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Mission Narrative 1-3-46

4 May 1968

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Ground party at 215/30/69, 6 SOB's . Mission started on 3 May, extraction of ground troops due to enemy forces attacking. Spad 11,12,13 and Spad 01 and 02, JG 04 and 22, Jolly Green 22 was low bird. Area was sterilized by Spads and 2 HU-1's Black Widow aircraft, 2 SOB alive, 1 KIA, JG 24 went in for pick up with smoke screen as cover and Spads flying alongside. JG picked up 1 KIA and 1 WIA the wounded man died enroute to CH 77. The JG picked up light ground fire. One American was left and JG 04 went in for the pickup. Heavy ground fire was encountered and the Jolly had to pull out. He was led to TABAT by Spad 11. Covey 221 was the FAC that worked the area. High performance aircraft Gunfighter 15/16, Boxer 1-4 and Tie 03 were in the area but were not utilized. These aircraft were turned over to Covey 250 for use in the same ground area to help repel enemy forces that had a platoon pinned down. (Call sign Fast Draw). The last American on the ground was picked up by a Army chopper, King Bee. After pickup he left the area but did not advise when where he was going. All force were then RTB at 0230Z. JG 04 was left at TABAT after defueling and blade remove. The reported that they had taken many hits in transmission gear box and fuel tanks. JG 24 landed and picked up the down crew to returned them to CH 77. On take off JG 24 crashed (1210L) call crew members are OK. He was believed to be over weight for T/O and not shot down. JG 21 landed at TABAT to pick up crew members from both aircraft, after getting both A/C ready for ferry out, they evacuate the crews. JG 21 took off at 1215L with 4 SOB and equipment to Ch 69. JG 33 is off 77 at 1335 with Spad 11/12 as escort. All A/C will go back to TABAT to make the rest of the pick up. JG 33/21 landed at TABAT at 1433L. Queen advised that helicoptro pickup will be made tomorrow. JG 21/33 are going to pick up all the equipment they can and return to Ch 77. Spad 11/12 are holding high

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68-0063

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to recover two survivors of an F-4 that went down during a bombing run. Radio contact was made with the two uninjured survivors and several flights of Marine UH-1 gunships made running low surveillance passes of the area and reported no fire or signs of activity although one of the survivors reported people in the area. JG 03 commenced the approach and made a slow pass over the chutes. No fire was received and a level 360° turn was made to a hover over one of the survivors. Ground fire was reported to the rear and the aircraft took several hits in the area of the aft fuel cell and cabin floor. A departure was initiated to assess the damage because of aft fuel tank level dropping rapidly and the crew did not know for sure how hard the aircraft had been hit. The ground fire area was marked and suppressive strikes were called in. Jolly Green 04 was then directed into the pickup by the Spad aircraft and two separate pickups were accomplished. Spad 11 and 12 laid a smoke screen between the ground fire and the survivors as ground fire from nearby ridges was extremely heavy during the recovery operation. Crewmembers picked up were Capt Donnie O. Evans, USMC, and 1/Lt Isaac F. Hunsaker, USMC.

(10)(U) 1-3-66, 3 May 68. On this day, Jolly Green 07 departed DaNang to a position 47 miles west of DaNang where a special forces team was reported to be surrounded by enemy forces and extraction was directed by 7AF. The team consisted of a total of



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seven men, with one wounded and one KIA. The team was located on an extremely steep mountain slope, at the bottom of a deep depression between two ridge lines approximately 3000' MSL. Ground fire was reported and ordnance deliveries were directed into the area. An approach to a hover was made by JG 07 and ground fire erupted from directly below and on the ridge to the right of the aircraft. The RCC was notified that the rescue specialist had been hit and an immediate departure was made from the area. The other SAR forces were directed to return to base because of darkness. The next morning, JG 22 and 04 were scrambled from DaNang for another attempt to extract the three remaining survivors of the team. A hover was established by Jolly Green 22 and two of the survivors were started up on the hoist. Both survivors were killed on the hoist and the aircraft suffered numerous hits from intense ground fire located downslope from the position. Jolly Green 22 was directed out of the area and proceeded to DaNang. Jolly Green 04 assumed Low Bird for an attempted rescue of the one remaining survivor. A hover was established and the entire crew heard ground fire hitting the aircraft and the aircraft started to settle. The aircraft was severely damaged and continued to settle into the trees. Emergency fuel was applied to the stops and both pilots on the controls were able to level the aircraft as it contacted the tree tops twice before translational lift was obtained to

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exit the area. They were escorted to a forward landing zone and landed. Names of individuals recovered by Jolly Green 22 are unknown.

(11)(U) 1-3-48, 5 May 68. Jolly Green 23 and 10 were returning to DaNang from orbit when they were diverted to a position 15 miles northwest of DaNang where an C-2 had made a forced landing on a road northwest of DaNang. His position was located and JG 23 landed, helped secure the C-2, and picked up the two crewmembers returning them to DaNang. The survivors were Capt Ronald J. Langlois, USAF, and Sgt Bobby J. Rickey, USAF.

(12)(U) 1-3-50, 10 May 68. Jolly Green 23 and 21 were scrambled out of DaNang to a position 82 miles south of DaNang to recover an F-105 pilot down in the vicinity. Before the arrival of JG 23 and 21 in the area, the pilot was picked up successfully and flown to Dak To Airfield. JG 23 was directed to Dak To to medivac the survivor to DaNang. The mission was terminated when the survivor, Major David B. Coens, USAF was off-loaded at NSA Hospital, DaNang.

(13)(U) 1-3-51, 12 May 68. Jolly Green 28 and 21 were scrambled from DaNang to a position 11 miles northwest of DaNang for a CH-46 reported down with 25WIA, 5 CH-46 crew survivors and 16 KIA at the site. JG 28 approached the L. AND HAD TO descend vertically