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John

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FROM: 1-40/0

SUBJ: Mission Narrative Report (2-3-49, 5 June 1968) (U)

Classified by _____ 7 June 1968
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74 *9*

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

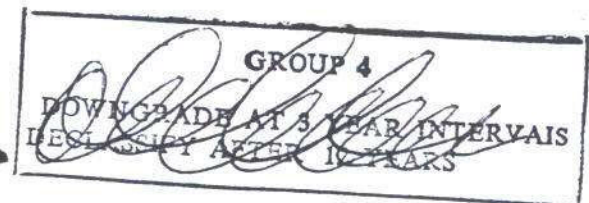
1. (U) This report is submitted IAW ARRSM 55-2/3ARRGp Sup 1, dtd 15 Jun 67.
2. (S) At 2030L, 4 Jun 68, Compress advised Det 1, 40th ARRS Operations that a Royal Lao Air Force (H-34) had crashed on 3 Jun 68 at approximately 145/105/89. One of the survivors walked 20 kilometers from the crash site to summons help after assisting the first survivor and pilot, blinded and badly burned, to a clearing about 300 meters south of the crash. On the basis of information provided by the first survivor, the second survivor had been sighted from an aircraft at 1700L, 4 June, and was observed to have waved at the aircraft, but was unable to communicate further. An early morning take off was planned for 5 June as low lying clouds and fog were forecast to burn off at 0900 to 1000L. At 0615L, 5 June, Nail 39, who was in the area, reported the weather was 8000' broken. Two Lao interpreters and a physician, who were standing by, were called and Jolly Greens 36L and 37, along with Sandys 5, 6, 9 and 10 were airborne at 0655L. Weather enroute was patchy stratus, visibility at flight altitude (3500' MSL) was good. The Jolly Greens arrived in the area at 0805L and were immediately cleared for a low level search by Sandy 5 who, being with Nail 39, had been surveying the area for hostile forces. The inert survivor was almost immediately sighted and Jolly Green 36 dumped fuel and came to a high hover over the clearing. There appeared to be enough clearance to set the helicopter down, rather than discharge the crew on the forest penetrator. The slope was too great to land the aircraft on all three gears; therefore, a nose-wheel hover was held throughout the recovery. The survivor was dead on arrival. After gaining approval from appropriate authority, his body was brought on board at 0829; all forces departed the area at 0839. The delay was incurred while one of the Lao interpreters talked to a ground party in the immediate vicinity. Weather in the recovery area and enroute to Ch 89 was patches of stratus, scattered rain showers and 7 mile visibility. Jolly Greens 36 and 37 landed at Ch 89 at 0955L. Radio discipline and cooperation of all forces was excellent. No hostile activity was encountered nor aerial refueling utilized.
3. (U) Name of the survivor was: Warrant Officer Le, Royal Lao Air Force.

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

JOLLY GREEN 36 (LOW)

RCC Maj Richard A. Wagner
RCCP Maj Dean H. Williams
FE Sgt Kelly D. Day
RS Sgt Don A. Beasley

JOLLY GREEN 37 (HIGH)

RCC Maj Gerald C. Haynes
RCCP Capt Glen A. Lintner
FE Sgt Narciso A. Otero
RS Sgt Richard A. Petroski


RICHARD A. WAGNER, Maj, USAF
Rescue Crew Commander

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