

DECLASSIFIED ~~CONFIDENTIAL~~

FROM: 7-38C (Major William E. Cline, 6541)

1 May 1968

SUBJECT: Mission Narrative Report (1-3-43, 1 May 1968) (U)

TO: 38C *EP*
3JSARC
IN TURN

56A

1. (U) This report is submitted IAW ARRSM 55-2/3ARRGP Sup 1. dtd 15 June 1968.
2. (C) Narrative.

The Det 7 alert crew was scrambled by the Rescue Coordination Center, OL-1 (Queen) at 0540L, 1 May 1968, on a double bailout approximately 8 miles East of DaNang AB in the South China Sea. Pedro 93 was airborne at 0544L and proceeded East. A few minutes after take-off, beeper and voice contact was made with Swoop 158, the pilot of a Marine A-6 who, with his co-pilot, had bailed out and had landed in the water approximately 3 miles off shore. Since it was still completely dark, Swoop 158 was requested to light a flare, which was immediately sighted about one mile due East of Pedro 93. A night-drift flare was prepared with the plan to drop it near the survivors while Pedro 93 orbited waiting for daylight. At this time, Spooky 12 informed Pedro 93 that he was overhead and could provide high intensity flares, if desired. This seemed satisfactory and the crew of Pedro 93 proceeded to drop the night-drift flare, completed the pre-hoist procedures, and affected the pickup of both pilots. Crew coordination was excellent. Weather and sea-state not a factor effecting this rescue except for a haze condition which precluded the use of the helicopter flood lights. The pickup of the two pilots would have been delayed approximately one half hour if it were not for the support of Spooky 12 in providing flare coverage. Total flight time for Pedro 93 was 18 minutes. Some difficulty was experienced in holding a steady hover over the water, due to the darkness. However, the high intensity flares enabled the rescue effort to commence immediately, regardless of the darkness, which was absolute. The smoke-drift flare activated on schedule and was of invaluable aid in providing a good reference for hover over the water.

3. (C) Survivors: E.J. Fickler, 093094, Capt, USMC, VMA 242, DaNang AB, RVN; G.H. Christionson, 091730, Capt, USMC, VMA 242, DaNang AB RVN.

4. (U) Crewmembers of Pedro 93:

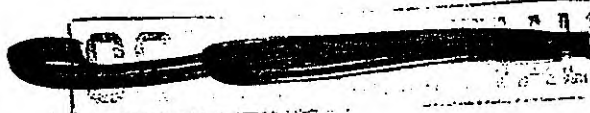
RCC	Major William E. Cline
RCCP	1/Lt Michael L. Walker
FE	Sgt William P. Owens
RS	Sgt Charles P. Vogeley

GROUP 4

Downgraded at 3 year intervals; declassified after 12 years

William E. Cline
WILLIAM E. CLINE, Major, USAF
Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 Dec 74*



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~~SECRET~~

74

Mission 1-3-44

At 1300 hrs, 1 May 1968, Crown 4 was notified that Lovebug 536-2, a Marine F-4, was down at position 240/14 miles off Danang tacan. Black Ace 13, a FAC had the two chutes spotted and was in radio contact with the survivors, Jolly Green 03, 04, and 23 along with Spads 11 and 12 were scrambled from Danang and proceeded to the scene. Since no ground fire had been noted, JG 03 moved into a hover to initiate recovery of the downed personnel. At this time, he received some hostile ground fire and he departed the area with some battle damage. He landed safely at Danang without any difficulty.

Spad 11 and 12 were then used to suppress the ground fire and to lay a smoke screen between the hostile fire and the survivors. Jolly Green 04 then moved into position, pickup both survivors at 1405, and returned them to Danang without further incident.

Capt May was in the pilots seat acting as Airborne Controller and Capt Steiner was acting as co-pilot. The crew is as follows:

Lt Col Coyner	AC
Capt May	CP
Capt Steiner	CP
Maj Parten	NN
Maj Marshall	NN
TSgt Lincoln	FE
TSgt Bishop	FE
SSgt Melvin	RO
SSgt Sealey	IM

Donald F. Coyner
DONALD F. COYNER, Lt Col, USAF
Rescue Crew Commander

~~SECRET~~

68-0060

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Mission 1-3-44

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Donald F. Coyner
DONALD F. COYNER, Lt Col, USAF
Rescue Crew Commander

~~SECRET~~

68-0060

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



REPLY TO
ATTN OF:

370 /

SUBJECT: Mission Narrative Report (1-3-44, 1 May 68) (U)

TO:

37C *KK*
3rd ARRGp (JSARC) *KK*
IN TURN

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *5/1/84*

1. (U) This report is submitted in accordance with ARRSN 55-2/3 ARRGp
Sup 1 dated 15 Jun 1967.

2. (C) At 0510Z, JG 03 and 04 were scrambled from DaNang Air Base. Climb out was west, VFR to the survivor's position at 238/14/Ch 77. JG 23 was diverted from Feetwet to proceed to the area. There were numerous aircraft in the area and some difficulty was encountered in getting an assessment of the situation. Black Ace 13 (Marine O-1 FAC) was directing the operation and advised that the area was known to be hostile but that aircraft had been operating in the area for most of the day and had not received any ground fire (Love Bug 536-2, the F-4 that went in, had hit a tree during a bombing run). When the JG aircraft arrived on scene they held high of the pick up area which was at 4000' on a 45 degree slope with 100-150 foot trees. Two chutes could be seen about 50 meters apart and both survivors indicated over the radio that they were in the vicinity of the parachutes and uninjured. Black Ace 13, Hostage 50 (Marine UH-1 gunship) and Cowpoke 8 (OH-13) were running low surveillance of the area and reported no fire or signs of activity although the back seat pilot (Love Bug bravo) reported there were people in the area. At approximately 0535Z Spad 11 and 12 arrived on scene with Spad 11 entering the low surveillance pattern and 12 holding high with the JG's. Having checked the area over Black Ace, who was acting as on scene commander, (it was learned later that Spad 11 was having difficulty with his UHF radio and was unable to assume control) advised JG 03 that he felt a pick up attempt was feasible. Because of reports of ground activity from the survivor, Hostage 50 was set up to cover the JG during the attempt. No ordnance was expended due to the lack of specific targets. JG 03 commenced the approach at 0545Z and made a slow pass over the chutes. No fire was received and a level 360° turn was made on the down-slope side to a hover over the backseater. Hover had just been established when the cabin crew reported taking hits from ground fire to the rear. The PJ returned the fire with his M-60 and reported that it ceased. The RCC elected to move out of the area and assess the damage and initiated a left down slope departure. During the climbout it was noted that both aft boost pump lights had come on, and the aft tank fuel level was dropping, and the FE reported several holes in the cabin floor in the area of the fuel cells. JG 03 advised JG 04 that they were returning to Channel 77 to check battle damage and briefed Black Ace on the location of the ground fire. About this time Spad 11 was able to clear his radio difficulties and was appraised of the situation. Black Ace 13 marked the ground fire area and Spad 11 and 12 made repeated rocket passes receiving

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offsets from the FAC and the survivor. JG 04 orbited north keeping clear of ground fire from nearby mountain tops. After JG 23 was on scene as high bird, Spad 11 directed JG 04 into the pickup area. Two separate pickups were accomplished at that time by JG 04. Ground fire was heard by JG 04 intermittently throughout the approach and two pickups. No hits were taken. Spads 11 and 12 laid a smoke screen with white phosphorous approximately 50 meters North of the survivors. The first pickup (Love Bug bravo) was accomplished at approximately 0605Z. Love Bug alpha was recovered at 0610Z.

3. (U) Crew coordination on JG 03 and 04 was excellent. Difficulty in locating Love Bug alpha was experienced due to his reporting JG 04 directly over him when in fact the aircraft was not. Numerous aircraft in the area and the proximity to Channel 77 with blanket calls on guard caused communications complications. Ground fire from nearby ridges was extremely hazardous to the recovery operation.

4. (C) The crewmembers picked up were:

Pilot- Capt Donnie C. Evans, USMC, 084250
Navigator- 1/Lt Isaac F. Hunsaker, USMC, 094799

5. (U) Crew members of the recovery aircraft were:

JOLLY GREEN 04

Major Marvie L. Stringer
Capt Joseph J. Dillon
SSGT Windell L. Stumbaugh
SGT Angus C. McDougall

JOLLY GREEN 03

RCC Major Vernon A. Jander
ROCP Capt Richard C. Wesnd
FE A1C Duane I. Beland
RS SGT James D. Locker

JOLLY GREEN 23

Capt Fred J. Otte
L/Col Charles R. Klinkert
SSGT Gordon T. Greaver
A1C Ricky D. Lindman

RCC
ROCP
FE
RS

Spad 11 - Capt McGuinness
Spad 12 - Capt Hayes

Harvie L. Stringer
HARVIE L. STRINGER, Major, 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

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. Greenambers picked up were Capt Donnie O. Evans, USMC, and 1/Lt James 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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Mission 1-3-45

1 May 1968

At 2200 hours 1 May 1968, we were told to scramble. At 2235L 1 May 68, we were airborne and proceeding to Ch 109. We received our brief briefing in the air from Stoker to proceed to the Ch 109 area and contact Fairmont Bravo (Valley Forge) on 326.6 to take over as on scene commander for a SAR effort on Dimmer 1-0 a Marine CH-53 helicopter with 5 crewmembers. Dimmer 1-0 had ditched at 065/145 Ch 109 at 2054(H) and a helicopter had picked up 3 survivors and a small boat had recovered 1 survivor. The remaining crewmembers had been seen to exit the helicopter but were not seen nor heard of afterwards. The recovered crewmembers stated that the 5th man was equipped with flotation gear strobe light and pen flares or 2 day/night flares. He did not have an emergency radio.

When we arrived on scene at 2340L there was a Basketball 799 dropping flares in an uncoordinated effort to several small boats in the area of the last known position of the survivor. With the concurrence of Queen and Fairmont Bravo, Crown 6 assumed on scene commander at 1600Z 1 May 68.(2400Z) At this time, we anchored the small boats and stopped the flare dropping. 3 search areas were outlined and relayed to Fairmont Bravo to brief their helicopter crews. Two helicopters from Fairmont Bravo were requested at 1605Z and airborne in the search area at 1700Z. They were Welcome 5-1 and 5-2. The two choppers were briefed to search at 500-700' respectively and 100, for a strobe light or hand flare. No flares from Basketball 799 were utilized in the hope the choppers would spot a small light or flare better in the total darkness. Basketball 799 was utilized to search the same search areas as the choppers only at 1500-2000'. The search continued until the choppers bingo time of 1350Z with negative results. Due to

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incliment weather and low visibility and ceilings, it was not felt advantageous to renew the SAR effort until first light. Basketball 799 RTB at 1850Z and Crown 6 shortly afterwards RTB to Ch 83. Fairmont Bravo was rebriefed on the search areas for first light effort and said he would launch his helicopters at first light in the briefed search area. Crown 4 was to assume on scene commander on 2 May 68.

RICHARD E. PORTER, Major, USAF
Rescue Crew Commander

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327

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RICHARD E. PORTER, Major, USAF
Rescue Crew Commander

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68-0062

57A

Handwritten initials

FROM: 38RCC

4 May 68

SUBJ: Mission Narrative Report (10-38-29, 3 May 68)

TO: 10-38C *RRS*
38C
3rd ARRGp (JSARG)

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1 dated 15 Jun 67.
2. Det 10, 38th ARRS was notified by the 632 USAF Dispensary at 1650Z, 3 May 68, of a requested medical evacuation of two critically wounded Vietnamese Marines. The patients were delivered to the Pedro alert area by ambulance and Pedro 39 launched at 1710Z. The patients were delivered to the Can Tho soccer field at 1720Z. An ARVN ambulance from the Can Tho Regional Hospital was waiting and the patients were turned over to their care. Pedro 39 returned to Binh Thuy at 1735Z. Weather through the mission was 1/8 CI at 1,500 feet winds calm and visability 6 miles in haze. No ground fire was encountered. Two non-combat saves.
3. Unknown
4. Crewmembers of Pedro:

Pedro 39

RCC Capt Thomas D. Precious
RCCP Capt Albert E. Tollefsen
FE Sgt Archelaus Whitehead
RS Sgt Lonnie G. Comer

RS

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

constituted one non-combat save.

Mission Number 13-38-28 - 5 May 68. Det 13, 38ARRSq was requested by the 37th TFW Command Post to pick up three US Army soldiers suffering from severe gunshot wounds in hostile mountains 20 miles north of Phu Cat AB. UH-1F gunships and Spooky (AC-47) aircraft provided cover and flares. Pedro 22 proceeded to pick up two of the soldiers by hoist while Pedro 21 provided high cover. Pedro 21 then picked up the remaining soldier. All three soldiers were delivered to Qui Nhon Army Hospital. Pedro 22 and Pedro 21 received ground fire during the mission. Pedro 22 received one hit in the tail section. The mission constituted three combat saves.

Mission Number 13-38-29 - 7 May 68. Det 13, 38ARRSq evacuated one USAF sergeant suffering from a severe abscessed tooth to Qui Nhon Army Hospital. No save involved.

Mission Number 13-38-30 - 9 May 68. Det 13, 38ARRSq evacuated one USAF seaman with malaria and one Vietnamese baby with third degree burns over 30% of its body to the Qui Nhon Army Hospital. The mission constituted one non-combat save (Vietnamese baby).

Mission Number 13-38-31 - 10 May 68. Det 13, 38ARRSq evacuated one USA soldier suffering from osteomyelitis to the Qui Nhon Army Hospital. No save involved.

Mission Number 13-38-32 - 10 May 68. Det 13, 38ARRSq evacuated one Vietnamese child suffering from extensive head injuries, shock, broken collar bone and arm to the Qui Nhon Army Hospital. The mission constituted one non-combat save.

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PRIVILEGED DOCUMENT
COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION					ORIGINATOR	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE				
1	C	WILLIAM W. MOMYER, General, USAF			DOCC	GROUP-3	12 year intervals
2		Commander			TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER		
3					RICHARD Y. NEWTON JR., Lt Col, USAF		
4					Chief Analysis Branch		
5					TYPED NAME/GRADE/SIGNATURE OF DCS DIRECTOR		
6					WILLIAM H. STEWART, Colonel, USAF		
7	GS	PGen			Chief, Command and Control Division		
8	MC	PGen					
9	G	Gen					

SUBJECT OR TITLE:

Aircraft Loss, 5 May 1968 (U)

SUMMARY (USE REVERSE SIDE IF NECESSARY)

1. (S) At 2218H, Machette 01/F4D/UBN, crashed while on GCA final approach at Ubon. The aircraft commander and pilot removed themselves from the wreckage, and were picked up by Pedro 88/H43/UBN, at 2225H, and taken to the Ubon Base Dispensary.

2. (S) Machette 01 was making a GCA for landing during thunderstorms, following a strike mission in RP I. Approximately three miles from the end of the runway, Machette 01 was advised that radar contact was lost. The aircraft impacted the ground approximately two miles from the end of the runway in a landing configuration. The aircraft did not burn. Weather at the time was reported as 2,000' overcast, visibility 2 and one half miles in rain, with surface wind 270/15 gusts to 22 knots. The aircraft commander is reported to have received a compression fracture of the spine and the pilot a fractured tail bone.

3. (S) AIRCRAFT AND CREW DATA

a. Aircraft:

(1) Machette 01

(2) F4D

(3) 668687

b. Aircraft Commander:

(1) Phillip G. Geib, Major, FR56888.

(2) Total Flying Time - 3049.2

(3) Total Fighter - unavailable

(4) Total F4 Time - 317.1

(5) Total Missions - 98

(6) ~~Not to be released without authority~~

SMC

GROUP-3
Downgraded at 12 year intervals;
Not automatically declassified.

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

DECLASSIFIED

EEN Declassification & Review Team

PRIVILEGED DOCUMENT

DOCC-8-30264

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3-5336-15

so they were able to walk on board the helicopter. Pedro was unable to avoid flying over hostile territory on takeoff. During takeoff, Razorback 45 advised us to take evasive action because we were receiving ground fire. Also, we learned that the downed crew had been under light sniper fire prior to our arrival. No battle damage was received by Pedro 46. There were no injuries. Later information revealed that friendly forces were in heavy contact with 110 enemy troops in the immediate vicinity. The Razorback crew was returned to their helicopter pad where they crewed up another helicopter and went back to war. The mission was terminated at 1515 hours (local). Five Combat Saves are claimed. Crew Members: RCC Captain P.D. McComb; RCCP - Major D.L. Jordon; MT - TSgt R. Rodriguez; FE - SSgt W.R. Gladish.

2. Rescue/Recovery Mission. 14-38-05-5 May 68. 2 Sorties - 0+30 hours. The alert crew was notified by crash telephone at 1949 hours (local) that an unknown aircraft was down and burning on the west side of Tan Son Nhut Air Base. Pedro 46 was airborne with the FSK at 1950 hours. It turned out to be a Vietnamese Air Force C-47 flare ship and its location was about 500 yards outside the base perimeter. Pedro 46 arrived on scene at 1952 hours and deployed the FSK, the firemen and medic. The cabin and cockpit were already engulfed in flames. Shortly after the firefighters began cutting their path, the flares in the cabin of the C-47 began exploding, sending sparks and flames more than 100 feet high. By this time

the whole inside of the fuselage was completely gutted with flames. The firefighters got close enough to determine that one body was completely burned and partially mutilated. At this point, the co-pilot saw five survivors approximately 50 yards from the wreckage. Since there was obviously no hope for any survivors inside the C-47, attention was diverted to the injured survivors. The medic treated the most seriously injured survivor (compound fracture, leg). He was placed in the helicopter on a litter. Two other survivors with seemingly less serious injuries were taken on board the helicopter. The remaining two survivors, with no apparent injuries, returned to Tan Son Nhut in a Security Police jeep that had arrived on scene. The crew and helicopter were receiving ground fire from a village just south of the wreckage during the whole operation. Vietnamese Army troops arrived after about five minutes and set up a perimeter defense for us. Tan Son Nhut tower scrambled one Army UH-1B gunship (Razorback 42) to give airborne cover. The Razorback received ground fire while orbiting above the crash site. No hits were taken by the Pedro crew or helicopter. The three injured survivors were taken to Tan Son Nhut and transferred to a waiting ambulance at 2010 hours. There was no further need for Pedro which returned to the alert pad and terminated at 2020 hours. The FSK was left at the scene to be picked up when the area becomes more secure. It is significant to add that SSgt Green and Sgt Evans continued to fight the fire with no regard for their personal safety even though the pyrotechnics

were exploding and they were under sniper fire. The Medic, TSgt Rodriguez, calmly and efficiently administered first aid under these same conditions. Three combat saves are claimed. Crew Members: RCC - Captain P.D. McComb; RCCP - Major D.L. Jordon; MT - TSgt R. Rodriguez; RS - SSgt E. Green; RS - Sgt J.R. Evans.

3. Rescue/Recovery Mission. 14-38-06-14 May 68. 1 Sortie - 0445 hours. The primary alert crew was alerted at 0840Z by Saigon tower that an Army OH-6A helicopter was down southeast of Saigon at UTM coordinates XS900/915. The alert crew was airborne in Pedro 46 at 0845Z. The area was located, however the aircraft wreckage was not spotted until the downed crew ignited a MK-18 smoke flare (time was approximately 0900Z). Helicopter gunship cover was requested through Paris Control (Saigon GCI); however after some delay, Paris advised that no gunships were available. Pedro 79 arrived on the scene and assumed a high bird orbit for cover. The Pedro 46 crew elected to take a close look to determine the security of the area. From a lower altitude, Vietnamese Army troops were observed in the area. Pedro landed at the scene at 0903Z, while Pedro 79 maintained high bird cover. The OH-6A was badly damaged, but the crew of two was uninjured. Pedro 46 and crew remained on the ground for approximately ten minutes where the Army crew stripped their helicopter of weapons and other vital equipment. At 0913Z Pedro 46 was airborne headed for the survivors home base of Di An, RVN. Pedro 46 returned to Tan Son Nhut after delivering the survivors

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



REPLY TO
ATTN UFI. 370

5 MAY 68

8 MAY 1968

SUBJECT: Mission Narrative Report (1-3-48), Classified by

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 5/1/84

TO: 37C

3rd AARGP (JSAN)
IN TURN

1. (U) This report is submitted in accordance with ARRSN 55-2/3 AARGP
Sup 1 dated 15 Jun 1967.

2. (C) Jolly Green 23 and 10 were returning to channel 77 from orbit
when a May-day was declared by Gimpy 36 at 0837Z. Gimpy 36 an O-2
stated that both engines quit but he had the aft engine running and
was able to maintain 5000 feet altitude. Gimpy 36 was on the 320
radial 25 miles from channel 77 and following the coastline. Jolly
Green 23 and 10 were approximately 5 miles east of Gimpy 36 and pro-
ceeded in his direction. At 0842Z Gimpy 36 stated he had made a forced
landing on a road northwest of channel 77. JG 23 located his position
on the 330 radial 15 miles off channel 77. He had landed near a U.S.
Marine checkpoint that had been under attack the night before. JG 23
landed, helped secure the O-2 and picked up two crew members returning
them to channel 77. JG 10 was directed to another emergency while JG
23 was on the ground.

3. (C) The crew members picked up were:
Pilot - Capt Ronald J. Langlois, USAF, FR62319
Crew Chief - Sgt Bobby J. Rickey, USAF, AF17846138

4. (U) Jolly Green Crewmembers were:

<u>JOLLY GREEN 23</u>		<u>JOLLY GREEN 10</u>	
Lcmd Lonnie L. Mixon	RCC	Major Billy J. Wingfield	
Capt Jerry M. Griggs	RCCP	Capt Harry W. Hagen Jr.	
SSgt Windell L. Stumbaugh	FE	SSgt James A. Bowers	
Sgt Charles P. Vogetey	RS	Sgt Steve M. Northern	
Capt John E. Ford	AP		

Lonnie L. Mixon
LONNIE L. MIXON, Lcmd, USCG
Rescue Crew Commander

NOTE

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
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SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol. III No. 3

March 1970

PACAF RP 64-1

3rd GROUP GETS CROSS OF GALLANTRY

TAN SON NHUT AB, Republic of Vietnam (7AF) -The Vietnamese Unit citation streamer of the Cross of Gallantry with Palm was awarded to the 3rd Aerospace Rescue and Recovery Group (3rd ARRGp) in recent ceremonies.

Maj. Gen. Thn Van Minh, commander, Republic of Vietnam Air Force (VNAF), attached the streamer to the guidon of the 3rd ARRGp and presented medals to the commander and vice commander of the unit before a formation of VNAF airmen in front of VNAF Headquarters.

The members of the 3rd ARRGp,

VNAF COMMANDER PLACES STREAMER ON UNIT'S GUIDON

responsible for search and rescue in an area covering more than a million square miles in Southeast Asia (SEA), were cited for saving the lives of 2,406 people, including 317 Vietnamese, during the period of Jan. 8, 1966, through July 28, 1969.

The citation was signed by Gen. Cao Van Vien, Chief, Joint Staff, Republic of Vietnam Armed Forces.

The citation emphasized that the rescuemen had performed thousands of flights evacuating wounded soldiers, including more than 1,900 in February, 1968. It also praised 18 missions flown to save VNAF crewmembers and aircraft involved in four crashes.

MISSION CITED

A rescue performed on an aircraft which crashed May 5, 1968, while on a flare dropping mission some 500 meters from Tan Son Nhut AB, was also described:

"The aircraft was in flames and in danger of explosion because of the flares but, with traditional bravery of the HH-43 Pedro crewmembers of the 3rd ARRGp, they rescued all the crewmembers of the downed plane who were still in the cockpit," the citation read.

Air Force rescuemen in SEA fly the HH-3 "Jolly Green," HH-43 "Pedro," and the HH-53 "Buff" helicopters.

A specially equipped version of the C-130 Hercules aircraft serves as an aerial command post and refueling tanker for the helicopters during rescue missions.

One of the most highly decorated units in Air Force History, the 3rd ARRGp was recently awarded its second Presidential Unit Citation for "... extraordinary heroism in combat from July 1, 1967, to Jan. 31, 1969."

GROUP COMMANDER

Col. Malcolm C. Frazee, who has held numerous rescue assignments since 1945, commands the 3rd ARRGp. Col. Frederick V. Sohle, Jr., with 10 years of Air Rescue experience, is vice commander.

Col. Hollon H. Bridges, former commander of the unit, who now serves as deputy director for operations of the 60th Military Airlift Wing at Travis AFB, Calif., was cited for his leadership and inspiration during the period of the award. Although he couldn't attend the ceremony, he also was awarded the Cross of Gallantry with Palm.



SOME OF THE REASONS for the most recent honor (Vietnamese Cross of Gallantry with Palm) bestowed upon the much-decorated 3rd Aerospace Rescue and Recovery Group are represented in this montage. In the midst of all the activity pictured above is the group's shield, proclaiming that its men proceed to the rescue despite adversity.

37ARRSq Hist, Apr-Jun 1968

13.

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. Riekey, 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. Coons, 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 LZ AND HAD TO descend vertically

FROM: 38RCC

9 May 68

SUBJ: Mission Narrative Report (10-38-30, 8 May 68)

TO: 10-38C *REB*

3802

3rd ARRGp (JSARC) *gure*

7e

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

2. Det 10 was notified by tower at 0750GMT that a US Army Chinook had crashed and was burning on the 190 degree radial at 10 miles from Binh Thuy. Pedro 39 scrambled with the fire suppression kit at 0752GMT and arrived on scene at 0757GMT. The aircraft had crashed next to an outpost. During the approach to deliver the FSK the co-pilot spotted some of the Chinooks crew in a ditch beyond the outer barbed wire perimeter of the outpost. The firemen were offloaded and the PJ went to the downed crew to check for injuries and lend assistance, meanwhile the firemen charged the FSK. The aircraft was burning intensely with spontaneous explosions. The firemen immediately started suppressing the fire and checking the forward portion of the fuselage for any crewmembers that might have been trapped in the wreckage. When none were found they expended the remainder of the FSK trying to contain the fire and possibly save some of the aircraft equipment. The terrain in which this mission was being accomplished did hamper the actions of the ground party, it was the perimeter defense section of a friendly outpost and the area was covered with barb wire, punji sticks and booby traps, and a thick jungle tree line was only 50 yards from the crash site. During the time Pedro 39 was fighting the fire to check for trapped crewmembers, a Army Dustoff helicopter landed and Pedro's P.J. aided the crewmembers across barb wire fences to be evacuated by the Dust-off. Pedro was unable to find additional crewmembers and the wreckage was exploding with more force. The decision was made to pull out and Pedro left the area at 0811GMT. Explosions were audible and frequent however no ground fire was definitely seen. No hits were sustained by Pedro. Rescap was excellent and was provided by US Army armed UH1's and a flight of A-37's.

3. Not available

4. Crewmembers of Pedro 39:

RCC	Capt Thomas D. Precious
RCCP	Capt Albert E. Tollefsen
PJ	Sgt Lonnie G. Conner
RS	SSgt James E. Spickler
RS	Sgt Edward L. Cartwright

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

Atch 2

Det 10, 38 ARRSq History, Apr - Jun 68

14

MISSION NARRATIVE: Det 10, 38th ARRSq, Mission 10-38-30, 8 May 68

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

RCC	Capt Thomas D. Precious
RCCP	Capt Albert E. Tollefsen
PJ	Sgt Lonnie G. Conner
*RS	SSgt James E. Spickler
*RS	Sgt Edward L. Cartwright

*Assigned to 632d Cmbt Spt Gp

Supporting Document #2

188

FROM: RCC

10 May 1968

*Per
Jab*

SUBJECT: Mission Narrative Report (8-38-13, 09 May 1968)

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

1. This report is submitted IAW ARRS 55-2/3rd ARRGp Sup 1, dtd 15 Apr 1968.
2. The 12th USAF Security Police Squadron notified Det 8, 38ARRS at 1525Z of a sick, unconscious ROK marine who required immediate evacuation and the area was not accessible by ambulance. Pedro 48 was airborne at 1530Z. After a low pass over the ROK Command Post they lit flares to illuminate the pad. Pedro 48 landed at 1540Z loaded the patient and delivered him to the 12th USAF Hospital at 1650Z. Pedro 48 terminated the mission at 1655Z. Patient was unconscious from unknown causes and was having difficulty breathing. This mission constitutes one non-combat save. No ground fire encountered.
3. The name of the patient was: Jung Jong Kim, E-5, 11551063, 30th ROK Regiment Cam Ranh Bay AB, RVN
4. Crew Members of Pedro 48:

RCC Capt Eugene H. Boortz
RCCP Lt Ronald W. Bashant
PJ Sgt Richard H. Garlie
FE Sgt Jon A. Knox

Eugene H. Boortz
EUGENE H. BOORTZ, Captain, USAF
Rescue Crew Commander

APPROVED

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

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

Hospital eight miles to the southeast. The action constituted one non-combat save. First Lieutenant Ronald Bashant was the Rescue Crew Co-Pilot on the mission.⁶

A small Vietnamese boy, Dong Tam, 11, suffered numerous head, chest, arm and leg injuries when a hand grenade exploded near him on 14 May 1968. The 12th USAF Security Police Squadron notified the Detachment 8, 38ARRSq alert crew commanded by Captain Eugene Boortz that the boy needed immediate evacuation to the 12th USAF Hospital. The alert crew scrambled at 1750 Local for the Military Assistance Command helipad in Ba Ngoi, Republic of Vietnam seven miles to the south. A landing was made and the unconscious boy was loaded aboard by the Flight Engineer, Sergeant Jon A. Knox and the Pararescueman Airman First Class Donald Behrends. An immediate evacuation was made to the 12th USAF Hospital where the patient was off-loaded to awaiting attendants. The action constituted one non-combat save. The co-pilot on the mission was Lieutenant Colonel Flavious F. Drake.⁷

On 17 May 1968 the 12th Tactical Flying Wing Command Post notified Detachment 8 at 1510 Local that a seriously injured soldier located one mile southwest of Phan Rang Air Base in the 101st Airborne area required immediate medical evacuation to the Cam Ranh Bay Air Base hospital. The alert crew commanded by Major Jerry D. Stroh was scrambled. A landing was made in a confined area 26 miles

6. Mission Number 8-38-13, 9 May 1968

7. Mission Number 8-38-14, 13 May 1968

DECLASSIFIED ~~CONFIDENTIAL~~

FROM: 7-38C (Capt David J. Jogerst, 6541)

11 May 1968

SUBJECT: Mission Narrative Report (1-3-49) (U)

TO: 38C
3JSAR
IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3ARRGP Sup 1, 15 June 1968.
2. (C) Narrative.

At 1541 GMT, 9 May 1968, the alert crew of Pedro 69 was notified by the Rescue Coordination Center, Oll (Queen) that a USMC A-4 pilot had ejected six to seven miles east of DaNang in the South China Sea. Pedro 69, an HH-43B of Det 7, 38th ARRS was airborne at 1545 GMT enroute to the scene. Information passed to Pedro 69 at lift off by DaNang Tower gave position of bailout as 060 degrees at six to seven miles. Frequency change to DaNang Approach Control to obtain radar vectors to the scene was unsuccessful due to Pedro 69's low altitude (1000 ft MSL) and lack of IFF/SIF capability. Pedro 69 proceeded to the scene under night instrument conditions using time and distance and ADF bearings complicated by failure of Pedro 69's Remote Indicating Compass. Weather at DaNang was 600 scattered, 1000 scattered, visibility 6 miles and wind calm. Weather at the scene was similar with about 3 miles visibility due to haze and a calm sea. An expanding square search was initiated at 1552 GMT at an altitude of 200 ft. At 1600 GMT a strong beeper signal was heard with an ARA 25 bearing, indicating the survivors position was closer inshore. The beeper stopped transmitting almost immediately, and an unreadable weak voice transmission commenced. Pedro 69 proceeded towards shore with voice transmissions becoming stronger and readable at $\frac{1}{2}$ mile (3 miles off shore). Voice direction by survivor enabled Pedro 69 to locate the survivor at 1603 GMT on the first pass. Floating debris, survivors raft, and hoist operators instructions were used with aircraft floodlights to accomplish a rapid hoist recovery with the sling. No smoke was dropped due to available hover references and danger of losing survivors position. Survivor had only a dim steady light located on his life preserver and did not actuate a flare due to fear of attracting attention of several nearby Vietnamese boats. A USMC C-130 had dropped 3 parachute flares at Pedro 69's initial search position in an effort to help locate the survivor. The light from these flares (2 miles away) provided a visible horizon. These flares were invaluable since Pedro 69's floodlights burned out with the survivor in the hoist. The probable cause of this was salt spray on the hot lights. The survivor was not injured and no pararescueman was deployed. Rescuer greatly assisted in his own rescue by his precise direction, raft exit and proper donning of sling. Rescuer did, however, attempt to help the hoist operator by reaching for the aircraft and inducing the danger of a fall from the sling. Quick action by the hoist operator spun the rescuer around and he was then

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 94

~~CONFIDENTIAL~~

DECLASSIFIED

additionally grabbed by the pararescueman and pulled safely into the aircraft. With the rescuee secured the raft was sunk with M-16 rifle fire. Pedro 69 returned to DaNang and landed at 1615 GMT. Radio discipline and crew coordination throughout the mission was excellent. Although no hostile fire was noticed during the mission this mission can be considered a combat save since the mission involved flight over known hostile territory, Vietnamese boats of unknown loyalty were in the area of the actual rescue, and the DaNang area received rocket attacks 45 minutes before and one hour after the mission was completed. Totals for mission were 1 sortie for thirty minutes.

3. (C) Survivor: L.D. Tynell, 078450, Major USMC, HAMS 12, MAG 12, 1st MAW, flying with VMA 121.

4. (U) Crewmembers of Pedro 69:

RCC	Capt David J. Jogerst
RCCP	Capt Richard A. Mayer
FE	Sgt Jere G. Moynihan
RS	Sgt Steve M. Northen

Det 7, 38th ARRS
Det 7, 38th ARRS
Det 7, 38th ARRS
37 ARRS

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

David J. Jogerst

DAVID J. JOGERST, Capt, USAF
Rescue Crew Commander

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE			
1				Colonel Newton	4114	10 May 68
2				DOCC		
3				TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER		
4				WILLIAM H. STEWART, Colonel, USAF		
5				Chief, Command and Control Division		
6				TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR		
7	/S/SGT					
8	/S/SGT					
9	C. Gen	<i>[Signature]</i>	MAY 10 1968			

SUBJECT OR TITLE:

Aircraft Loss, 10 May (U)

SUMMARY (USE REVERSE SIDE IF NECESSARY)

1. (S) BACKGROUND: Scotch, a flight of two F-105's from Takhli, was fragged and executed to the Republic of Vietnam. At 1006H, while on a bomb run against an enemy bunker, Scotch 02 observed Scotch Lead's bombs impact. Soon thereafter he saw the aircraft impact. The most probable cause of this loss is ground fire. The pilot of Scotch Lead ejected and was recovered at a point approximately five miles northwest of Dak To by an Army helicopter from that base. He had a sprained back and cut knee. Jolly Green 23 flew the pilot from Dak To to DaNang where he will be checked physically prior to return to Takhli.

SMC

2. (C) SEQUENCE OF EVENTS:

a. 1015H - Crown 04/HC-130P reported that Scotch Lead was down at a point 86 miles and 200 degrees from DaNang.

b. 1016H - 7AF CC SDO advised 7AF TACC SDO that Scotch Lead was down in-country.

c. 1023H - Cider 12, FAC for Scotch flight, reported that an Army helicopter was in the area; however, an immediate pick-up could not be made because it was not equipped with a jungle penetrator.

d. 1024H - Jolly Green 21 and 23 were airborne from DaNang.

e. 1035H - Crown 04 reports that Dustoff 34, an Army helicopter from Dak To, had put a man on the ground to assist the pilot out of his parachute and to a point where a pick-up would be possible.

f. 1053H - Crown 04 reports that the Army crewman and the pilot are enroute to a pick-up point.

g. 1112H - Both men are on board Dustoff 34 enroute to Dak To. The pilot was reported to have a slight back injury and a lacerated knee.

h. 1135H - Jolly Green 23 arrived at Dak To to take the pilot to DaNang.

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DECLASSIFIED
BOD DIR 520

DECLASSIFIED

SEA Declassification & Review Team

~~CONFIDENTIAL~~

DOCC-8-31338

i. 1410H - Jolly Green 23 arrived at DaNang. After treatment at the hospital, the pilot will be returned to Takhli.

3. (C) AIRCRAFT AND AIRCREW DATA:

a. Aircraft:

- (1) Call Sign - Scotch 01
- (2) Type Aircraft - F-105D
- (3) Tail Number - 60-0415

b. Pilot:

- (1) Name - Major David B. Coon, FR32842
- (2) Total Flying Time - 3418 hours
- (3) Total Fighter Time - 290.2 hours
- (4) Total F-105 Time - 266 hours
- (5) Total Missions - 45
- (6) Total Counters - 45
- (7) Total Missions as Flight Leader - 7
- (8) Unit Position - Pilot

37AFRSq Hist, Apr-Jun 1968

13.

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. Ricker, 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. Coons, 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 LZ AND HAD TO descend vertically

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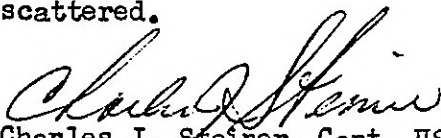
SECRET

331

79

Mission Narrative 2-3-40

On 10 May 1968, Crown two was advised by Air America Control 392 at 0745Z that they had lost a Porter aircraft call sign PCB near site 46 and requested assistance. Jolly Green 72 and 70 and Sandies 5 and 6 were launched from their orbit position Tango at 0750Z. RF and Air America aircraft was on scene and stated the area was friendly and that there were 5 or six survivors. He had no radio contact with the down survivors. Their position was 105/65 off Channel 79. The Sandies proceeded ahead of the Jollies and Sandies 5 and 6 arrived on scene at 0805Z and Sandy 5 designated mission commander. Sandy 5 said area was safe and Jolly 70 and 72 arrived on the scene at 0815Z. Jolly 72 picked up six survivors 1 American and 5 Laotians. The survivors were returned to Lima site 98 at 0910Z. No difficulties were encountered during the mission and cooperation and coordination between the SAR forces and Air America was outstanding. The weather at site 98 was seven thousand scattered and at pickup area it was five thousand scattered.


Charles J. Steiner, Capt, USAF
Rescue Crew Commander

SECRET

68-0064

DECLASSIFIED

~~SECRET~~

331

79

Mission Narrative 2-3-40

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Charles J. Steiner, Capt, USAF
Rescue Crew Commander

~~SECRET~~

68-0064

~~CONFIDENTIAL~~

FROM: 40ARRS/Capt Cayler/2787

13 May 1968

SUBJECT: Mission Narrative Report (2-3-40, 11 May 68) (U)

TO: 40ARRS (C)
40ARRS (C)
3ARRGCP (JEARC)
IN TURN

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

2. (C) At 1430 hours on 11 May 1968, Crown 2 was notified by an Air America aircraft that one of their airplanes, a porter, had experienced engine failure and crash landed in the area of 110°/70 miles from TACAN Channel 79. Jolly Green 72 (low bird), Jolly Green 70 (high bird), and Sandys 5 and 6 were directed to proceed to the crash site from their orbit points, and the four aircraft arrived there at 1515L. The downed aircraft was located in a small clearing studded with felled trees and stumps, on the side of a north-south ridge at approximately 3800 feet elevation. There were scattered thunderstorms in the area which had to be circumnavigated enroute to and from the area, otherwise weather was not a factor. Upon arrival at the crash site, Jolly Green 72 assumed a low hover over the clearing and hoisted the six (6) survivors on board the helicopter while Jolly Green 70 maintained a high orbit over the position. None of the survivors were injured. At 1530L Jolly Green 72 departed the area for a forward operating location where the survivors were delivered at 1610L. Jolly Green 72 and 70 were then released to return to home base. Both aircraft were recovered at Udorn RTAFB at 1705L without further incident.

3. (C) The survivors were:

- a. Mr. E. C. Staricha, pilot.
- b. Five (5) indigenous personnel.

4. (U) The rescue crews were:

- a. Jolly Green 72;
 - (1) Captain Russell L. Cayler, RCC.
 - (2) Major Robert R. Stewart, RCCP.
 - (3) SSgt Gene A. Sellers, FE.

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

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GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years

400-0017

~~CONFIDENTIAL~~

(4) Sgt Tommy W. Meyer, RS.

(5) Sgt Lloyd A. Vide, RS.

B. Jolly Green 70;

(1) Captain Alfred C. Montrom, RCC.

(2) Captain Wallace R. Humphreys, RCCP.

(3) SSgt Gerald M. Bell, FE.

(4) Sgt Larry E. Palmer, RS.

(5) Sgt Jack A. Bergh, RS.

Russell L. Cayler

RUSSELL L. CAYLER, Captain, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

400-0017

~~CONFIDENTIAL~~

FROM: 40488Z/Capt Gaylor/2727

13 May 1968

SUBJECT: Mission Narrative Report (2-2-40, 11 May 68) (U)

TO: 40488Z (C) *Key*
 40488Z (C)
 34800P (JUNIC)
IN TERN

1. (U) This report is submitted in accordance with AFRSM 55-2/34800P Supplement 1, dated 15 June 1967.
2. (C) At 1430 hours on 11 May 1968, Crown 2 was notified by an Air America aircraft that one of their airplanes, a porter, had experienced engine failure and crash landed in the area of 110°/70 miles from TIGAR Channel 79. Jolly Green 72 (low bird), Jolly Green 70 (high bird), and Landys 5 and 6 were directed to proceed to the crash site from their orbit points, and the four aircraft arrived there at 1515L. The downed aircraft was located in a small clearing studded with felled trees and stumps, on the side of a north-south ridge at approximately 3800 feet elevation. There were scattered thunderstorms in the area which had to be circumnavigated enroute to and from the area, otherwise weather was not a factor. Upon arrival at the crash site, Jolly Green 72 assumed a low hover over the clearing and hoisted the six (6) survivors on board the helicopter while Jolly Green 70 maintained a high orbit over the position. None of the survivors were injured. At 1530L Jolly Green 72 departed the area for a forward operating location where the survivors were delivered at 1610L. Jolly Green 72 and 70 were then released to return to home base. Both aircraft were recovered at Udorn RTAFB at 1705L without further incident.
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 - (2) Major Robert R. Stewart, ROCP.
 - (3) SSGT Gene A. Sellers, FT.

GROUP 4

Downgraded at 3 year intervals;
 Declassified after 12 years

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

(4) Sgt Tony W. Meyer, RS.

(5) Sgt Lloyd A. Vize, RS.

b. Jolly Green 70;

(1) Captain Alfred G. Montross, PAC.

(2) Captain Wallace R. Humphreys, RCP.

(3) SSgt Gerald M. Bell, FI.

(4) Sgt Larry E. Palmer, RS.

(5) Sgt Jack A. Bergh, RS.

Russell L. Cayler
RUSSELL L. CAYLER, Captain, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

70

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



REPLY TO
ATTN: UP

370

14 MAY 1968

SUBJECT: Mission Narrative Report (1-3-51, 12 May 68) (U)

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

37C ~~160C~~
JSARS
IN TURN

1. (U) This report is submitted in accordance with ARRSN 55-2/3 ARRGp Sup 1, dated 15 Jun 1967.

2. (C) At 0955Z on 12 May 68, JG 28 (Low) and JG 21 (High) scrambled from strip alert at DaNang for Swift 5-1 (CH-46) reported down at 310/11/77. The reported position changed twice with JG 28 making a low level search before both JGs were given the correct position (323/12/77) by Scarface 6-8 (UH-1). During the search both JGs witnessed artillery ground bursts in the area, and DaNang was under rocket attack, which prohibited use of Spads which were hit by shrapnel. Voice contact was established with Quizmaster on the ground with the survivors at Swift 5-1s crash site, but an immediate approach was impossible due to a defensive smoke screen and thick clouds over the position. While awaiting better conditions, Quizmaster reported 25 WIA, 5 CH-46 crash survivors, and 16 KIA at the site; also that an approach to the crash site (an LZ on a steep slope) required a 200 foot vertical descent and climbout, to clear the trees, with a departure turn of 180 degrees. Slope angle, felled trees, numerous high stumps, and the Swift 5-1 wreckage prevented landing on the LZ. Quizmaster reported receiving last hostile ground fire at 0100Z. When weather improved, JG 28 jettisoned external aux tanks, dumped fuel and approached up a ravine to the LZ located about midway up a 4000 foot steep mountain ridge. At the LZ, JG 28 descended vertically 200 feet between the trees into a low (10-20 foot) hover with the rotor disc under the overhanging trees and little blade tip clearance at sides. A PJ was lowered on the hoist, 4 survivors hoisted up on the tree penetrator, and then the PJ was hoisted back up. JG 28 backed out from under the trees, climbed 200 feet vertically, and made a 180 degree turning departure for NSA hospital. JGs 25 and 10 arrived on scene about that time (dusk), having come from a FOL via DaNang where they had left their external aux tanks. Basketball 812 was on scene dropping parachute flares for illumination of the area. JG 25, with minimum fuel, located the LZ by using aircraft flood and landing lights, hoisted four survivors aboard with the use of the tree penetrator at 1130Z, from a high OGE hover above the 150 foot trees, and then backed up, turned around, and returned to DaNang to offload the survivors and refuel. After refueling, JG 25 returned to the scene. JG 21 orbitied as JG 25 made the above mentioned pick ups. JG 21 then jettisoned external fuel tanks, dumped fuel and slowly approached the LZ due to darkness and haze. JG 21 saw a strobe light at the LZ and utilizing the aircraft search and floodlights for hover reference, established an OGE hover at

GROUP 4

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Downgraded at 3 year
intervals; declassified

Atch 3

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treetop level (approx 150 feet). Six WIA were hoisted with the tree penetrator, and then JG 21 climbed straight up and executed a climbing right turn out over a cloud layer. JG 21 offloaded the 6 WIA at NSA hospital, then refueled at DaNang prior to returning to the scene. After JG 21s pick up, the survivors' flares and strobe light aided JG 10 in locating the site. JG 10 dumped fuel, made a slow approach to the LZ, established a high OGE hover over the trees, hoisted 4 survivors with the tree penetrator, and departed for DaNang to refuel. JG 28 was back on scene with litters and an extra PJ, as JG 10 departed. The LZ became completely overcast with smoke and clouds. JG 28 slowly flew under the clouds to the LZ, and using all exterior lights, duplicated the first approach with a (10 - 20 foot) low hover. A PJ and 5 litters were lowered; 5 littered survivors and the PJ were then hoisted aboard. The same exit as the first was repeated except that this departure was IFR. At DaNang, JG 28 transferred the 5 survivors, in litters to JG 10. JG 28 refueled and departed for the LZ. JG 10, after reloading, flew 11 survivors to NSA and returned to DaNang. After JG 28 departed the scene with the litter survivors, JG 21 executed an approach to a high OGE hover at tree top level. JG 21 hoisted 6 survivors aboard, using the tree penetrator, while hovering in mist (smoke and clouds) which made visual reference difficult even with the utilization of all aircraft exterior lights. JG 21s departure was the same as his first except that an IFR climb to 4500 feet was required this time. JG 25 departed the scene shortly after JG 21 due to increased cloudiness over the LZ. JG 21 flew the 6 survivors to NSA. Queen terminated the rescue operation at 1316Z. Six or eight survivors remained at the LZ. On radio, JG 28 briefed Quizmaster of the RTB and briefed a USMC control agency on the situation. Queen advised that the Marines planned a first light recovery of the remaining survivors at the LZ. JG 28, 21, 25, and 10 RTB'd at DaNang.

3. (C) Additional Remarks: This mission required the maximum performance of all crews and aircraft. All JG's performed hoists over an LZ which had a steep slope variously estimated between 30 to 60 degrees. All JG's were required to hoist and maneuver with minimum fuel due to OGE requirements. The area was thought to be hostile because observed artillery came from no known friendly source and Quizmaster received hostile small arms fire that morning; plus the JG morning preflight intelligence briefing disclosed a friendly seek and destroy operation in progress in that area. Throughout the mission JG 21 provided excellent communications relay and coordination. The smoke and cloud cover over the LZ was a sporadic condition that existed for all JG's throughout the mission, and could in some ways be partially attributed to the parachute flares being dropped. Basketball 812 did a fine job of illuminating the area with the flares. The parachute flares provided good illumination but created a flight hazard also, because the JG's were continually forced to perform swift avoidance maneuvers for safe separation from the parachutes. All JG's accomplished the hostile area penetration checklist except that aircraft floodlights, landing lights etc. were required for the night hoists. Outstanding crew initiative and coordination made this mission a success, and led to the rescue of 29 survivors.

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intervals; declassified
after 12 years

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4. (U) The names of the individuals rescued are unknown.
5. (U) Crew members were:

JOLLY GREEN 28

Lt Jack C. Rittichier USCG
Capt Robert E. Hicks Jr.
SSgt John Enriquez
Sgt Robert D. Baker
Sgt Steve M. Northern

RCC
RCCP
FE
RS
RS

JOLLY GREEN 21

Major Arthur J. Anderson
Capt Harry W. Hagen Jr.
Sgt Herbert H. Honer
Sgt Charles P. Vogeley

JOLLY GREEN 25

Major Billy J. Wingfield
Capt Jon E. Hannan
Sgt William L. Carroll
Sgt Peter J. Ganun
Sgt Roger A. Klenovich
Sgt Paul E. Hagerty

RCC
RCCP
FE
RS
RS
AP

JOLLY GREEN 10

Major Vernon A. Dander
Capt Richard C. Yeend
SSgt Samuel C. Adams
Sgt Martin E. Roepstorff



JACK-C. RITTICHER, Lt, USCG
Rescue Crew Commander

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37ARRSq Hist, Apr-Jun 1968

13.

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. Coons, 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 LX AND HAD TO descend vertically

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200 feet between trees to the survivors. The rescue specialist was lowered on the hoist and four survivors hoisted up and carried to NSA Hospital, DaNang. JG 25 and 10 arrived on the scene and under parachute flares and with the aid of aircraft flood lights and ground strobe lights, rescued 8 more survivors and took them to NSA Hospital. Jolly Greens 10, 21, 25, and 28 alternated recoveries until all but 3 of the survivors had been transported to NSA Hospital. Weather prevented recovery of the eight until the next morning. The names of the individuals rescued are unknown.

(14)(U) 1-3-52, 16 May 68. On this mission, Jolly Green 28 and 24 were scrambled from DaNang strip alert to rescue three survivors of the Kham Duc Airfield. The rescue forces joined up over the rescue area and strikes were called in to sterilize the area around the survivors. JG 28 was led to a hover over two of the survivors and successfully hoisted them aboard despite heavy automatic weapons ground fire. The third survivor was spotted and JG 24 entered a hover over the spot where the survivor was last seen. After approximately 5 minutes of searching while in a hover, the survivor was spotted and hoisted aboard. The names of the survivors were Sgt (E-5) Edward Sassenberger, E-4 Wilbert Foreman, and FFC John C. Colonna, all

(15)(U) 1-3-44, 21 May 68. Jolly Greens 25 and 29 were

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Mission Narrative 123-51

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At approximately 0930Z on 12 May 1968 Queen notified Crown 4 that an aircraft was suspected down at 323/11 from Ch 77 TACAN. They were unable to establish if there was a definite emergency and requested that Crown 4 contact Phu Bai DASC on 258.8 MCS. Phu Bai had several helicopters in the area working on a medical evacuation mission: Swift 5-2 and Swift 5-7 were contacted for further information on the downed aircraft. It was determined that the downed aircraft was a CH-46 call sign Swift 5-1 which had crashed during a medical evac mission, having struck trees while egressing the landing zone. Personnel were reported to be in no immediate danger from enemy action and all had survived the drash. Swift 5-2 reported the area blanketed with smoke at an elevation of 3000ft in a box canyon near the top of 4000 ft ridge. He further suggested that the effort be terminated due to the approach of nightfall. At 0943Z Dust Off 503 transiting the area reported that the smoke was clearing up and pick up might be possible. Crown 4 requested that the Jolly Greens be launched from Ch 77 and proceeded to the area. The RESCAP A-1s were unable to launch because Ch 77 had simultaneously come under mortar and rocket attack. This posed no immediate difficulty because no hostile fire was reported in the area during many previous landings by the Army helicopters. Upon arrival at the scene Jolly Green 21 and 28 found that a cloud layer had begun to form at the ridge top obscuring the landing zone. The situation appeared unworkable, however the Jolly Greens elected to remain in the area hoping that the cloud condition was temporary. While holding Swift 5-7 was obtained from Phu Bai to assist in pinpointing the location of the LZ. At this time the weather began to improve and Jolly Green 28 directed to the exact position by Swift 5-7. Due to the high altitude, rugged terrain and inaccessibility of

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of the area a maximum of 4 appeared to be the best load that could be extracted on each mission. Based on the reported 30 WIA at the site it was now obvious that nightfall would stop further operations, therefore a flareship was requested from Queen. Crown 4 began immediate preparation for flare drop until the Flareship could arrive at the scene. At 1135Z, the flareship "Basketball" 812 arrived before any flares were dropped by Crown 4, however Crown 4 dropped 4 flares to mark the site for the flareship, who immediately began very effective illumination patterns, Crown 4 then proceeded back to orbit altitude and served as relay between the Helicopters in correcting the flares pattern. Some difficulty was encountered in communicating as the helos could not hear the Flareship UHF radio and the Flareship could not hear the Helo VHF, while FM was being reserved for communication with the survivors. Crown 4 now had a computed bingo of 1 hour and 30 minutes and requested that Crown 7 be put on alert. Queen directed that Crown 7 be launched immediately to replace Crown 4. Refueling at Ch 77 being considered unwise due to mortar and rocket attacks. At this time Jolly Greens 21 and 10 were returning to Ch 77 from alert position at Ch 103 and were pressed into the lift. No significant difficulty was encountered on any of the sorties once the LZ was located, the operation under the light of flares appeared to be highly effective. At 1230Z the weather began to worsen and Jolly Green 28 had considerable difficulty finding the LZ on his second pickup. Crown 4 recommended holding all forces at Ch 77 to await improvement in the weather. Jolly Green 25 attempted one more pick up but could not find the LZ due to weather. 2 crews members, 7 WIA and 16 KIA remained to be removed. Crown 4 was RTB at 1237Z and replaced by Crown 7. A total of 23 personnel had been removed, neg ground fire encountered. Crown 4 expended 4 flares and logged 15 hours and 15 minutes total flying time. Landing time at Ch 83 1325Z.

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Mission Narrative 123-51

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39th ARRSq Hist., Apr-Jun 68

picked up the pilot injured in his ejection and landing and more recently by bomb fragments from Rescap working close to him. Altogether the mission required 189 sorties. Unfortunately Sandy 7 was never heard from again.⁹

The most successful mission of the quarter, in terms of numbers rescue, was the pickup of 29 personnel on 12-13 May 1968. On the twelfth a medevac chopper struck trees when egressing from a landing zone northwest of Da Nang. After a twilight and night effort all crew members of the helos and all wounded passengers were evacuated: 29 credited to ARRS and 8 to the U.S. Marines who assisted later in the SAR effort.¹⁰

Another successful mission was the recovery of the pilot of Master 01, and the two pilots of Hudson 02, downed during the attempt to rescue Master 01. This was another mission that was spread over two days, 8-9 June. Fortunately Master 01 was able to evade capture during the night and in the morning of the ninth made voice contact with the Misty F-100 FAC working in the area above Master just north of the DMZ. The SARTAF was organized and activated. About three hours later Hudson 02

9. Mission Narrative (Streetcar 304) (S) Page 26

10. Mission Narrative (Medevac Swift 5-1) (S) Page 8c

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MISSION NARRATIVE: Det 10, 38th ARRSq, Mission 10-38-31, 12 May 68

Three combat saves - 3 USN. Light ground fire. At 1135Z 12 May 68 this unit was notified by Navy Operations Binh Thuy that a swift boat had been hit by recoilless rifle off the South China Coast. Four personnel had been wounded, one critically, and they were being transferred to a LST (landing ship, tanker). Pedro 91 and 39 (HH-43F's) launched at 1150Z and 1200Z respectively. Both crews scrambled from their quarters and Pedro 39's crew was delayed due to the breakdown of their vehicle. Both Pedro's refueled at Soc Trang (1220Z and 1230Z) and then headed south along the coast. At Bac Lieu FM radio contact was made with the LST, call sign "Scrappy Jaguar Whiskey", and they gave their latest position. Pedro located the ship with the aid of the LST's searchlight and a flare. Their position was estimated to be 9 NM NE of their last known position. Pedro 91 landed on the deck at 1320Z and picked up the litter patient who had a critical wound in the shoulder, shrapnel wounds in the arm and 2nd degree burns on the back. The PJ administered an intravenous injection and treated for shock. To allow room in the helicopter cabin for the PJ and FE to work on the patient Pedro 91 called Pedro 39 in (1325Z) to pickup the two ambulatory patients; one with a bullet hole in his side and both with numerous shrapnel wounds. Both aircraft refueled at Soc Trang and offloaded the patients at Dong Tam (1505Z and 1510Z). On the last leg Pedro 91 crewmembers observed tracers aimed in their direction but because of their altitude the tracers were falling off short. The weather was 5CU25 around Binh Thuy and then cleared up until the coast line was reached. Along the coast clouds were building up but once out to sea the sky cleared up. Winds were light out of the NE. The LST FM radio transmitter was broken up. Pedro 91 almost went past the ship because of the wrong coordinates supplied by the LST, however, the searchlight was spotted at the 9 oclock position and an aerial flare verified the ship's location.

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

Pedro 91

RCC Capt Laurence W. Conover
RCCP Capt Leslie E. Johnson
PJ FE SSgt Gerald H. Jones
RS Sgt Lonnie G. Conner

Pedro 39

RCC Capt Thomas D. Precious
RCCP Capt Albert E. Tollefsen
PJ FE Sgt Archelaus Whitehead
RS AIC John C. Wilkins

69A

FROM: RCC

14 May 1968

SUBJECT: Mission Narrative Report (8-38-14-13 May 1968)

TO: Det Co
3ARRGp (3JSAR)
IN TURN

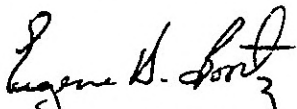
1. This report is submitted IAW ARBSM 55-2/3rd ARRGp Sup 1, dtd 15 Apr 1968.

2. The 12th USAF Security Police Squadron notified Det 8, 38ARRSq at 0948Z that a Vietnamese boy was severely injured when a grenade exploded. Victim required immediate evacuation. He was suffering from numerous injuries of head, chest, arms and legs and was unconscious. Pedro 48 was airborne at 0950Z and landed at the MACV Compound at 1000Z. Smoke was provided by the ground party. The patient was loaded on board with a litter. The patient was off loaded at the 12th USAF Hospital helicopter pad at 1013Z. Pedro 48 terminated the mission at 1020Z. This mission constitutes one non-combat save. No ground fire encountered.

3. The name of the patient was: Dong Tam, Age 11, Da Bac, RVN

4. Crew Members of Pedro 48:

RCC Capt Eugene H. Boortz
RCCP Lt Col Flavious F. Drake
PJ AIC Donald G. Behrends
FE Sgt Jon A. Knox



EUGENE H. BOORTZ, Captain, USAF
Rescue Crew Commander

APPROVED



FLAVIOUS F. DRAKE, Lt Col, USAF
Detachment Commander

Hospital eight miles to the southeast. The action constituted one non-combat save. First Lieutenant Ronald Bashant was the Rescue Crew Co-Pilot on the mission.⁶

A small Vietnamese boy, Dong Tam, 11, suffered numerous head, chest, arm and leg injuries when a hand grenade exploded near him on 14 May 1968. The 12th USAF Security Police Squadron notified the Detachment 8, 38ARRSq alert crew commanded by Captain Eugene Boortz that the boy needed immediate evacuation to the 12th USAF Hospital. The alert crew scrambled at 1750 Local for the Military Assistance Command helipad in Ba Ngoi, Republic of Vietnam seven miles to the south. A landing was made and the unconscious boy was loaded aboard by the Flight Engineer, Sergeant Jon A. Knox and the Pararescueman Airman First Class Donald Behrends. An immediate evacuation was made to the 12th USAF Hospital where the patient was off-loaded to awaiting attendants. The action constituted one non-combat save. The co-pilot on the mission was Lieutenant Colonel Flavious F. Drake.⁷

On 17 May 1968 the 12th Tactical Flying Wing Command Post notified Detachment 8 at 1510 Local that a seriously injured soldier located one mile southwest of Phan Rang Air Base in the 101st Airborne area required immediate medical evacuation to the Cam Ranh Bay Air Base hospital. The alert crew commanded by Major Jerry D. Stroh was scrambled. A landing was made in a confined area 26 miles

6. Mission Number 8-38-13, 9 May 1968

7. Mission Number 8-38-14, 13 May 1968

~~PRIVILEGED DOCUMENT~~
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COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE			
1	C	WILLIAM W. MOMYER, General, USAF		DOCC	4114	15 May 68
2	Commander		MAY 15 1968	TYPE NAME/GRADE/SIGNATURE OF ACTION OFFICER		
3				Richard E. Newton Jr., Lt Col, USAF		
4				Chief Analysis Branch		
5				TYPE NAME/GRADE/SIGNATURE OF DCS/DIRECTOR		
6				William H. Stewart, Colonel, USAF		
7	16	ggn		Chief, Command and Control Division		
8	70	ggn				
9	4	ggn				

SUBJECT OR TITLE:

Aircraft Loss, 14 May 1968 (U)

SUMMARY (USE REVERSE SIDE IF NECESSARY)

1. (S) BACKGROUND:

a. Hayfire 01 and 02, two F-4s from Korat, were involved in a mid-air collision enroute to Korat at 1719H. The aircraft had departed Korat at 1505H to conduct a Combat Sky Spot mission in RVN. The TOT was 1615H. After post strike refueling, numerous thunderstorms were encountered. The flight was radar circumnavigating cell activity at 17,000 feet, in clouds, and encountering "choppy" turbulence when lead felt a severe jolt. Upon looking around, he noted Hayfire 02 to his left and about 50 feet below him in a dive. Hayfire 01 returned to his instruments and recovered from an inverted position at 12,000 feet. Hayfire 01 landed at Korat without further incident at 1746H. The Hayfire 02 aircraft crashed in a rice paddy approximately 90 NM ENE of Korat. There have been no reports of ground personnel injuries. The pilot of Hayfire 02 ejected, or was ejected, but was fatally injured. A Thai doctor arrived on the scene soon after he landed. Initial indications are that the pilot may have bled to death from multiple lacerations sustained during the collision or the ejection; however, the cause of death has not been determined. The aircraft impacted approximately one mile from where the pilot landed. The crash scene will be visited by a team from Korat in the morning.

b. Hayfire 01 sustained extensive damage to his left wing. Approximately 1400 manhours will be required to repair the aircraft.

2. (C) SEQUENCE OF EVENTS:

a. 1720H - 7AF CC was advised that Hayfire 02 had ejected as a result of a mid-air collision.

b. 1721H - JSARC diverted Jolly Green 71, airborne at 1715H from Ubon and enroute to Udorn, to the reported crash site.

c. 1745H - Crown 02, HC-130P, reports a beeper contact in the area of the mid-air collision.

d. 1746H - Hayfire 01 landed safely at Korat.

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SEA Declassification & Review Team

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e. 1830H - Compress, the Udorn ARCC, reports that Crown 02 has the pilot of Hayfire 02 in sight, apparently in good condition.

f. 1835H - Jolly Green 71 has the pilot on board in good condition and is enroute to Korat.

g. 2045H - Advised by Korat FSO that the pilot of Hayfire 02 had been fatally injured. Reason for previous report that he had survived are not known.

3. (C) AIRCRAFT AND AIRCREW DATA:

a. Aircraft:

(1) Call Sign - Hayfire 02	Hayfire 01
(2) Type F105D	F105D
(3) Tail Number 61-0132	60-0428

b. Pilot - Hayfire 02:

- (1) Name - Major Seymour R. Bass,
- (2) Total Flying Time - 4430.6 hours
- (3) Total Fighter Time - 680.7 hours
- (4) Total F105 Time - 159.8 hours
- (5) Total Missions - 22
- (6) Total Counters - 19
- (7) Unit Position - Element Leader

c. Pilot - Hayfire 01:

- (1) Name - Captain William A. Thomas, Jr.,
- (2) Total Flying Time - 1787.4 hours
- (3) Total Fighter Time - 284.0 hours
- (4) Total F105 Time - 284.0 hours
- (5) Total Missions - 61
- (6) Total Counters - 59
- (7) Total Time as Flight Leader - 34.4 hours
- (8) Unit Position - Flight Leader

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14 May 68 14 12

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ZNY CCCCC ZFH-1 RIMSC

ZZ RUCIMBA RUCIEUA
JE RUMBDF 150 135121

ZNY CCCCC
Z 010000Z MAY 68

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 5/10/74

APR
134

FM 3ARRGP OL-2 KORN RTAFB THAI
TO RUXAL/3ARRGP TSN AB RVNJSARC
RUEFHQA/GUF/AFCP/AFXOPFH
RKIEUA/MAC/MCP/MADVA
RUCIMBA/ARSCP OGANDO AFB FLA
RUHLKSPACARRCHICKAM AFB HAWAII/PROV
INFO RUMSAL/7AF TSN AB RVN/DOTO/DODP/DI/BDPMP/CP
RUWIEJA/USAFMPC RANDOLPH AFB TEX/AFPMSC
RUMUHFAMACV SAIGON RVN
RUHPKP/CINCPACAF/CG
RUEBABA/TAC/DOOSLR
RUMSARE/39ARRSTUY HOA RVN
ZEN/0UC UDORN RTAFB THAI
RUMSAGS/OL-1 3ARRV SON TRA RVN
RUMBDFD34IS KORAT RTAFB THAC
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STAFF	ACT	INFO
AGENCY		
ARCCO		
ARODC		
ARFDC		
ARBDG		
ARMDC		
ARDAS		
ARXDC		
ARFOI		
ARIIG		
ARASG		

C O N F I D E N T I A L JOPREP JIFFY REKUE 20 7AF FOR TACC
1. RESCUE OPENINGCLOSING REPORT
2.2-3-41 14 MAY 68

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LPAGE 2 RUMBDF 10 C O N F I D E N T I U L
4. (A) F-105 10333) & 3 1535N (B TACTICAL (C) CLASIFIE
(D) TAIL NM 6100132, HAYFIRE 2 1 POB (E) USA F) 34TFS
KORAT RWFB THAILAND (G) MAJSEYMOUR R. BASS (H 1 POB
5. QE TACC 14/0920Z (/ S/E 7. SCRAMBLD JG 71 0920Z
FROM UBON RTAFB 8. 71 AIRBORNE 0920Z 9. 1535N 10335.
10. (A) NOHA FACTOR 11. OL2,3ARRGP CAPT WILLIAM. CALDWELL
TSGT WILPAM H. RIVENBARK JR 1 NONE 13. CR 2 14PEPZ
14. 40ARRXHH43/PJ DEPLOYEDQTM (A) 1/1/1/1/PX 16. TAKEN
TO KGAT RTAFB 17. 1/2P2/HN53/40ARRS, 1/P00/HCI0P/39ARRF
18. S/E 19. (C) RCC MAJ ALLISON, K.V. CP CAPT HUMPHRYS, W.R.
FE SSGT XOLES, G.R. PJ SGHPALMER, LE PJ SGT JOMSON, D.C.
ALLUASSIGNED TO 40TH ARRS 19. (B) MAJ SEXOUR, R. BASS
34TFS 20. (H 1 NON COMBAT SAVE. NO AIR REFUELING ACCOMPISHE
INFORM BY 7/1E TACC THAT HAYFIRE 2XAILED OUT AT POSITION
R065/86/125. JG 71 DISPATCHED FROM UBON GAFB AND CROWN 2
DUPATCHED FROM ORBP TO REPORTED POSITION DOWNED PILOT
PICKEDUP AND TAKEN BY JG 71 TO KORAT IN GOOD CONDITVN.
GP-4
BT

POS. 85 NW of
97 NE KORAT

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. GPO DIR 5200.10

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

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UNCLASSIFIED

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DECLASSIFIED

~~SECRET~~

82

Mission Narrative 2-3-41

At 0918Z, 14 May 68 Crown 2 on orbit at Pak Seine was notified by Compress that some one had bailed out at 065/86/Ch 125. Crown 2 proceeded to the area. JG 71 was launched from Ch 51. At 0920 Compress advised call sign was Hayfire 2 who had a mid air. The other aircraft landed safely. At 0945 Crown 2 arrived over the area and tracked the chute beeper. Voice calls to Hayfire 2 proved negative. Crown 2 descended over the area while homing on the beeper. Visual contact was established at 1020Z. At this time a personnel beeper came on the air. JG 71 landed at 1032 and removed the pilot who was deceased. There was a large group of local inhabitants around the area. It is believed one of them had removed a VRT-10 from the pilot. The wreckage was located 150/1 $\frac{1}{2}$ nm from the pilot. Crown 2 landed at 1241Z. Total time 8.2.

David P. Ray, Capt, USAF

Rescue Crew Commander

68-0065

~~SECRET~~

DECLASSIFIED ~~SECRET~~

334

82

Mission Narrative 2-3-41

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David P. Ray, Capt, USAF

Rescue Crew Commander

68-0065

~~SECRET~~

were exploding and they were under sniper fire. The Medic, Tsgt Rodriguez, calmly and efficiently administered first aid under these same conditions. Three combat saves are claimed. Crew Members: RCC - Captain P.D. McComb; RCCP - Major D.L. Jordon; MT - TSgt R. Rodriguez; RS - SSgt E. Green; RS - Sgt J.R. Evans.

3. Rescue/Recovery Mission. 14-38-06-14 May 68. 1 Sortie - 0445 hours. The primary alert crew was alerted at 0840Z by Saigon tower that an Army OH-6A helicopter was down southeast of Saigon at UTM coordinates XS900/915. The alert crew was airborne in Pedro 46 at 0845Z. The area was located, however the aircraft wreckage was not spotted until the downed crew ignited a MK-18 smoke flare (time was approximately 0900Z). Helicopter gunship cover was requested through Paris Control (Saigon GCI); however after some delay, Paris advised that no gunships were available. Pedro 79 arrived on the scene and assumed a high bird orbit for cover. The Pedro 46 crew elected to take a close look to determine the security of the area. From a lower altitude, Vietnamese Army troops were observed in the area. Pedro landed at the scene at 0903Z, while Pedro 79 maintained high bird cover. The OH-6A was badly damaged, but the crew of two was uninjured. Pedro 46 and crew remained on the ground for approximately ten minutes where the Army crew stripped their helicopter of weapons and other vital equipment. At 0913Z Pedro 46 was airborne headed for the survivors home base of Di An, RVN. Pedro 46 returned to Tan Son Nhut after delivering the survivors

Det 14, 38th ARRSq
Hist, Apr - Jun 1968

16

and their equipment to Di An. The mission was terminated at 0930Z. The Army crew advised us that the area several meters north of the crash scene was occupied by a large enemy force of division size. Later investigation revealed that the area was hot, however, neither helicopter received ground fire during the operation. Two combat saves are claimed. Crew Members: RCC - Captain P.D. McComb
RCCP - Major D.L. Jordon; MT - Tsgt R. Rodriguez; FR - Sgt G.J. Wiersma. Pedro 79: RCC - Major P.L. Rice; RCCP - Captain H.L. Pierce; RS - Sgt J.L. Ball.

4. Rescue/Recovery Mission. 14-38-07-13 Jun 68. 3 Sorties - 1+20 hours. Det 14 was notified by JSARC, at 0910L, that an Army UH-1 helicopter had gone down 22 nm from Tan Son Nhut on the 220 degree radial of Tan Son Nhut TACAN. Pedro 46, low bird, and Pedro 79, high bird, launched at 0920L. No difficulty was encountered enroute. Weather was 2000 scattered. Paris Control relayed information to us enroute including artillery advisories and notification that UH-1 gunships had arrived on scene. The two helicopters arrived on scene at 0940. Although we were notified of enemy activity in the vicinity, the area of the crash site was quiet. The four crewmembers of the downed helicopter were uninjured and were waiting beside their aircraft with a considerable amount of guns and ammunition. Both helicopters landed and on-loaded two crewmembers each, 2 M-60's and several hundred pounds of ammunition. The two helicopters took off again at 0945 and proceeded to Tan An AB, where the survivors and cargo were off-loaded. The Pedros then returned to Tan Son Nhut. The mission terminated at 1040. Four

SECRET**DECLASSIFIED**

83

Mission Narrative 1-3-52

17 May 1968

On 16 May 1968, Queen directed Crown 4 to divert to the Kham Duc area to coordinate the recovery effort of 3 survivors at the airfield. Upon our arrival a FAC Jake 70 was coordinating strikes in the vicinity and had the survivors in sight by a rock made SOS signal. We scrambled Jolly Green 28 and 24 out of Ch 77 and they were airborne at 0235Z. They were escorted by Spad 11/12/13. Numerous flight of A-4's and air force strike aircraft were put into the area to suppress ground fire. Shortly afterwards, Spad 11 determines the area safe enough for Jolly Green 28 to attempt a recovery. Jolly Green 24 stayed high while Jolly Green 28 effected the recovery of 2 of the survivors. Number 3 man was not recovered due to heavy ground fire and inability to get on the penetrator due to physical exhaustion. Jolly Green 28 was RTB to Ch 77 with the survivors. Jolly Green 23 was scrambled to provide coverage for Jolly Green 24 who would attempt recovery of the 3rd survivor. Additional strikes were placed in the area and again Spad 11 determined it safe for the Jolly Green to effect the recovery. The third survivor was recovered without further incident and taken to Ch 77. All forces were RTB at 0545Z.

Richard E. Porter, Major, USAF
Rescue Crew Commander

SECRET

68-0067

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335
DECLASSIFIED

83

Mission Narrative 1-3-52

17 May 1968

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Richard E. Porter, Major, USAF
Rescue Crew Commander

~~SECRET~~

68-0067

37ARE3q Hist, Apr-Jun 1968

14.

200 feet between trees to the survivors. The rescue specialist was lowered on the hoist and four survivors hoisted up and carried to NSA Hospital, DaNang. JG 25 and 10 arrived on the scene and under parachute flares and with the aid of aircraft flood lights and ground strobe lights, rescued 8 more survivors and took them to NSA Hospital. Jolly Greens 10, 21, 25, and 28 alternated recoveries until all but 2 of the survivors had been transported to NSA Hospital. Weather prevented recovery of the eight until the next morning. The names of the individuals rescued are unknown.

(14)(U) 1-3-52, 16 May 68. On this mission, Jolly Green 28 and 24 were scrambled from DaNang strip alert to rescue three survivors of the Kham Duc Airfield. The rescue forces joined up over the rescue area and strikes were called in to sterilize the area around the survivors. JG 28 was led to a hover over two of the survivors and successfully hoisted them aboard despite heavy automatic weapons ground fire. The third survivor was spotted and JG 24 entered a hover over the spot where the survivor was last seen. After approximately 5 minutes of searching while in a hover, the survivor was spotted and hoisted aboard. The names of the survivors were Sgt (E-5) Edward Sassenberger, E-4 Wilbert Foreman, and PFC John C. Colonna, all U

(15)(U) 1-3-44, 21 May 68. Jolly Greens 25 and 29 were

UNCLASSIFIED

~~CONFIDENTIAL~~

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 (1-3-52, 16 May 68) (U)

18 MAY 1968

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 5/1/2004

TUI 37C
JSARC
IN TURN

1. (U) This report is submitted in accordance with ARRS 55-2/3 ARRG Sup 1, dated 15 Jun 1967.

2. (C) Jolly Green 28 and 24, DaNang strip alert were alerted at 0225Z for an impending rescue of three survivors of the Kham Duc Airfield battle. JG 28 low bird, and Jolly Green 24, high bird, scrambled at 0240Z. Contact was established with Queen and Crown 4 on climbout. Friendly artillery being fired into the area of intended flight caused JG's 28 and 24 to become separated. Spads 11, 12, 13 were airborne at 0245Z and climbed out to the southeast to avoid the friendly artillery. Spads 11 and 12 flew directly to the scene which was 212/44/Ch 77. After some difficulty, Spad 13 and JG 28 joined up. Channel 77 being inoperative and towering cumulus clouds over the mountain tops, slowed the join-up of the rescue forces over the rescue area. DF steers were the only nav aid available and used for the join-up. JG 28, 24, and Spad 11 established an orbit 5 miles southeast of the airfield at 9,000 feet. 37mm anti-aircraft fire had been reported 3.4 miles northwest and southwest of the enemy occupied Kham Duc Airfield. Upon arrival at the rescue scene, Jake 70 (O-2A) was in the process of sterilizing the enemy forces around the survivors. Spad 11 assumed control and numerous strikes were placed in the area by A-4s (call signs unknown). At least one secondary explosion was observed about half a mile from the survivors. Jake 70 stated 50 cal. automatic weapons fire had been seen approximately 1,000 meters west of the survivors earlier in the morning and another helicopter had been driven out of the area. The survivors had attracted attention by building an SOS signal from sheets of paper and by a signal mirror. The survivors were located in a bombed out area on the side of a 70° slope. Spads 23 and 24 made repeated passes after the high performance strikes and further suppressed enemy forces. Spad 11 made repeated passes trying to draw fire and identified the survivors because one of them removed his shirt and exposed his white body. At 0400, Spads 11, 12, and 13 led JG 28 down a ridge line across a creek, over a road and another ridge line to the survivors. JG 28 spotted two survivors by the paper SOS and entered a 200 out of ground effect hover to hoist the survivors. JG 28 lowered the hoist and the survivors had difficulty getting the forest penetrator because of oscillations. The survivors had further difficulty getting on the forest penetrator because they did not understand its operation. As the survivors were getting on the penetrator, the RS and Co-pilot heard ground fire to the south of the hovering helicopter and Spads 11, 12, and 13 made several passes firing rockets and 20mm. After the two survivors were on board the

GROUP 4

~~CONFIDENTIAL~~

Downgraded at 3 year
intervals; declassified
after 12 years

Atch 4

~~UNCLASSIFIED~~ ~~CONFIDENTIAL~~

RS spotted the third survivor climbing the steep hill. The survivor was collapsed on the ground, but was still thought to be alive. JG 28 made a 180° hovering turn and descended to try for the third survivor. At this time the intensity of ground fire and other fire seemed to triple and JG 28 thought he had taken a hit. A take off was initiated along the same route of entry. As the ridgeline just northeast of the survivors was crossed JG 28 heard a series of automatic weapons bursts. Climb airspeed had been obtained and JG 28 immediately began jinking in an effort to prevent being hit. JG 28 climbed to 7,000 feet to the east and joined JG 24 in orbit. A discussion between JGs, Spads, Jake 70, Queen and Crown concerning fuel states, need for more strikes, the remaining survivor, and JG 28's possible hit ensued. The decision was made to call for another JG and more airstrikes and JG 28 was RTB'd with the two survivors who had multiple 3 or 4 day old wounds. JG 28 returned to Channel 77 after artillery SW of Channel 77 had been suspended. Landing was at 0500Z.

Jolly Green 24 continued to hold in the area of Kham Duc after JG 28 returned to home base. Continued A-4 strikes were directed by Jake 75, an O-2A, in an attempt to knock out the sources of ground fire while another HH-3E JG 23 was launched from Ch 77. Jake 75 reported that the survivor had slid down the slope under some trees when JG 28 departed, and had not moved since. Preparation was made by JG 24 to send the RS on the ground with the stokes litter. On completion of the air strikes, Jake 75 marked the spot where the survivor was last seen. JG 24 requested smoke bombs for screening from the worst areas and Spads 11, 12 and 13 dropped white phosphorous bombs as JG 24 was initiating final approach. JG 24 established a hover over the spot marked by Jake 75 at 0538Z. The survivor could not be seen, and while Spads 11, 12 and 13 continued to drop smoke bombs and strike, JG 24 moved around in a hover in an attempt to locate the survivor. After approximately 5 minutes of searching in this manner the flight engineer saw the survivor. He was standing, but unable to move. JG 24 established a hover over the survivor, the jungle penetrator was lowered into the trees and the pick up was completed at 0545Z. During this time the Spads had continued to use smoke bombs and other ordnance, very effectively screening the hovering helicopter from nearby ridges. Considerable firing was heard while JG 24 was in the hover but no damage was taken. JG 24 left the area using the same route used for entry, and was accompanied by Spad Flight and JG 23 back to Ch 77 where the survivor was transported to NSA hospital by Pedro aircraft.

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

E-5 Sgt Edward Sassenberger,
E-4 Wilbert Foreman,
PFC John C. Colonna,

4. (U) Additional aircraft were:

Spad Flight (A-1Hs)
Spad 11 - Maj Richard Ives
Spad 12 - Maj Richard L. Russell
Spad 13 - Maj John T. Gaffney

~~CONFIDENTIAL~~

Downgraded at 5 year
intervals; declassified
after 12 years

UNCLASSIFIED

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Spad 23 - Pilot unknown
Spad 24 - Pilot unknown

Jake Flight (O-2s) FACS
Jake 70 - Pilot unknown
Jake 75 - Pilot unknown

Numerous A-4s made strikes, call signs and number of aircraft unknown.

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

JOLLY GREEN 28

Major Billy J. Wingfield RCC
Capt Harry W. Hagen Jr. RCCP
SSgt Elmer L. Holden FE
Sgt Martin E. Roepstorff RS

JOLLY GREEN 24

Major Dale Oderman
Capt Ronald G. Spray
SSgt John Enriquez
Sgt Angus C. McDougall

JOLLY GREEN 23

RCC John D. Oliver, Capt
RCCP Charles R. Klinkert, Lt Col
FE James A. Bowers, SSgt
RS Nathaniel Smith Jr, TSgt

BILLY J. WINGFIELD, Major, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

'Puny' Beret Lauded

HQ. MAC, SCOTT AFB, Ill.—Considered "too puny," a 21-year-old pararescueman did such a man-sized war-time job, he has collected a chestful of medals.

"I knew I was going over there a kid. I just wanted to come back a man..." Thus did Sgt. Martin E. (Marty) Roepstorff characterize his Vietnam tour.

At five feet, eight and 150 pounds, he was considered too puny for the job of saving downed pilots and aircrewmembers as a member of the Aerospace Rescue and Recovery Service's famed Maroon Berets, the elite pararescue specialists.

Yet that was what he wanted to do. "They told me I wouldn't make it when I volunteered for pararescue training," he said. "But I've always been tops at whatever I tried. I'll have to admit, though, that I had some second thoughts about jumping out of a perfectly good aircraft."

But jump he did—enough to earn him the Silver Star for gallantry, the Distinguished Flying Cross and first oak leaf cluster for heroism, and the first, second and third oak leaf clusters for the Air Medal for meritorious achievement. Presentation was made here recently, by Lt. Gen. James W. Wilson, vice commander, Military Airlift Command.

There are but 360 men in the Air Force qualified to wear the maroon beret.

Roepstorff flew 282 missions in Southeast Asia during his 13-month tour, most of them as a crewman aboard HH-3E "Jolly Green Giant" helicopters, already a legend in Vietnam.

Most of the missions were to save enemy prisoners of war. Roepstorff took part in 13 "saves"—18 men who were in danger of death or capture if they weren't pulled free and lifted to safety. Three times he let himself down on a rescue hoist (a cable with an arrow-like forest penetrator at the end) from a helicopter to help make a save. They were anything but routine.

On one mission, when he got close to the ground, "I could see big stakes and punji sticks all around. I told the helicopter to leave when I got off the hoist."

He moved a short distance and fell into a deep hole. "I thought it was the end," he said. "The hole was full of thick thorn bushes. It took me 20 minutes to get out."

He found one man, cut in half, and the charred remains of the Army Chinook helicopter. Roepstorff set out in a search pattern around the helicopter to locate the other man.

"About 30 yards away I found him. Then I heard shooting nearby. I knew that the friendly personnel who had joined in the search and I would have to get out fast."

"The man I found had a severe chest injury and fractures of an arm and both legs. I grabbed him and ran."

Roepstorff's party was the center of enemy attention, and the young sergeant provided covering rifle fire as other members of the party were reeled into the hovering helicopter in the face of intense fire and grenades.

"You don't think about it at the time," Roepstorff said. "It's a job, and you just can't think about it. If you do, you're no good to anybody."

"Why do we do it?" he asks. "It's hard to put into words what it feels like to save a life. They often cry when they are safe, and you end up with tears in your eyes. You know, it's nothing like it."

1968

16 MAY 68

LAST MSG FOR MONTA

Det 9, 38APRS Hist, Apr - Jun 68

CHAPTER III

OPERATIONS

MISSIONS

During the reporting period Detachment 9 flew 296 sorties, of which 88 were in support of aircraft or personnel in distress. The remainder were base support, training or maintenance test flights. Most of the rescue sorties flown were routine local Base Rescue Scrambles, however these missions are worthy of mention.

THE O-1 INCIDENT: On 17 May 68, the detachment was notified of an O-1 crash 24 miles northwest of Pleiku. Pedro 74 launched at 1320 crewed by Capt D.A. Adenson, ROC; Maj R.A. Dunton, RUOP; Sgt F.H. Barnes, FE and ALC D.E. Thompson, Pararescueman. Pedro 98, commanded by Major R.J. Hastings followed to provide cover. Upon arriving at the scene Captain Adenson was advised that unfriendly forces were in the area. With 2 armed OH-6 and 2 UH-1 gunships for escort, an approach to the crash scene was made. The aircraft had crashed at the 3300 foot level in the bottom of a jungle ravine. Airman Thompson, the Pararescueman was lowered through the 150 jungle canopy near the crash site. After making his way through the heavy jungle to the wreckage, Airman Thompson determined that the pilot was dead and then attempted to extract the body from the wreckage. After 20 minutes of unsuccessful effort Airman Thompson was hoisted back into the helicopter, with the intent of getting tools to cut away the wreckage. The tools were to be picked up at a Fire Base Camp about 700 yards north of the crash site, but while the helicopter was

enroute, the Camp came under mortar and automatic weapons fire. Due to the hostile action, the steadily diminishing fuel supply, and adverse weather moving into the area, the mission was terminated. After returning to the base, it was discovered that while hovering in the ravine, the rotor blades has struck the tree tops and were punctured in several places.

THE APC FIRE: On 2 June 68, the U.S. Army called with an urgent request for assistance. An Armored Personnel Carrier had been hit by a recoilless rifle round, and was burning, with the crew trapped inside. The Alert Helicopter, crewed by Captain D.A. Adamson, RCC; Major R.W. Hastings, RCCP; SSgt A.J. Williams, Fireman; ALC Thompson, PJ; and SSgt D.R. Stevens, Flight Engineer proceeded to the site, about 20 miles Southwest of Pleiku AB. Upon arriving at the site, which had been secured by a ring of Armored vehicles, the Fire Suppression Kit was expended in an unsuccessful attempt to subdue the flames and gain entry into the vehicle. Due to the intense heat, the hostile environment, and the fuel state, the helicopter and crew returned to Base.

THE A-1 INCIDENT: On 23 June 68, an A-1 returning from a mission with a full load of ordnance, crashed one mile East of Pleiku AB. Pedro 98, crewed by Captain D.A. Adamson, IP; Lt Col H.O. Hoppe, Pilot; Sgt F.M. Barnes, Flight Engineer; SSgt W. Heard, Jr., Fireman; SSgt G. Murray, Fireman; and ALC D.H. Wichman, Pararescueman was on a local training flight and observed the crash. Within one minute the helicopter had landed beside

Mission Number 13-38-33 - 10 May 68. Det 13, 38ARRSq evacuated one Korean civilian severely injured in a mortar attack to the Qui Nhon Army Hospital. The mission constituted one non-combat save.

Mission Number 13-38-34 - 11 May 68. Det 13, 38ARRSq evacuated one Vietnamese child with minor cuts and slight concussion to the Qui Nhon Army Hospital. No save involved.

Mission Number 13-38-35 - 13 May 68. Det 13, 38ARRSq evacuated one Vietnamese girl with encephalitis to the Qui Nhon Army Hospital. No save involved.

Mission Number 13-38-36 - 16 May 68. Det 13, 38ARRSq evacuated one USAF airman with a broken leg to Qui Nhon Army Hospital. No save involved.

Mission Number 13-38-37 - 17 May 68. Det 13, 38ARRSq scrambled Pedro 21 on a crashed F-100 with a reported good chute. The survivor was located and hoisted aboard the aircraft. Pedro 21 returned to Phu Cat AB with the pilot. The mission constituted one combat save.

Mission Number 13-38-38 - 19 May 68. Det 13, 38ARRSq evacuated one USAF airman with acute diarrhea to the Qui Nhon Army Hospital. No save involved.

Mission Number 13-38-39 - 21 May 68. Det 13, 38ARRSq evacuated one USAF airman with a clasped lung to the Qui Nhon Army Hospital. No save involved.

Mission Number 13-38-40 - 21 May 68. Det 13, 38ARRSq evacuated one USAF airman with head injuries to the Qui Nhon Army Hospital. No save involved.

898	10 May 1968	O-1E	SVN	TeLaoshaw B. R.	Maj	Rescued				
899	10 May 1968	F-105D	SVN	Coons D. B.	Maj	Rescued	Army Helo			
900	12 May 1968	A-1H	SVN	Swain J. N. Jr	LtCol	Rescued	Army Helo			
901	12 May 1968	O-2	SVN	Scarborough G. E.	Capt	KIA		Jones O. D.	1Lt	KIA
902	12 May 1968	O-2A	SVN	Smothermon P. R.	Capt	Rescued				
903	12 May 1968	C-130	SVN	Delmore J.	LtCol	Rescued		u	u	Rescued
904	12 May 1968	C-130	SVN	Bucher B. L.	Maj	KIA		Moreland S. C.	1Lt	KIA
905	16 May 1968	F-4D	NVN	Rickel D. J.	Maj	MIA		Crosson G. J.	1Lt	MIA
906	17 May 1968	F-100D	SVN	Mattox J. T.	Capt	Rescued	USAF Helo			
907	17 May 1968	O-1F	SVN	Skaar W. A. Jr	Maj	KIA				
908	18 May 1968	RF-4C	NVN	Uyeyama T.	Capt	POW (returned)		Gist T. E.	Capt	KIA
909	18 May 1968	F-100D	SVN	Obenland R. R.	Capt	KIA				
910	18 May 1968	F-4D	LAOS	Davies J. E.	Capt	KIA		McCubbon G. D.	1Lt	MIA
911	21 May 1968	O-2	NVN	Dwyer G. T.	Maj	Rescued	USAF Helo			
912	22 May 1968	F-4D	NVN	Crews J. H. III	Capt	KIA		StPierre D. P.	1Lt	KIA
913	22 May 1968	C-130	LAOS	Mason W. H.	LtCol	MIA		Mitchel T. B.	Capt	KIA
914	23 May 1968	A-37	SVN	Whitehill D. H.	2Lt	KIA				
915	23 May 1968	UC-123	SVN	Rucker E. Jr	LtCol	KIA		Shanks J. L.	Maj	KIA
916	24 May 1968	O-2	SVN	Loftus R. T.	Maj	Rescued	Army Helo	u	u	Rescued
917	24 May 1968	A-1H	SVN	Ford W. A.	LtCol	KIA				
918	25 May 1968	F-4D	LAOS	Ankeny D. J.	Capt	Rescued	USAF Helo	Turner A. A.	1Lt	Rescued
919	28 May 1968	F-105D	NVN	IngvaLaoson R. E.	Maj	POW (returned)				
920	30 May 1968	O-2A	LAOS	Smith L. P. II	Capt	MIA				
921	30 May 1968	F-105D	LAOS	Phillips N. P.	Col	Rescued	USAF Helo			
922	31 May 1968	F-105D	Sea	Beresik E. P.	Maj	KIA				
923	31 May 1968	A-1H	LAOS	Leonard E. W.	Capt	POW				

DECLASSIFIED ~~SECRET~~

FROM: 1-40D

SUBJ: Mission Narrative Report (2-3-42, 19 May 68)

21 May 1968

TO: 1-40C *De*
3rd ARRG (USARV)
IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRG Sup 1, dated 15 June 1967.
2. (S) At 0445L, 19 May 68, COMPRESS advised that a ramp check was being performed for a missing F-4D #7965 Callsign Blackjack 01. SHOESTRING was advised at 0455L by TVOC that Blackjack was reported down at 1654N, 10608E. Jolly Green 16 and 09 were launched by COMPRESS and were airborne at 0557L, proceeding to a safe orbit point at 120/76/89 and escorted by Sandy 7 and 8. Jolly Greens orbited for 2 hours 50 minutes awaiting contact of the survivors by Sandys, Nail and Crown aircraft. No contact was made and Jolly Green 16 and 09 were returned to NKP landing at 1022L. Radio discipline was good and weather was not a determining factor.
3. (U) There were no survivors recovered.
4. (U) Crew members of Jolly Greens were:

JOLLY GREEN 16 (LOW)

RCC LtCol Frederick C. Faust
RCCP Capt Glen A. Lintner
FE SSgt Bernard W. Grau
PJ Sgt Richard A. Petroski

JOLLY GREEN 09 (HIGH)

RCC Capt Henry C. Conant
RCCP Maj Milton S. Washington
FE SSgt Carl L. Warmack
PJ ALC Ember A. Curry

Frederick C. Faust
FREDERICK C. FAUST, LTCOL, 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 76*

Downgraded to CONFIDENTIAL

17 AUG 1971 IAW AFR 205-2

(Date)

Cy 1 of 9 Cys

1-40D-68-5-34
Atch 1

~~SECRET~~

ARDC # 681052

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

68-AD-455

FROM: RCC

21 May 68

SUBJ: Mission Narrative Report (10-38-32, 20 May 68)

TO: 10-38C
38C 4/1
3rd ARRS (SARC)
IN TURN

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

2. At 0343Z, 20 May 68, Det 10, 38th ARRS was notified by Binh Thuy tower that they had received a Mayday call from a Army helicopter that was going down 10NM, south of Can Tho. Pedro 91 scrambled at 0345Z. After takeoff, we received a set of coordinates for the down aircraft, on guard. These placed the downed aircraft at approximately 150 degrees at 10NM from Can Tho. This transmission was made by an Army gunship over the scene. We also received the frequency of the tactical channel the gunships were working during the transmission. Redro contact was established with the gunships and they were advised of our present position and our ETA. Shortly after contact had been established, the gunships were sighted and then the personnel on the ground set off a smoke signal. Pedro 91 advised the gunships that the downed aircraft was in sight and that 91 was starting an approach to the scene. The gunships immediately closed on us and provided cover during the approach. After Pedro 91 had landed, the PJ and crew chief were deployed. The downed aircraft was a UH1B with 8 people on board, none of which were injured. Four of the eight decided they would stay to guard the aircraft until ground forces arrived. Pedro 91 departed the scene at 0355Z and flew direct to Can Tho Army airfield. Enroute the aircraft Commander of the UH1B decided he wanted the remaining four crewmembers picked up. This was passed to T-Bird Chief, an armed Huey orbiting the scene. Pedro 91 further advised him that 91 would be back on scene in approximately 5 to 10 minutes. Pedro 91 landed at Can Tho at 0405Z and after offloading the survivors took off immediately enroute to the scene. Two miles south of Can Tho, Pedro 91 was advised that the remaining four crewmembers had been picked up by a Dustoff helicopter. Pedro 91 landed at Binh Thuy at 0415Z. 3 sorties, 0+30, 4 combat saves. No ground fire. Weather was clear, light winds.

3. The names of the survivors were: Maj Carl H. McNair, 121st AHC, Capt D.A. Camia, 121st AHC, Col Diep, 21st Inf. Div., ARVN, and Lt Truong, 21st Inf. Div., ARVN.

4. Crewmembers of Pedro 91:

RCC	Capt Thomas D. Precious
RCCP	Capt Leslie E. Johnson
FE	Sgt Archelaus Whitehead
RS	A1C John C. Wilkins

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

Arch 8

UNCLASSIFIED
~~SECRET~~
CONFIDENTIAL

72A ✓

FROM: 1-40/O

SUBJ: Mission Narrative Report (2-3-43, 21 May 1968)

22 May 1968

TO: 1-40C
3rd ARRG (JSARC)
IN TURN

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

2. (S) Jolly Green 15 and 09 were launched from Cockpit Alert Status at 1027L. Both aircraft were airborne at 1030L. The objective was one crewman who had bailed out of a Navy OP-2, Caroline 21, at 200°/25/89. Zerro 11 and a flight of T-28 aircraft were locally diverted to the scene and Jolly Green 15 and 09 was over the survivor at 1044L. Voice contact was established immediately and Jolly Green 15 landed and made the pickup. Both Jolly Greens departed the scene at 1056L and landed at Channel 89 at 1115L. Radio discipline was not a factor and weather was clear, visibility unlimited.

3. (C) The survivor was: HERB GANNER, 698022, Lt(jg), Navy Observation Squadron 67.

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

JOLLY GREEN 15 (LOW)

RCC Capt James E. Oliver
RCCP LtCol Royal A. Brown Jr
FE Sgt Nariso Otero
RS SSgt Don A. Beasley

JOLLY GREEN 09 (HIGH)

RCC Maj John Robey (37ARRS - TDY)
RCCP Capt William Byrd (37ARRS - TDY)
FE Kelly Day
RS Sgt Jules C. Smith

James E. Oliver
JAMES E. OLIVER, 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 14

Downgraded to CONFIDENTIAL
17 AUG 1971

Cy 1 of 9 Cys (Date)

IAW AFR 205-2

ARODC # 681052

68-AD-1456

1-40D-68-5-35
~~CONFIDENTIAL~~

~~SECRET~~

Atch 2

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

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

23 MAY - Thur

0700 AIC Ingulli assumed 1st Alert Sur & Med Equip Check
RCC - Capt Burridge

FE - Airman Chafey

0745 Possible ACR - smoke (red) flares spotted
13 miles NW - H-30 missing - waiting (usual)
Terminated - Pilots as usual leave everybody up
in the air! (Auto rotation Sodomy)

* 1600 O-1 crashed 3 miles NW

Firemen Sgt. Taylor & Sgt Renaud and Ingulli
* were crew members - picked up fireball

Arrived on scene - small explosions observed -
dropped fireball and Sgt Taylor & Renaud

proceeded to spray the site. Body
Remains were discovered and ~~scanned~~

was burned so there was no doubt that
nothing could be done. The Firemen

proceeded to extract body and put
it in the body bag. * We tried to

find some identification and found pilots
check lists, dog tags, and several pieces

of personal items. We talked to Australian
officer at crash site and he stated

that he could give Identification information

FIREBALL = FSK

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. Burrige	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

pilot. It was soon learned the pilot had been killed on impact, and when a small fire that had been threatening a nearby house had been extinguished, the body was recovered and returned to Bien Hoa.

CREWMEMBERS

Capt Charles W. Burridge	RCC
Capt Jon C. Long	RCP
SSgt Joe Taylor	RS
SSgt Joseph A. Renaud	RS
A1C Charles R. Ingulli	PJ

Mission 6-38-14-23 May 68

At 0705 hours on the morning of 24 May the Joint Search and Rescue Center advised Det 6 that an A-37 had crashed twenty-six miles northeast of Bien Hoa. The alert aircraft, Pedro 95, scrambled at 0715 after being topped off with fuel. Pedro 97 was off at 0730 and flew high cover for Pedro 95. US Army gunships had been requested and enroute it was learned they would arrive shortly after Pedro 95. At 0735 Pedro 95 arrived over the scene and was informed by a Forward Air Controller that the aircraft had impacted in dense jungle near a bomb crater and a parachute had been spotted nearby. Within minutes the gunships arrived and they accompanied Pedro 95 as the helicopter hovered over the site. Inasmuch as no movement or signal of any kind had been seen from the air, a pararescueman was lowered to the ground to search for the downed

Det 638 ARRS PJ Daily Log
June 1967 - March 1971

24 MAY - ~~THU~~ Fri. '68

0703 WELLS ON 19th FOR THE FIRST TIME (AS
CHUCK JUST OBSERVED). JUV. & MED. BEAR WAS
CHECKED. WE DEPARTED ON THE ACR. AN
A-37 WAS REPORTED DOWN 24 MILES NORTH-NORTH-
EAST S/SGT BALDWIN (EE) AND I HAD JUST
ARRIVED TO PEDRO OPS TO RELIEVE AIRMAN
CHAFEE & AIRMAN INGULLT OF ALERT DUTY.
WHEN THE CALL CAME THROUGH ON THE A-37.
CAPT. BURRIDGE (RCC) & CAPT. LONG HAD NOT
BEEN RELIEVED OF DUTY, THEY FLEW THE ALERT
BIRO ON THE MISSION. WE DEPARTED AT 0710
AND ARRIVED AT THE SCENE OF THE CRASH
AT 0735. SPOTTING A PARACHUTE NEAR A BOMB
CRATER & USING IT AS A REFERENCE PEDRO
WENT INTO AN ORBIT, WAITING FOR GUN-SHIPS.

pilot. It was soon learned the pilot had been killed on impact, and when a small fire that had been threatening a nearby house had been extinguished, the body was recovered and returned to Bien Hoa.

CREWMEMBERS

Capt Charles W. Burridge	RCC
Capt Jon C. Long	RCP
SSgt Joe Taylor	RS
SSgt Joseph A. Renaud	RS
A1C Charles R. Ingulli	PJ

Mission 6-38-14-23 May 68

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Det 6, 38 ARRSq, hist, Apr - Jun 1968

11

Pilot. After several minutes the pararescueman reported he had found the pilot still in the parachute harness. The parachute had not fully deployed and the pilot had not survived the ejection. As no hostile ground fire was received by Pedro 95 it was decided to recover the pilot's body. A stokes litter and body bag were lowered to the pararescueman who working alone, loaded the pilot in the bag and litter. After the litter had been hoisted up, the forest penetrator was attached and the pararescueman retrieved from the jungle. The Pedro flight returned to Bien where the body was released to medical authorities.

CREWMEMBERS

PEDRO 95

Capt Charles W. Burrige	RCC
Capt Jon C. Long	RCP
SSgt James P. Baldwin	FE
A1C Terry M. Wells	PJ

PEDRO 97

Major Richard C. Pfadenhauer	RCC
Major Andrew E. Kralj	RCP
A1C Glen N. Chafey	FE
A1C Charles R. Ingulli	PJ

During the period of this report, this unit continued to maintain the highest degree of safety possible in all areas of operation.

UNCLASSIFIED

COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION					OR	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE				
1					LT Col Newton	4114	25 May 68
2					DOCC		
3					TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER		
4					STUART A. HOWZE JR., Colonel, USAF		
5					Asst Ch, Command and Control Division		
6					TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR		
7	CS	SGC					
8	DL	NSM					
9	C	Gen					

SUBJECT OR TITLE:

Aircraft Loss (U) 25 MAY 68

SUMMARY (USE REVERSE SIDE IF NECESSARY)

1. (S) Cobalt/2 F4/UBN departed Ubon at 1139H for an AGM-62 (Walleye) strike against a cave storage site in RP-1, thirty miles Northeast of Dong Hoi. Cobalt 01's missile scored a direct hit on the cave entrance while 02's was 150 feet short. Cobalt flight then checked in with Cricket and was turned over to Misty 11 for a strike against a POL storage site. Misty 11 made the first pass on the site followed by Cobalt 01. Cobalt 01 made a dry pass and Cobalt 02 expended CBU's on the POL site. As 02 was coming off the site he observed a large fire and immediately began a communication check for 01. The time was 1240H. In approximately 10 minutes 02 heard strong beepers. A Nail FAC in the area stated he had the wreckage plus chutes on the ground. Cobalt 02 and the NAIL FAC remained in the area until the SAR forces arrived. Cobalt 01 stated they were hit coming off the target on the left side of the aircraft by either 37 or 57MM. They immediately got fire warning lights, lost hydraulic pressure and could not control the aircraft. Both crewmembers ejected safely and were recovered. The Bravo pilot received a minor shrapnel wound on the left arm.

2. (S) SEQUENCE OF EVENTS:

- 1255H - 7AFCC notified that Cobalt 01 was down 59 miles east of Nakhon Phanom in Steel Tiger - Echo.
- 1301H - SAR force will consist of Sandy/4 A1E/NKP, Jolly Green/2 HH3E/NKP, Panda/2 F105/TKL and Newark/2 F105/TKL. Misty 11 and Nail FAC capping area now.
- 1305H - Voice contact established. One pilot received shrapnel wounds but they are minor. Jolly Greens off and estimating area at 1335H.
- 1310H - Enemy troops reported in area.
- 1319H - All four Sandy's airborne.
- 1340H - Sandys in area. Jolly Greens holding clear.
- 1346H - Jolly Green 16 will attempt pickup

DECLASSIFIED IAW EO 12958

BY EXECUTIVE ORDER REVIEW TEAM

view Tea

Log— DI/Time Rec 25/183

DATE: 19 MAY 1998 REVIEWER: 61

663

1347H - Voice contact. Bravo pilots injuries minor. Jolly Green 16 lowering penetrator.

1354H - Bravo on board. O.K.

1403H - Penetrator going down for Alfa pilot.

1405H - Jolly Green 16 has both pilots on board. RTB NKP.

1437H - Jolly Green 16 landed at NKP.

3. AIRCRAFT AND AIRCREW INFORMATION:

a. Aircraft:

- (1) Call Sign - Cobalt 01
- (2) Type Aircraft - F-4
- (3) Serial Number - 66 7569

b. Alfa Pilot:

- (1) Name - Capt Darrel J. Ankeny,
- (2) Total Flying Time - 1042 hrs
- (3) Total Fighter Time - 776 hrs
- (4) Total Time in Aircraft - 762 hrs
- (5) Total Missions - 135
- (6) Total Counters - 90

c. Bravo Pilot:

- (1) Name - 1Lt Armon A. Turner,
- (2) Total Flying Time - 397 hrs
- (3) Total Fighter Time - 397 hrs
- (4) Total Time in Aircraft - 397 hrs
- (5) Total Missions - 140
- (6) Total Counters - 98

DECLASSIFIED

338

Mission 2-3-45

~~SECRET~~

86

On May 25, Cobalt 1, an F-4 was hit by ground fire and the aircraft went in at WE 925 819. Crown 1 orbiting east of CH89 was notified at approx 1130L by Colbalt 2 that his leader had been hit and that the aircraft had crashed but he was sure that both pilots had ejected safely. Crown 1 then got a call from Nail 75 who saw both pilots eject and he was flying over place of the pilots chutes. The position was 096 radial at 59 miles off of Ch89. Crown 1 directed Colbalt 2 and Misty 11, a FAC, to proceed to the position of Nail 75 to suppress any enemy in the area. Crown 1 then notified Compress of the situation and advised them to scramble the Jolly Green helicopters and the Sandies out of 89. Crown 1 proceeded to the position of the downed A/C and made contact with Nail 75 and the two downed pilots. Both pilots were okay and reported no enemy in sight. Crown 1 requested and received from Hillsboro, Hornet flight and Gunfighters flight to act as MIG CAP and also to be used for suppression if needed. JG 16 low and JG 20 and Sandies 5/6/7/8 were scrambled from 89, and proceeded to the position of the downed pilots. Two other FAC's, Nail 01 and Covey 01 were also directed to the area to observe any hostile movement in the area. Jolly Green 16 and 20 and Sandy 5/6 were given vectors and directed to the area by Crown 1. Sandy 5 assumed on scene commander from Nail 75 and made an evaluation for JG 16 to make the pickup. Both pilots were constantly talked to on the emergency radio to insure they were both all right and also to confirm their location. JG 16 picked up Cobalt Bravo at 1255L and he picked up Cobalt Alpha at 1303L. Both pilots were okay and flowned to CH 89. Crown 1 RTB all forces at approx 1310 local.

William J. Kornitzer Jr.

WILLIAM J. KORNITZER JR., Capt, USAF
Rescue Crew Commander

~~SECRET~~

68-0069

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 AIC Otero Sgt Beasley	No
25 May	305 306	Capt Amkeny 1Lt Turner	F-4C	USAF	Laos	Capt Walker Maj Yuhas Sgt Warmack AIC 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 AIC Smith	HH-3E	USAF	Laos	Capt Conant Capt Heft Sgt Warmack AIC 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

DECLASSIFIED ~~SECRET~~

~~CONFIDENTIAL~~

76

FROM: Det 1, 40th ARRS/O

SUBJ: Mission Narrative Report (2-3-45, 25 May 1968)

TO: 1-40C RAB

3rd ARRG (JSARG)

IN TURN

Classified by 28 May 1968
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 16

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

2. (S) Jolly Green 16 and 20 were scrambled by COMPRESS at 1150L, 25 May 68, to attempt recovery of Cobalt 01 who was reported down with two good chutes. Electronic contact was established with the survivors of the downed F-4 by Nail 75. Jolly Green 16 and 20 were airborne at 1200L enroute to an initial position of 063/60/89. Invert advised at 1205L that an updated position of 096/56/89 had been confirmed. The weather enroute was broken cumulus clouds with bases at 4500 to 5500 feet and visibility in excess of 10 miles. At 1224L Jolly Green 16 and 20 entered a 5500' orbit pattern at 096/40/89 and awaited Sandy 5 and 6 instructions. Sandy 5 cleared in Jolly Green 16 to a final position of 096/59/89 at 1240L. The elevation of the terrain was 1200 feet in the immediate area with trees approximately 200 feet in height. At 1248L Jolly Green 16 entered a hover and established radio contact with Cobalt Bravo on guard. Cobalt Bravo was placed on board at 1253L and the survivors minor injuries were treated by the Pararescue Specialist. The second survivor's location was given as 50 meters southwest of Cobalt Bravo's position. Cobalt Alfa was located and placed on board at 1303L. The second survivor also sustained minor injuries. Jolly Green 16 and 20 departed the area at 1304L landing at Channel 89 at 1345L. No known hostile activity was directed at either helicopter. Weather throughout the mission remained unchanged and radio discipline was good.

3. (C) The survivors names were: Barrel J. Ankeny, Capt, 435 TFS, APO 96304, and Armond A. Turner, 1st Lt, 435 TFS, APO 96304.

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

JOLLY GREEN 16 (LOW)

RCC Capt Harry W. Walker
RCCP Major Louis D. Yuhas
FE SSgt Carl L. Warmack
RS ALC Ember A. Curry
Photo Sgt Thomas C. Grandmaison

JOLLY GREEN 20 (HIGH)

RCC Capt James H. Platt
RCCP Capt Ronald McKinley
FE SSgt Coy W. Calhoon
RS Sgt Clifton L. Caffall

Downgraded to CONFIDENTIAL

18 AUG 1971

IAW AFR 205-2

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

(Date)
GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

~~CONFIDENTIAL~~

~~SECRET~~

By 1 of 9 Cys

1-40D-68-5-38

ARDC #

681063

68-AD-1471

DECLASSIFIED

76A

30 MAY 1968

370

Mission Narrative Report (1-3-53, 28 May 68) (U)

37C
JSARC
IN TURN

1. (U) This report is submitted in accordance with AERRSM 55-2/3 ARRGP Sup 1, dated 15 Jan 1967.

2. (C) At 2145Z, 28 May 68, Jolly Green 33 was scrambled for the pilot of a Navy A-4, callsign Fly Eagle 506, who had bailed out at 3200/50NM/Ch77. JG 33, the crew of which was preparing to depart on an orbit mission, was airborne at 2150Z. Enroute, radio contact was established with Panama GCI who provided a corrected position of 0980/30NM/Ch109 and also provided excellent vector information to that location. Nearing the survivor's position radio contact was also established with Fly Eagle 506 and his wingman, Fly Eagle 510. Fly Eagle 510 made a low pass from JG 33 to the survivor and at this time, 2215Z, the survivor shot a penguin flare which pinpointed his exact position. As JG 33 approached, the survivor also ignited a smoke generator. The survivor was in a raft in the midst of approximately 12 Vietnamese boats, the closest of which was about 75 yards from the pilot. Since Fly Eagle 510, the only Rescap available at that time was low on fuel and it was not known if the boats were friendly or hostile, JG 33 elected to make a water landing to expedite the recovery and also to protect the survivor from possible hostile fire. A landing was made about 10 yards downwind from the survivor at 2218Z. The helicopter was taxied slowly to his position and the pilot and his equipment was recovered without difficulty. Liftoff was made at 2220Z. No hostile actions by the Vietnamese boats was observed. The survivor was in excellent condition and after this was reported to Queen, JG 33 was advised to return him to the aircraft carrier "Rocket". JG 33 landed on "Rocket" at 2328Z and departed at 2330Z after off loading the pilot. JG 33 recovered at Ch 77 at 0053Z. Weather was not a factor in the recovery. Communications and coordination between GCI sites, aircraft and the downed pilot was excellent. The timely and professional actions of the survivor assisted greatly in expediting his recovery.

3. (C) The survivor was: Lt JG Hugh M. Durden, 693380, USN, VA-212.

4. (U) THE crewmembers of JG 33 were: ^{classified by}
RCC Major Arthur J. Anderson ^{EXCEPT TO GENERAL DECLASSIFICATION}
RCCP Capt Robert E. Hicks Jr. ^{SCHEDULE OF EXECUTIVE ORDER 11652}
FE Sgt William L. Carroll ^{EXCEPT TO GENERAL DECLASSIFICATION}
RS Sgt Vincent E. Deets ^{EXCEPT TO GENERAL DECLASSIFICATION}
^{DECLASSIFIED ON 31 DEC 74}

ARTHUR J. ANDERSON, Major, USAF
Rescue Crew Commander

ARCH 4 GROUP 4

Downgraded at 5 y.
intervals; declassi
after 12 years

37ABRSq Hist, Apr-Jun 1968

15.

scrambled from DaNang to a position 23 miles east of Saravane to recover an C-2 pilot downed in the area. The survivor was in good condition in an extremely hostile area and had sighted numerous enemy ground troops in his vicinity. Jolly Green 72 was also scrambled from Ubon and arrived at the scene first. Fire suppression strikes were directed into the area and then JG 72 attempted a pickup but was driven off by extremely heavy ground fire. The exact location of the survivor enabled the A-1's to fly fire suppression runs very close to the survivor. JG 25 then descended into the area and entered a hover over the pilot at approximately 3500 feet elevation. The survivor was hoisted aboard and a 180° turn accomplished before exiting the area. The survivor was Major Gerald T. Dwyer, USAF.

(16)(U) 1-3-53, 28 May 68. Jolly Green 33 was scrambled for a pilot of a Navy A-4 who had bailed out 50 miles northwest of DaNang. The pilot was located in a raft in the midst of approximately 12 Vietnamese boats and a water landing was made to expedite the recovery. No hostile actions by the Vietnamese boats was observed. The survivor Lt JG Hugh M. Darden, USN, was in excellent condition and was returned to the aircraft carrier Rocket.

(17)(U) 1-3-55, 29 May 68. Jolly GREEN 07 and 07 were scrambled from DaNang to evacuate a wounded marine at a position 12

~~UNCLASSIFIED~~
~~CONFIDENTIAL~~

80A

370

Mission Narrative Report (1-3-55) 29 May 68

37C
JSARC
IN TURN

1. (U) This report is submitted in accordance with ARRSN 55-2/3 ARRGp Sup 1, dated 15 Jan 1967.

2. (C) Jolly Green 31 and 07 were scrambled from DaNang at 1455Z, 29 May 1968 to evacuate a wounded marine. The position was 248/12/77. Two Huey gunships, Hostage 10-0 and 10-2, and a flare ship, Fingerprint 152, were orbiting the area. Glares provided excellent illumination. FM contact was established with the ground party and Jolly Green 31 established a hover over the position. The terrain was mountainous, the elevation, 2200', weather overcast at 6000'. A ten minute hover was held while the injured man was secured to a semi-rigid litter and hoisted up through 200 foot trees. Muzzle flashes were observed to the north during the hover. The Huey's made passes at the position without expending ordnance and the firing ceased. At 1515Z the survivor was in the aircraft. He was taken to NSA hospital at 1525Z.

3. (C) The survivor was:
George Fowler Jr. - Mike Co. 3rd Battalion, 26th Marines

4. (U) Additional aircraft were:
Jolly Green 31
Jolly Green 07
Fingerprint 152 (Flare ship)
Hostage 10-0 (Huey gunship)
Hostage 10-2 (Huey gunship)

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

5. (U) Crews of the Jolly Greens were:

JOLLY GREEN 31 (Low)

Major Donald G. Simpson	RCC
Capt John H. Menamon	RCCP
A1C Duane I. Beland	FE
A1C Douglas J. McGill	RS

JOLLY GREEN 07 (High)

Major Billy J. Wingfield
Capt Harry W. Hagen Jr.
Sgt David Rodriguez
TSgt Nathaniel Smith

DONALD G. SIMPSON, Major, USAF
Rescue Crew Commander

GROUP 4
Downgraded at 3 year intervals;
Declassified after 12 years.

FROM: RCC

30 May 68

SUBJ: Mission Narrative Report (10-36-34, 29 May 68)

TO: 10-380 *P.S.*
380
3rd ABRGp (JSARG)
IN TURN

79A

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

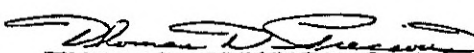
2. 1 non combat save - US Army. Det 10, 38th ABRGp was notified by IV MACG of a seriously ill Army Lt. requiring medical evacuation. The position of his outfit was 10 miles south of Koch Gia. Pedro 39 scrambled at 0620Z and arrived in the area of the proposed landing zone at 0755Z. Radio contact was established and Pedro was advised the area was secured by US Army personnel. An approach was made to a rice paddy marked by a smoke flare. The patient was loaded on board the helicopter at 0800Z and Pedro took off for Binh Thuy. Enroute the RCC requested a flight surgeon meet the helicopter to determine if the local dispensary could care for the patient or if further evacuation to Dong Tam was required. Pedro 39 landed at Binh Thuy AB at 1035Z and the patient was taken by the 632nd Combat Support Group dispensary. Two sorties were logged with 1 hour 15 minutes of flying time. No ground fire. Weather was clear - winds light.

3. The name of the survivor was: Wayne L. Gbuszewski, 1st Lt Advisory Team 54, 21st Inf. Div.

4. Crewmembers of Pedro:

Pedro 39

RCC Capt Thomas D. Precious
RCCP Capt Albert E. Tollefson
FE SSgt Gordon L. Browning
RS ALC Lonnie E. Davidson


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

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scrambled from DaNang to a position 23 miles east of Saravane to recover an C-2 pilot downed in the area. The survivor was in good condition in an extremely hostile area and had sighted numerous enemy ground troops in his vicinity. Jolly Green 72 was also scrambled from Ubon and arrived at the scene first. Fire suppression strikes were directed into the area and then JG 72 attempted a pickup but was driven off by extremely heavy ground fire. The exact location of the survivor enabled the A-1's to fly fire suppression runs very close to the survivor. JG 25 then descended into the area and entered a hover over the pilot at approximately 3500 feet elevation. The survivor was hoisted aboard and a 180° turn accomplished before exiting the area. The survivor was Major Gerald T. Dwyer, USAF.

(16)(U) 1-3-53, 28 May 68. Jolly Green 33 was scrambled for a pilot of a Navy A-4 who had bailed out 50 miles northwest of DaNang. The pilot was located in a raft in the midst of approximately 12 Vietnamese boats and a water landing was made to expedite the recovery. No hostile actions by the Vietnamese boats was observed. The survivor Lt JG Hugh M. Durdan, USN, was in excellent condition and was returned to the aircraft carrier Rocket.

(17)(U) 1-3-55, 29 May 68. Jolly GREEN 31 and 07 were scrambled from DaNang to evacuate a wounded marine at a position 12

37ARRSq Hist, Apr-Jun 1968

16.

miles southwest of DaNang. Two Huey gunships and a flare ship were orbiting the area and provided excellent cover and flare illumination. The injured man was secured in a semi-rigid litter and hoisted aboard. The survivor was George Fowler, Jr., USMC.

(18)(U) 1-3-58, 31 May 68. Jolly Green, Low Bird, on alert at Quang Tri, was scrambled to search for an F-105 down in the vicinity of Tiger Island. During the course of the search, a beeper was heard northwest of the island. JG C7 proceeded to the area and spotted the survivor of a Navy A-7 that had ejected. The pickup was completed and the survivor, Ensign F. C. Lantz, Jr., USN was taken to Marine Quang Tri.

(19)(U) 1-3-59, 1 Jun 68. Jolly Green 33 had returned to Quang Tri after 8 hours of searching the Gulf for a downed pilot when he was notified of an aircraft crash near the beach east of Camp Evans. JG 33 proceeded down the coast at low level and spotted the survivors on the beach. A tactical approach was entered and a no hover landing was made due to deep soft blowing sand. The survivors were taken to Camp Evans as directed. The names of the survivors were Major H. W. Halterman, WO1 James R. Rice, and WO1 Freston B. Dasher, 1st Air Cav, USA and Major Dean Martick, 11th Avn Co, USA.

(20)(U) 1-3-60, 6 Jun 68. Jolly Green 31 and 27 were scrambled from Quang Tri to assist 2 A-1E's REFORMED down 15 miles

FROM: RCC

81A

31 May 1968

SUBJECT: Mission Narrative Report (8-38-14/30 May 1968)

TO: Det Co
3ARRGp (3JHARC)
IN TURN

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

2. The Det 8, 38ARRS alert crew was notified at 30/2205Z that a Navy Seaman had been shot in the head and was in critical condition. Immediate air evac to the 12th USAF Hospital was requested. Pedro 51 was launched at 30/2209Z and arrived at the US Naval Support Facility at 30/2218Z. Landing was made at the helipad and the patient was loaded aboard. I.V. feeding was continued as Pedro 51 was enroute to the hospital. The patient was turned over to 12th USAF Hospital emergency personnel at 30/2227Z. Pedro 51 landed at Pedro Pad at 30/2235Z. Mission closed. This constitutes one non-combat save. No hostile fire encountered.

3. The name of the patient was: E-4 Raymond C. Robbins, 6912669, US Naval Support Facility Markettime

4. Crew Members of Pedro 51:

RCC Major Jerry D. Stroh
RCCP Lt Col Flavious F. Drake
PJ TSgt Joseph Fernandez
PE Sgt David A. Bryant

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

APPROVED

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

ARCH 10

south of Cam Ranh and the soldier, E-5 Ray A. Lucas, was loaded aboard the helicopter. The Flight Engineer, Sergeant Jon Knox and the Medical Technician, Staff Sergeant Jacob V. Carter, tended the unconscious patient and his head and arm wounds. After a landing was made at the 12th USAF Hospital helipad, the patient was released to awaiting medical attendants. The action constituted one non-combat save. The co-pilot on the mission was Captain Peter Gissing.⁸

On 31 May at 0605 Local, the Cam Ranh Bay Navy Support Facility notified the alert crew of Detachment 8 that a Navy seaman had been shot in the head and was in critical condition. An immediate air evacuation to the 12th USAF Hospital was requested. The alert crew commanded by Major Jerry D. Stroh was scrambled. A landing was made at the Navy helipad nine miles to the south and the patient, E-4 Raymond C. Robbins, was brought aboard the rescue helicopter. An immediate evacuation was made to the 12th USAF Hospital. The mission constituted one non-combat save. Other aircrew members included Lieutenant Colonel Flavious F. Drake, Co-Pilot; Technical Sergeant Joseph Fernandez, Pararescueman; Sergeant David Bryant, Flight Engineer.⁹

8. Mission Number 8-38-15, 17 May 1968

9. Mission Number 8-38-16, 30 May 1968

~~UNCLASSIFIED~~

CONFIDENTIAL
DEPARTMENT OF THE AIR FORCE

37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF:

370

4 JUN 1968

SUBJECT:

Mission Narrative Report (1-3-58, 31 May 68) (U)

TO:

37C *use*
JSARC
IN TURN

1. (U) This report is submitted in accordance with ARRSM 55-2/3 ARRGp Sup 1, dated 15 Apr 1968.
2. (C) Jolly Green 07, low bird on alert at Quang Tri, was scrambled at 0900Z on 31 May 68 to search for No Trump, an F-105, down in the vicinity of Tiger Island. At 1104Z, during the course of the search, a beeper was heard northeast of the island. Jolly Green 07 proceeded northbound at 1112Z. The down aircraft was Streetcar 307 and his position was given as 036/49/109. Sidewinder 412 was reported over the oil slick with the pilot in sight. Jolly Green 07 arrived on scene at 1125Z. The Rescue Specialist sighted the oil slick and a personnel flare. JG 07 proceeded in the direction of the flare. The co-pilot spotted a blinker light and then the survivor in the water. JG07 sighted Sidewinder 412 approximately 5 minutes prior to sighting the flare but was unable to establish radio contact on any available frequency. Jolly Green 33, high bird at Quang Tri, arrived on scene as Jolly Green 07 was making the pick up and remained overhead during the operation. The pick up was made at 1148Z and Jolly Green 07 proceeded to Channel 103 for fuel with the survivor on board.
3. (C) The name of the survivor was:
F.C. Lentz Jr., Ensign, USN, 690726
VA-82-USS America
A-7A type aircraft
4. (U) Crew of Jolly Greens:

<u>JOLLY GREEN 07 (Low)</u>		<u>JOLLY GREEN 33 (High)</u>
Capt William E. Brennan	RCC	Major Harvie L. Stringer
Capt John L. Lenamon	RCCP	Capt Richard J. Harwood (40th ARRS)
Sgt David Rodriguez	FE	ALC Hoyle L. Sykes Jr.
Sgt Ernest D. Casbeer	RS	ALC Ricky D. Hindman

William E. Brennan
WILLIAM E. BRENNAN, Capt, USAF
Rescue Crew Commander

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

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

37ARRSq Hist, Apr-Jun 1968

16.

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(20)(U) 1-3-60, 6 Jun 68. Jolly Green 31 and 27 were scrambled from Quang Tri to assist 2 A-1E's REBORNE down 15 miles

HIST APR - JUN 1968 OPERATIONS AND TRAININGMISSIONS OF SIGNIFICANCE

1. 9 April 1968. Det 3, transported an injured Thai civilian to Ubon for air evacuation to Korat. This mission was in support of base community relations.
2. On 17 April "Pedro" was called upon to airlift the 8th Tactical Fighter Wing Commander, Colonel Robert Spencer and the Vice Wing Commander Colonel Burns to Crown Strip. The British were closing their base at Crown Strip and turning control of the facilities to the Royal Thai Air Force.
3. 04-5 May 1968. Det 3, 38th ARRS was alerted at 2125L on 5 May that an F-4, Machete Lead, had disappeared from GCA radar at three miles off the end of the runway on final approach. Radio contact had also been lost. Ubon Tower requested that the alert helicopter check the area of last contact with the F-4. "Pedro" was launched with the fire suppression kit (FSK). Immediately upon becoming airborne the helicopter crew heard an emergency beeper and established radio contact with the crew of the F-4 who were on the ground and alright. The FSK was immediately returned to the "Pedro Pad" and the alert crew proceeded to home in on the emergency radio transmissions. Visual contact was made with the F-4 crew at 2135L approximately 2½ miles off the approach end of runway 23. Pickup of the downed crew was delayed to permit recovery of an F-4 with emergency fuel. Contact was re-established with the downed crew at 2145L utilizing emergency radios, MK-13 flares and

so they were able to walk on board the helicopter. Pedro was unable to avoid flying over hostile territory on takeoff. During takeoff, Razorback 45 advised us to take evasive action because we were receiving ground fire. Also, we learned that the downed crew had been under light sniper fire prior to our arrival. No battle damage was received by Pedro 46. There were no injuries. Later information revealed that friendly forces were in heavy contact with 110 enemy troops in the immediate vicinity. The Razorback crew was returned to their helicopter pad where they crewed up another helicopter and went back to war. The mission was terminated at 1515 hours (local). Five Combat Saves are claimed. Crew Members: RCC Captain P.D. McComb; RCCP - Major D.L. Jordon; MT - TSgt R. Rodriguez; FE - SSgt W.R. Gladish.

2. Rescue/Recovery Mission. 14-38-05-5 May 68. 2 Sorties - 0430 hours. The alert crew was notified by crash telephone at 1949 hours (local) that an unknown aircraft was down and burning on the west side of Tan Son Nhut Air Base. Pedro 46 was airborne with the FSK at 1950 hours. It turned out to be a Vietnamese Air Force C-47 flare ship and its location was about 500 yards outside the base perimeter. Pedro 46 arrived on scene at 1952 hours and deployed the FSK, the firemen and medic. The cabin and cockpit were already engulfed in flames. Shortly after the firefighters began cutting their path, the flares in the cabin of the C-47 began exploding, sending sparks and flames more than 100 feet high. By this time