioed for Jolly Green 36 to evacuate the area. Immediately after hearing these instructions, Jolly Green 70 observed two tracers come from a position within 100 yards of Jolly Green 36 and pass very close to the hovering helicopter. Jolly Green 36 pulled off the target, and as he departed, reported that his hoist was inoperative. With Jolly Green 36's rescue capability gone, Jolly Green 70 dove from his 9500 foot orbit directly above the survivor. During the fast descent, the PJ on the ground was called and asked to provide gunfire information and the advisability of Jolly Green 70 going in to hover over the survivor. No information was received and in the interest of getting over the target before complete darkness, an immediate straight in approach was executed. At this time, the forward right minigun was stowed because of its interference with the hoist. As the hover position was approached, Jolly Green 70 was hit by small arms fire. Hover information was then received from the PJ on the ground and Jolly Green 70, observing gun flashes from the right, returned gunfire from the rescue door with an M-16 while the Flight Engineer directed the hover and lowered the jungle penetrator into a small hole in the dark jungle canopy. After Jolly Green 70's return gunfire, additional ground fire while in the hover was not observed. The hover location was below the ridge line, in a steep ravine with heavily wooded slopes. Night time darkness and no lights on the helicopter provided Jolly Green 70 with cover and prevented receiving heavy concentrated ground fire. All 240 feet of the rescue cable was extended with no evidence that the penetrator had touched the ground. With the crew giving tree clearance information, Jolly Green 70 was turned 180 degrees, repositioned slightly and lowered 40 feet until the wheels were in the tree tops. In the complete darkness that followed (1855L), the hover was maintained by reference to a grey tree trunk immediately outside the pilot's window. No radio information was received from the ground for several minutes and the hoist was raised in response to what appeared to be a tug on the cable. A yell was received on the radio to "lower me" and this was done. Later it was learned that Sgt Newman had caught his foot in the excess coiled cable on the ground and was dragged feet first about 80 feet up into the trees. After being lowered, a call was soon received to "raise

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me slowly" and this was accomplished (1901L). Both survivors emerged from the tree tops and were quickly pulled on board (1902L). Before moving off the hover it was necessary, because of the darkness, to establish between RCC and RCCP the direction to move in order to clear the surrounding wooded hillsides. The blackout departure was successful and instructions to climb south to avoid heavy ground fire were received from Sandy 7. After attaining altitude, a direct course was established for CHANNEL 89, the nearest medical facility. Emergency medical treatment was administered to Colonel Phillips immediately upon his being pulled on board. His left arm was broken in two places and his right arm was dislocated. Pneumatic splints were applied and morphine administered in addition to first aid treatment of his minor scratches and wounds. Sandy 7 joined up to escort Jolly Green 70 and Sandy 8 joined and escorted the slower Jolly Green 20. Enroute to CHANNEL 89 at 9500 feet, Jolly Green 20 reported sighting gun flashes at both his and Jolly Green 70's position. At 1942L, Jolly Green 70 experienced a Second Stage Servo Out Warning Light, but all systems operated normally and an uneventful landing was made at CHANNEL 89 (2005L). The survivors were released to the medical facility and, following a careful inspection to determine battle damage and the cause of the Servo Out Light, Jolly Green 70 departed for home base, arriving there at 2300L. Aerial refueling was not utilized and no fuel was dumped. The one extra crew member on board was a mechanic being transported home after being TDY at Ubon. Battle damage consisted of one small arms hit which entered the bottom of the left sponson forward of the internal fuel tank, passed up through the cabin and out the upper right side of the fuselage just aft of the number two engine.

3. (C) The names of the survivors are:

a. Colonel Norman P. Phillips, , 469TFSq, Korat RTAFB.

b. Sergeant Thomas A. Newman, Detachment 1, 40th ARRS, Nakhon Phanom RTAFB.

4. (U) Jolly Green 70 crew:

RCC, Captain Alfred C. Montrem
RCCP, Major Aharon Aharonian
FE, Technical Sergeant Robert E. Hollen.
RS, Sergeant Larry E. Palmer
RS, Sergeant David A. Kratz
HM, Sergeant Richard B. Laverty

Alfred C. Montrem
ALFRED C. MONTREM, Captain, USAF
Rescue Crew Commander

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30 May 68 Crown I Mission 1-3-56

At 1750H a report was received from Cricket that Master 02 was down at 116/102/89. Cause was believed to be 37mm. Nail 64 proceeded to the area and made contact with the survivor at approx 1805H. Position passed by Nail 64 was XD2635. JG 36 and 20 and Sandy 5 & 6 were launched to the area with a ETA of 1930H. Crown proceeded to the area and also made contact with the survivor since Nail 64 had picked up ground fire and his front engine quit. Nail 54 was then moved into the area and also made contact. Survivor stated that he had moved about 100 yards from his chute and that his arm and leg were broken and that he would need help getting into the forest penetrator. JG 70 was also directed into the area by Crown as a back up. JG 36 located the downed pilot and went in for the pick up no ground fire was received. The PJ was lowered into the forest to help the survivor. He was unable to hear the survivor due to engine noise of the JG. He then requested the JG to pull out of the area so that he could locate the downed pilot. JG 36 was unable to read the PJ or survivor so all instructions were relayed by Crown as requested by the JG. When he pulled out it was discovered that his hoist was not working. Crown then directed JG 70 in for the pick up. Since darkness was a factor time was important. The PJ directed JG 70 overhead and then lost contact and Crown then relayed again. Darkness had started falling and JG 70 had to hover in near darkness for approx 30 minutes until the pick up was complete. The survivor was recovered at 2000H. All forces were RTB at that time. Metric, Silver, Locust, Gun Fighter and Hoy fire were utilized by the SAR forces.

JOHN P. SVEC, Capt, USAF
RCC, Crown 2

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED at 3 year
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 74

REPLY TO
ATTN OF: Det 1-40D

SUBJECT: Mission Narrative Report (1-3-56, 30 May 68)

TO: 1-40C
3ARRGp (JSARC)

1. (U) This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1, dated 15 June 67.

2. (S) This mission was initiated on 30 May 68 at 1705L when Compress scrambled Jolly Greens 36L and 20H and Sandys 5 and 6 to a position 083/88/99, to attempt recovery of F-105 Master 02. While enroute the position was updated to 117/98/89. The latter fix placed the survivor in an area where the possible ground fire was not as highly concentrated. Although cloud cover enroute proved to be no factor the visibility was restricted to approximately 6 miles due to haze and approaching darkness. Jolly Green 36 and 20 arrived on scene at 1805L with HH-53 Jolly Green 70, staging out of Ubon. At this time Nail 54 was in the area and believed he had pinpointed the survivor's position. Jolly Green 36 was then called in for an attempted pickup but was unable to establish visual contact with the survivor due to the fact that he was wounded and unable to pop a flare. At 1825 Sandy 5 vectored JG 36 to another ridgeline and the survivor reported visual contact with the helicopter. Jolly Green 36 came to a hover over the survivor at 1836 and lowered the Pararescue Specialist to assist the disabled crew member. Immediately upon reaching the ground the PJ advised the pilot to retract the penetrator and leave the area due to the fact that he was receiving ground fire. The copilot then reported a string of tracers had passed the cockpit. During this time JG 36 had been experiencing interphone difficulties between the Flight Engineer and both pilots. The pilots could read the FE but were unable to talk to him. They attempted to tell the FE to retract the hoist for about three minutes and, when this failed, the pilot took control of the hoist and started to retract it, while at the same time increasing hover height. The penetrator then snagged a tree and, when it broke loose, lashed upward and wrapped itself on the right main gear. The PJ on the ground then advised JG36 that he heard unfriendlies in the area and was going off the radio. He strongly advised JG 36 to depart the area. At this time Jolly Green 36 was Bingo fuel and advised Crown that he was returning to Channel 89. Due to the fact that it was getting dark, Jolly Green 70 was immediately called in by Sandy 5. Prior to JG 70 going in, the Sandys were able to pinpoint the ground fire and made several firing passes. Jolly Green 70 then established a hover and proceeded to lower his hoist. By this time, the PJ from JG 36 had made contact with the survivor and directed JG 70 to lower his hoist. After approximately 5 minutes the hoist was retracted with the survivor and PJ on the penetrator. Both men were brought aboard at 1900 and all forces returned to Channel 89, landing at 2001L. Aerial refueling was not utilized. Radio discipline was good

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except for JG 36 intercom difficulties mentioned above. Condition of the survivor was mild shock, fractured left arm and wrenched right shoulder.

3. (C) The name of the survivor was: Colonel Norman T. Phillips, FR3A373, 388th Cmbt Spt Gp, Korat AB, Thailand.

4. (U) The crew members of Jolly Greens were:

JOLLY GREEN 36 (LOW)		JOLLY GREEN 20 (HIGH)	
RCC	Capt James H. Platt	RCC	Maj Edward B. Russell
RCCP	Maj Paul M. Reagan	RCCP	Maj Milton S. Washington
FE	A1C Narciso A. Otero	FE	SSgt Bernard W. Grau
RS	Sgt Thomas A. Newman	RS	Sgt J. T. Lombard

JAMES H. PLATT, Capt, USAF
Rescue Crew Commander

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SEA Declassification & Review Team EET

ROUTING/COORDINATION				
		GRADE	SIGNATURE	DATE
1				
2				
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4				
5				
6				
7	CS	BGen		
8	VC	MGen		
9	C	Gen	WILLIAM W. MOMYER, Commander	General, USAF

DOCC — PHONE NO. 4114 — DATE 31 May 68

TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER
for RICHARD Y. HEATON JR., Lt Col, USAF
Chief Analysis Branch

TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR
Lawrence Parritt Lt Col
for JAS. W. ATKINSON, Colonel, USAF
Asst Chief, Command and Control Division

Aircraft Loss - 30 May 1968 (U)

(REVERSE SIDE IF NECESSARY)

1. (S) BACKGROUND: Master/KNT/2 F-105 was fragged and executed primary to strike in SVN under Peacock Control with a TOT of 1645H. At 1800H, the 7AF CC was advised that Master 02, piloted by Colonel Norman P. Phillips, was down in Steel Tiger Sector Foxtrot at a point 33 miles west northwest of Khe Sanh. After expending primary ordnance in SVN, the flight had been cleared by Cricket to strafe trucks reported by FAC, Nail 64. Master 01 had made one pass and did not observe any ground fire. He reported that Master 02 was hit as he began his roll in on his first pass. The aircraft caught fire as it egressed the area to the northwest. After approximately 10-15 miles, the aircraft went out of control and the pilot ejected.

a. FAC/Nail 64/O-2 established beeper and voice contact with Colonel Phillips and remained in the area until he lost an engine due to ground fire. Nail 64 recovered safely at Nakhon Phanom. Other aircraft were in the area and maintained a continuous CAP.

b. At 1910H, Jolly Green 36 reported visual contact with Colonel Phillips' parachute. Sunset was at 1888H and last light was 1950H. Due to light conditions and jungle canopy, the helicopters had difficulty visually locating Colonel Phillips. At 1935H, Jolly Green 36 lowered a pararescueman to find the pilot. Both men were on board the helicopter at 2004H. No ground fire was reported during the pickup.

c. Colonel Phillips was taken to Nakhon Phanom for treatment. A late report revealed that he is in good condition, except for suffering from a fracture of the left arm.

SMC

2. (C) SEQUENCE OF EVENTS:

a. 1800H - 7AF CC was notified that Master 02/F-105D/KNT was down 33 NM WNW of Khe Sanh.

b. 1805H - Jolly Greens 20, 36, 70; Sandys 5, 6, 7, 8; Spads 11, 12, 13; Sunfighter-F4s were scrambled.

c. 1812H - Nail 64 has beeper and voice contact. Downed pilot has broken arm.

[redacted] CC: VC DC DCC DOCC-S DOT DSA

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d. 1818H - Silver/2 F-4/UBK and Wayfire/2 F-105/KNT were diverted to the area for 1850H. Locust flight is in area with 20TK.

e. 1819H - All SAR forces were airborne. Estimating area at 1850H.

f. 1827H - Nail 64/O-2/NKI has one engine shot up. RTB NKP.

g. 1849H - Nail 54 replaces Nail 64.

h. 1851H - Sandy aircraft are in area.

i. 1855H - Nail 54 and Jolly Green 70 still have voice contact.

j. 1900H - All 3 Jolly Greens are in area.

k. 1910H - Jolly Green 36 has visual contact with parachute.

l. 1914H - Jolly Green 36 going in for pickup.

m. 1920H - Having trouble getting visual.

n. 1935H - Pararescueman lowered to assist in the pickup.

o. 1940H - Nail 64 lands safely at NKP.

p. 1945H - Jolly Green 36 has inoperative penetrator. Jolly Green 70 moving in.

q. 1952H - Jolly Green 70 is lowering penetrator.

r. 2001H - Both men are on penetrator.

s. 2004H - Both men are on board chopper. Downed pilot has a possible broken left arm.

t. 2105H - Jolly Green 70 arrived at NKP.

3. (C) AIRCRAFT AND AIRCREW DATA:

a. Aircraft:

(1) Call Sign - Master 02
(2) Type Aircraft - F-105D
(3) Tail Number - 600511

b. Aircrew:

(1) Pilot - Phillips, Norman P., Colonel, FR34373
(2) Total Time - 4858 hrs

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CHRONOLOGY

1968

1 Apr - Rescue of Nail 55 (Maj Gerald Dwyer who was rescued again on 21 May 68 by the 37th ARRS) by Jolly Green 17 (300, 301)

7 Apr - Rescue of Misty 11 by Jolly Green 19 (302, 303)

13 Apr - Medical Evacuation of Thai Captain from Sakon Nakon to Korat by Jolly Green 15 (Capt Richardson)

21 Apr - The new Sikorsky Technical Representative, Mr. Bruce Parsons, arrived.

12 May - Jolly Green 20, while on cross-country flight to Korat assisted local Pedro in a Medical Evacuation (3 persons)

21 May - Rescue of Caroline 21 by Jolly Green (304)

25 May - Col Smith, Commander of Pacific Air Rescue Center, arrived for visit.

25 May - Rescue of Cobalt 01 by Jolly Green 16 (305, 306)

30 May - Jolly Green 36 tangled hoist cable trying to pickup Master 02

31 May - 1650 hours, "Streetcar 304" shot down at 120°/90mi/Ch 89 good chute, good beeper. Sandy 5 hit at 1750 hours, Sandy 7 shot down at 1805 hours.

1 Jun - Streetcar 304 mission continues. Sandy 1 shot down 0852 hours, picked up at 0905 (307). 1830 hours Jolly Green 20 makes emergency landing at Maung Phalan. Jolly Green 37 rescues crew of Jolly Green 20 at 1832 (308, 309, 310, 311). Jolly Green 16 attempts to approach streetcar 304 survivor about 1835 and is driven off by ground fire.

2 Jun - 0555 hours, Jolly Green 19 returns to base after 1.2 hours with transmission oil leak.

2 Jun - Streetcar 304 mission continued. 0555 hours, Jolly Green 19 returns to base with transmission oil leak. 0845 hours, Jolly Green 09 rescues Streetcar 304 (312). Jolly Green 20 recovered from Maung Phlan by Jolly Green 19 with assistance from CAS and Task Force Alpha.

5 Jun - Jolly Green rescue of Air America Pilot DOA.

8 Jun - LCol Hollan, 3rd Group Deputy Operations Officer arrives for visit.

10 Jun - JSARC advises HH-53Bs will not pull airborne alert hence Det 1 must furnish aircraft for all orbits.

26 Jun - Rescue of Petro by Jolly Green 37 (313, 314).

26 Jun - Gen Wilson arrives for visit

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ZNY SSSSS-Z OR JPCOO
Z P 301145Z MAY 68
FM 8TFW USON RTAFB THAI
TO RUEOJFA/NMCC
RUEOJFA/JCS
RUHKA/CINCPAC
RUHLKSF/PACAFCC
RUMSAL/7AF CC TON SON NHUT AB RVN
RUMBDF/DEF CONDR 7/13AF UDORN RTAFB THAI
RUMALB/13AFCC CLARK AB PI
INFO RUWTEJA/USAFSS
RUEFHQA/CSAF
RUCSBB/SAC
RUHKG/CINCPACFLT
RUMSMA/COMUSMACV
RUMOTLA/COMUSMACTHAI
RUNTBK/AMEMB BANGKOK THAI
RUMSMA/DOD SPEC REF MACV
RUMSAN/12TFW CAM RANH BAY RVN
RUABGS/JOINT SOME PROCESSING CENTER FORT BUCHNER OKI
RUEBAGA/TAC CP

Flash
1242Z
4-DO
2-DISR
2-TSAC
2-DS
7-DDC
6-DI
5-6
AFCC

PAGE 2 RUMBDFB 3554 S E C R E T
RUMSAGD/366TFW DANANG AB RVN
RUMBDFD/388TFW KORAT RTAFB THAI
RUMBDFE/355TFW DOI TAHO I RTAFB THAI
RUMBDFA/432 TRW TUDC UDORN RTAFB THAI
RUMBDFE/56ACW TUDC NKP RTAFB THAI
BT
S E C R E T/KJFCCDA/JOINREP 1- FIRSTEN, 30/1145Z MAY 68
RTFW OPREP/PINNACLE KEG
1-1 ACFT LOSS
1-2 30 MAY 68
1-1 AT APRX 30/0945Z MAY, 68 TRCFTRAN F-105D, CALLSIGN MASTER 02, WHILE ON A STRAFE PASS ON A TRKS IN FOXTROT SECTOR UNDER THE CONTROL OF [illegible], WAS HIT BY GROUND FIRE. THE LONE ACFT CAUGHT FIRE PILOT FORCED TO EJECT 10NM SW OF TGT AREA IN VIC 1635 [illegible] 6, GOOD CHUTE OBSVD. GROUND CONTACT MADE WITH PILOT WHO [illegible] HE HAD A BROKEN LEFT ARM. SAR IN PROGRESS. ACFT [illegible] NORMAN G. FIRKINS
BT

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Docc-8
35855

[illegible]

[illegible] 27 [illegible] RUEKJA RUHSAN
DE RUMDDET 65A 151527
ZNY SSSSS
Z R 301523Z MAY 68
FM 56 ACW TUPE [illegible] PHYMGR RTAFD TUAN
TO RUEKDA/HQS
RUHHA/CINCPAC
RUHLKSP/PACAF G
RUMSAL/7AF CG TSN AB [illegible]
RUCSBB/[illegible]
RUHFBB/[illegible]
INFO RUFHQA/CSAF
RUHHV/CINCSAC
RUMUFA/CSONSMAC
RUMTDN/AMEMB BANGKOK THAI
RUMOD [illegible]
RUTRAC/[illegible]
RUMJAD/[illegible] AFB CALIF
RUMSUF/[illegible]
RUMRKA/[illegible]
RUMDIF/[illegible]
RUMUHF/[illegible]
RUMOTA/[illegible]

PAGE 2 RUMDDET 65 S E C R E T
RUMDA/[illegible]
RUMOMC/[illegible]
RUMFIE/[illegible]
RUMJNR/AMEMB [illegible]
RUMTEJ/AFSPE [illegible]
NT

SECRET [illegible] 56ACW/TPNNACLE/[illegible]
[illegible] REFERENCE [illegible] DTG [illegible]Z MAY 68.
[illegible] INCIDENT RECOVERY [illegible]
A2. [illegible] MAY 68.
A3. [illegible] WAS RECOVERED [illegible]
BY JOLLY GREEN [illegible]. AFTER [illegible] TOLD TO [illegible] HE WAS [illegible] TO
NAMPON [illegible] AT [illegible] HIS COMMUNICATION IS DESTROYED [illegible]
GOOD. HE HAS A [illegible] HE [illegible] ARM AT THE [illegible]
TO THE [illegible] THE [illegible] HIM UNDER [illegible]
AND ASKED THAT [illegible] THE DETAILS OF THE
INCIDENT [illegible]
GP-4
[illegible]

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DE RUMHPD 525 1511[illegible]
ZNY CCCCC
Z O 301[illegible]5Z MAY 68
FM OL 1 3ARRGP SOW TRA AB RVN
TO RUCLVBA/ASSOC ORLANDO AFB FLA
INFO RUSFNDA/CRAF/[illegible]
RUHCLUA/NACC/[illegible]
RUNTFJA/USAFWPC/AFP[illegible] AFB TEXAS
RUMBBOA/CINCPACAF/[illegible]
RUMHABA/FACABTS/[illegible] HAWAII
RUMSGL/7AF/DOTC/[illegible] AB RVN
RUMUFKA/3ARRGP/[illegible]
RUMUHFA/MACVSAIGON RVN
RUMAAD/OL2 3ARRGP [illegible]
RUMNAF/39 ARRS TDY [illegible]
RUMBAD/6M2 FTS [illegible]
RUMPNZ/38TH ARRS [illegible] TAFB
RUMSAD/8RTH ARRS [illegible]
RUMUTS/6TH ARS [illegible]
BT
C O N F I D E N T I A L [illegible] DEPT REF. 2/OL-1, 3ARRGP, [illegible]
SUBJ: CUP CENCOR INFORMATION [illegible]

PAGE 2 RUMHPD 525 C O N F I D E N T I A L [illegible]
1. RESCUE OPERATIONS/[illegible]
2. 1-3-56/59 MAY 68.
3. A. F-105/1 P.O.D.
B. TACTICAL.
C. CLASSIFIED.
D. USAF/MASER [illegible]
E. USA.
F. 388 TFW [illegible] MB.
G. COL. NORMAN F. [illegible] 388 TFW.
H. 1 P.O. 8.
5. CRICKET/160[illegible] 2.
6. 1002Z.
7. 2/UH-1E/3ARRGP/[illegible] 2/A1E/[illegible]
1004Z; 3/A1H/3ARRGP/1000Z.
8. SCRAMBLED 3 [illegible] SPADS AT 1[illegible]
9. 16-4 N 106-[illegible]E.
10. A. NOT A [illegible]
11. OL-1, 3ARRGP [illegible] A. SSGT D. KONIECZKO.
12. OL-2, 3ARRGP, [illegible] 39 ARRS, [illegible] ARS.
[illegible] TFS, 2[illegible]AS.

ANAC

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PAGE 3 NUMBER 555 C O N F I D E N T I A L

13. JG-36/112[illegible]/16-4 [illegible] /USA-PSE.

14. 43 ARRS/HH-3[illegible] FORCE ST [illegible]METRATOR/12[illegible]Z.

15. A. 1/1/1/1/[illegible] B. 1/1/2/[illegible]/[illegible].

16. RECOVERED TO [illegible] PHANOM.

17. 2/5PLUS[illegible]/[illegible]ARRS/HH3E: [illegible]/2PLUS5[illegible]/[illegible]/HH3[illegible]; 1/3PLUS[illegible]/[illegible]AR [illegible]
HG150P; 3/7PLUS42/6ACS/A1[illegible] 3PLUS10/6[illegible]2TFS/A1E.

19. A. RCC: MONTSEN, A. C. [illegible] CP: ANN ONIAN, A., MAJ [illegible]
B.E. TSGT: PHG BLAIEN, L. [illegible] ISG: PJ: PLATT, D.[illegible], SGT. [illegible]
ARRS. PJ: NIEMM[illegible] [illegible] OCT 1 [illegible] ARRS.
B. PHILLIPS. W[illegible] [illegible] 3[illegible] TFS FIGHTER SQDN.

20. H. 1 ARRS [illegible] [illegible] ING/AIRCRAFT [illegible] BY
HOSTILE FIRE/[illegible] [illegible] FIRST ATTEMPT TO RESCUE
SURVIVOR AND AT THIS TIME [illegible] PLO[illegible]D. THE MOIST [illegible]
JG36 30 JOLLY GIVE UP AND [illegible] OF THE SURVIVOR AND THE [illegible]
SURVIVOR HAS ONE FROZEN [illegible] [illegible] LEG. OTHERWISE HE
WAS IN GOOD SHAPE.

CP-A.

BT

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RR RUMGAL
DE RUMSAGS 375 [illegible]
ZNY CCCCC
[illegible] 30/0[illegible]Z MAY 68
FM [illegible] 3 SARRGP CON TSN AFB
TO RUCLMFA/ARSCP ORLANDO AFB FLA
INFO RUEPNOA/CSAF/AFCS/AFXDFI
RUCFTOA/MAC/MSP/MAOCOA
RUWTFJA/USAFWSTC/AFPSC/MANDOLIN AFB TEXAS
RUHHAFA/TINKER AFB OKLA
[illegible]/TAGNELLIS/HIDEAW AFB NEVADA
RUWTFJA/7AF/DOTOAD/CDAD/ADCW/CWOPT AT BMS
[illegible]/SAC PROJECTION GAS MOLE AT RAM
RUWFPA/MACD SAMOS BMT
[illegible] 0/OL-2 SARRGP WEPN SARRA [illegible] MAILAND
[illegible] ARRS CON TSN AB [illegible]
[illegible]/602 FTS [illegible] A[illegible] INS
[illegible]/98TH ARRS [illegible] CHAN [illegible] THAILAND
[illegible]/8TH ARRS [illegible] MAILAND
[illegible] AFB [illegible] AB [illegible]

[illegible] E N T I A L [illegible] RESCUE/OL-7, SARRGP/WAT [illegible]
[illegible] FOR [illegible] INFORMATION REPORT.

[illegible] RUMSAGS 375 [illegible] E N T I A L
[illegible] 1-5-30/06 MAY 68.
[illegible] ARRS COMBAT SARS/TD AIR REFUELING AIRCRAFT WAS DOWNED BY [illegible] MADE FIRST ATTEMPT TO [illegible] IN [illegible] AND AT THIS TIME [illegible] DEPLOYED. WHILE JG 36 WAS IN A [illegible] MORCOM WAS LOST IN [illegible] ME BY AND ISC. AT THAT TIME THE [illegible] THEY DEAL RECEIVING GROUND FIRE AND TO RAISE THE NOISE, [illegible] THE INABILITY OF THE [illegible] TO COMMUNICATE WITH THE [illegible] HE [illegible] RAISING THE NOISE FROM THE PILOTS POSITION WHILE ALMOST [illegible] FROM THE COVER. THE NOISE GENERATOR [illegible] IN THE FUSELAGE AND [illegible] HAD [illegible] AND TINGLE ON THE SIGNE [illegible] THE [illegible] TO HOME STATION IN THIS CONDITION. [illegible] WAS NO DAMAGE TO JL-[illegible] AND THE PENETRATOR WAS NOT LOST. JG [illegible] CAME IN AND [illegible] RESCUED [illegible] PJ. THE SITUATION HAD [illegible] AND ONE [illegible] WOMEN.
[illegible]

MASTER 02
Folder
ANAL.

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ROUTINE

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* [redacted] E F T O *
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PT 00293
RTTEZYUW RUSQSNA1205 3650953-EEEE--RUCIEUA.
ZNY EEEEE
R 300901Z DEC 68
FM 3ARRGP TSN AB RVN
TO RUCIEUA/ARRS/AROOPC/SCOTT AFB ILL
RUHHABA/PAC ARRC/PROCP/HICAKM AFB HI
INFO RUMHPD/OL1 3ARRGP SON TRA RVN
RUMOSRA/OL2 3ARRGP UDORN RTAFB THAI
RUMOSRA/40ARRS UDORN RTAFB THAI
BT
UNCLAS E F T O 3JSARC
SUBJ: CORRECTION OF SAVES STATISTICS.
THE FOLLOWING ERRORS EXIST IN THE NUMBER OF SAVES CREDITED TO THE 40ARRSQ.
1. MISSION 2-3-02, 5 JAN 68. OL-2 OPENING/CLOSING REPORT STATES, >NO SAVES CLAIMED.> MISSION NARRATIVE REPORT JUSTIFIES TWO NON-COMBAT SAVES.
2. MISSION 2-3-24, 18 MAR 68. OL-2 STATES, >NO ARRS SAVES.> NARRATIVE JUSTIFIES ONE NON-COMBAT SAVE.
3. MISSION 1-3-56, 30 MAY 68. OL-1 REPORT REFLECTS ONLY ONE COMBAT SAVE. NARRATIVE PROVES JG-70 ALSO SAVED PJ FROM JG-36 WHO WAS STRANDED ON GROUND IN EXTREMELY HOSTILE AREA AND COULD NOT BE

PAGE 2 RUSQSNA1205 UNCLAS E F T O
RECOVERED BY HIS OWN AIRCRAFT AFTER THE HOIST BECAME FOULED ON THE LANDING GEAR.
4. REQUEST ALL ADDRESSEES CORRECT THEIR RECORDS OF THE ABOVE MISSIONS TO REFLECT THE ONE ADDITIONAL COMBAT SAVE AND THE THREE ADDITIONAL NON-COMBAT SAVES TO BE CREDITED THE 40ARRS.
5. FOR 40ARRS. YOUR CLAIM OF 32 SAVES FOR EXFILTRATING A GROUND RIGGING PARTY AND PERIMETER DEFENSE GUARDS ON 23 JUNE 1968 CANNOT NOW BE CREDITED AS THE REQUIRED RESCUE INFORMATION REPORTS WERE NOT SUBMITTED. YOUR 25 JUNE NARRATIVE REPORT IS WITHOUT A MISSION NUMBER AND DOES NOT SPECIFICALLY CLAIM SAVES. REQUEST THAT IN THE FUTURE YOU COORDINATE CLOSELY WITH COMPRESS TO INSURE THAT THEY ARE AWARE OF YOUR ACTIVITES NOT CONTROLLED BY THEM AND THAT MISSION NUMBERS ARE ASSIGNED AND OPENING/CLOSING REPORTS SUBMITTED BY MESSAGE AS REQUIRED BY ARRSM 55-2 AND AFM 55-11.
BT
#1205

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30 Dec 68 21 10

ROUTINE

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* [redacted] E F T O *
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