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DEPARTMENT OF THE AIR FORCE  
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)

AFPC SAN FRANCISCO 96337

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON 31 DEC 74

REPLY TO  
ATTN OF: 370

SUBJECT: Mission Narrative Report (1-3-60, 6 Jun 68) (6)

8 JUN 1968

37C

TO: JSARC

IN-TURN

~~CONFIDENTIAL~~

1. (U) This report is submitted in accordance with ARRSN 55-2/3 ARRGp Sup 1, dated 15 Apr 1968.

2. (C) JG 31 and 27 were scrambled from Quang Tri at 0140Z 6 June 68 to assist Hobo flight 16 and 17 (A1E). They were reported down 330/15/85. Nail 21 was OSC and had established voice communications with Hobo 17A. Fighter aircraft were orbiting the scene. The survivor stated that he was not receiving any ground fire and his location was on a mountain peak. Nail gave the on scene weather conditions as clear, wind calm, pressure altitude 5400ft. temperature 85°. Calculations indicated that by dumping as much fuel as mechanically possible, there was still an 8% deficit in power available than that required to hover OGE. These computations were substantiated by JG 27. The OSC was informed that a hoist could not be effected under the existing conditions. Nail 21 determined that the terrain was unsuitable for the survivor, who was already injured, to move down the mountain. A USMC H53 was on scene with capability of hovering OGE, however he was not equipped with a rescue hoist. The Jolly Greens arrived on scene at 0205Z. Hobo 17A was sighted on a 5200ft. peak when he flashed his signal mirror. JG 31 made a low reconnaissance pass to evaluate the feasibility of a partial landing on a rock pinnacle. A landing attempt was deemed impossible, however it was noted that the temperature was lower than originally quoted. Density altitude was 7200ft. 90% power was available and 94% power required to hover OGE. It was determined that a 10kt. wind would make it possible to make the recovery. There were very good escape routes from the peak, therefore it was determined that an attempt should be made to effect the recovery. Fuel was dumped to the limits of the dump system and the fuel gages indicated 550lbs. remaining in each tank. The weight of JG31 at this point was 17,400 lbs. An approach was commenced and a 50ft. hover was established with approximately 88% torque and 102% Mr. The hover was quite difficult to maintain due to the lack of hover references and judicious collective pitch application requirements. When the penetrator reached the survivor, he held it and shook his head as if he were not sure what to do next. The penetrator was raised and then lowered again to the survivor. He put the strap on and lowered one seat, but did not sit on it. He was hoisted using the penetrator as a rescue sling. At 0230Z the survivor was safely aboard JG 31. Jg 31 departed immediately for Khe Sanh maintaining an altitude of 6000ft. Because of the urgency of the fuel situation, JG 31 was forced to pass almost directly over an enemy 37MM gun emplacement enroute to Khe Sanh. When radio contact was established with Khe Sanh, the tower advised that JP fuel was not available. JG 31 proceeded to LZ Stud at 090/09/85 where jet fuel was obtained. After refueling JG 31 returned to Da Nang where the survivor was released to medical personnel.

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JG 27 remained at the crash site to search for other survivors. The search effort ended with negative results.

2. (C) Survivor: Capt Edward E. Kirkpatrick, FV3155045
3. (C) CREWS OF JOLLY GREENS:

JOLLY GREEN 31 (Low)

Mixon, Lonnie L. Lcdr, (USCG)   
Byrd, William B. Jr, Capt  
Beland, Duane I., Sgt  
Stanaland, Joseph S., Sgt

JOLLY GREEN 27 (High)

|      |                             |
|------|-----------------------------|
| RCC  | Eagan, lance A., Lt. (USCG) |
| RCCP | Dillon, Joseph J. Capt      |
| FE   | Carter, Odell, Sgt          |
| RS   | Locker, James D., Sgt       |

*Lonnie L. Mixon*

Lonnie L. Mixon, Lcdr, USCG  
Rescue Crew Commander

GROUP 4

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after 12 years

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FROM: 4OARRS/Capt Cayler/2687

1-3-60-6 Jun 68

12 June 1968

SUBJECT: Mission Narrative Report (07/12/28, 7-8 June 1968) (U)

TO: 4OARRS (O)  
4OARRS (C)  
3rd ARRGp (JSARC)  
IN TURN

Classified by \_\_\_\_\_  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS  
DECLASSIFIED ON SPC 76

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

2. (S) At 0330Z on 7 June 1968, Jolly Green 68 was notified by JSARC to launch from Ubon to a location 10 $\frac{1}{2}$ /330° from CHANNEL 85 (Khe Sanh) to recover the aircrews of Hobo 16 and 17. Jolly Green 68 requested A1E escort aircraft to provide protective cover from CHANNEL 51 (Ubon) to the recovery site. Spads 11, 12 and 13 were assigned for escort through the extremely high risk areas to the west and south of Khe Sanh. Jolly Green 68 rendezvoused with the Spads approximately 30 miles north of CHANNEL 72 (Saravane TACAN). Scattered layers of clouds and isolated thunderstorms were encountered enroute to the recovery area. Jolly Green 68 arrived in the Khe Sanh area at 0440Z, and Spad 11 and 12 began a reconnaissance for enemy activity prior to committing the helicopter to the recovery attempt. No ground fire was observed. The crashed aircraft were located about 200 yards below a 5200 foot peak, and were separated by about 100 yards. The second site was about 100 yards below and to the north of the first. Both crash sites were in heavy jungle growth with large boulders scattered throughout the area making subsequent ground movement extremely difficult. The lower site was checked first. Two hover attempts were made at a high gross weight, but were unsuccessful. Queen advised that fuel was available at Khe Sanh, so Jolly Green 68 dumped fuel to attain a gross weight that would permit hovering. It was determined that the crashed aircraft at the lower site was totally disintegrated, and it was obvious to the entire crew that nothing could be recovered from this site. The aircraft was maneuvered to the upper site, and a hover established. The wreckage at this site was observed to be more intact, with parts of the wing, fuselage and tail section recognizable. A Pararescueman (RS) was lowered to the ground to conduct a search of the crash site. Due to the potentially hostile environment, the aircraft was hovered approximately 27 minutes during which time a body was found by the RS. UHF radio failure aboard Jolly Green 68 made communications with the ground impossible. The RS signaled by visual means that another RS would be needed to remove the body from the wreckage. With the second RS assisting on the ground, the deceased crewman was secured aboard the helicopter. After the two RS's were hoisted aboard, Jolly Green 68 departed the area for Khe Sanh. The extended hover reduced fuel to a critical stage, although enough remained to recover at Khe Sanh. Enroute to Khe Sanh, the rescue helicopter was informed by Spad 11 that fuel was not available at this

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location, but a landing zone (LZ) at 7 $\frac{1}{2}$ /1750 from CHANNEL 85 (Khe Sanh) did have fuel. A landing was made at the LZ, and after some discussion with Marine troops, it was determined that fuel was available, but they were under mortar attack. It was recommended that Jolly Green 68 evacuate the LZ, however this was not feasible due to low fuel. Several mortar rounds were observed exploding in a supply dump close to the refueling area. The aircraft was shut down and the crew evacuated to nearby shelter. After the initial barrage ended, the aircraft was repositioned to permit refueling. During the refueling operation, the LZ again came under attack and all crew members except the pilot and Flight Engineer (FE) were sent to cover. It became apparent that the single point pressure refueling was not operational. The crewmen under cover obtained a gravity feed hose and assisted the FE in refueling by that means. During the refueling, a wounded Marine was delivered to the aircraft. Upon completion of the refueling, Jolly Green 68 made an immediate departure for CHANNEL 89 (NKP) as originally directed. Spads 11 and 12 were forced to separate as escort aircraft and return to home base due to low fuel. Spad 13 continued to escort Jolly Green 68 to the recovery base. While enroute to NKP, Queen directed Jolly Green 68 to deliver the wounded Marine to Khe Sanh and return to the crash area for a search of the lower site. Jolly Green 68 advised Queen that this could not be done due to malfunctioning communications and navigation equipment. In addition, the Spad escort was nearing an emergency fuel state. The aircraft were approximately 90 miles east of CHANNEL 89 at this time. Queen advised that Blue Chip had directed Jolly Green 68 to proceed to CHANNEL 77 (Da Nang) for disposition of the deceased crewman and the wounded Marine. The helicopter was directed to remain over night at CHANNEL 77 and return to the crash area the following morning. A landing was made at CHANNEL 77 at 0930Z. The deceased crewman and wounded Marine were turned over to medical authorities. After landing, the RCC contacted Queen by telephone and it was confirmed that he would return to the lower site the following morning for an attempt to identify the wreckage. On the morning of 8 June an intelligence briefing was obtained prior to departure for the crash area. Launch was at 2350Z. Spads 11, 12 and 13 were assigned as escort aircraft for the mission. The forces arrived in the crash area at 0100Z. Spad aircraft had discovered no enemy activity, and the helicopter was cleared in. Fuel was dumped to reduce the aircraft gross weight. Two attempts were made to hover over the wreckage, but were unsuccessful due to severe turbulence. Two low passes were then made over the upper site in an attempt to identify the aircraft tail number. This was successful and the number (2667) was passed to Queen. Jolly Green 68 relayed to Queen that nothing more could be accomplished under the existing conditions, and an immediate departure was made to Quang Tri for refueling. Jolly Green 68 landed there at 0145Z. During refueling Queen advised that the mission had been suspended. At 0200Z Jolly Green 68 departed Quang Tri for CHANNEL 70 (Udorn) with Spad escort. Because of deteriorating weather and low fuel, the escort aircraft returned to their home base when Jolly Green 68 was 30 minutes from CHANNEL 89. At a position

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approximately 11NM/102° from CHANNEL 89 tracers were observed on the right side of the aircraft. The helicopter was at 10,000 MSL at this time. Evasive maneuvers were initiated and a border crossing into Thailand accomplished at 0220Z. The mission was terminated at Udorn RTAFB at 0320Z.

3. (C) The evacuee was H. F. Juergens, Sgt., 1270731.

4. (U) Crew of Jolly Green 68:

RCC, Captain Russell L. Cayler  
RCCP, Captain Joseph A. Panza Jr.  
FE, Sergeant Robert T. Winblad  
RS, Sergeant Tommy W. Meyer  
RS, Sergeant Michael M. Dodd  
AP, Sergeant Stephen Jacobs

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

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Mission Narrative, 1-3-60, 6 Jun 68

1. At approximately 0130Z 6 June 1968, Crown 4 received a call from Waterboy GCI that 2 A-1E's, Hobos 16 and 17, were down at position 315 degrees 11NM from the Khe San tacan. Nail 21 and Hobos 18 & 19 were over the scene and were in radio contact with Hobo 17A. Neither Hobo 16 or 17 was sighted and Nail 21 was of the opinion the two aircraft had turned into the wrong vally and impacted the ground.
2. Jolly Green 27 and 31 were scrambled from Ch. 103, Nail 21 was designated on scene commander and Hobo 18 and 19 provided rescap although no ground fire was observed. High performance rescap was a Sullivan flight and Gunfighters 03 & 04.
3. JG 31 made a successful pickup of Hobo 17A at 0240Z and after landing at Khe San for fuel, transported him to DaNang for treatment of cuts and bruises.
4. A search of the crash scene was continued by JG 27, Nail 21, 15 and 13 plus Spads 11, 12 & 13 but it had negative results. All SAR forces were withdrawn at 0445Z and the effort terminated.

DONALD F. COYNER, LtCol, USAF  
Acft Commander

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686-002

37ARRSq Hist, Apr-Jun 1968

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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. JO 07 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. Jents, 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. JO 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 Preston B. Dasher, 1st Air Cav, USA and Major Dean Martick, 11th Avn Gp, 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 REPORTED down 15 miles



37ARRSq Mist, Apr-Jun 1968

17.

northwest of Khe Sanh. One survivor was located on a mountain peak at an altitude of 5400 feet. Performance calculations indicated that a Hover OGE was impossible and the terrain was unsuitable for landing. Fuel was again dumped to the absolute minimum and hover was entered with only 4% reserve power. The survivor was hoisted using the penetrator as a rescue sling and was taken to LZ Stud where badly needed fuel was obtained. Capt Edward E. Kirkpatrick was the survivor.

(21)(U) 1-3-62, 9 Jun 1968. Jolly Greens 33 and 23, strip alert aircraft at DaNang, were scrambled to recover two pilots of an Army Mohawk downed the previous evening 35 miles southwest of DaNang. A PAC in the area had radio contact with both pilots but was having difficulty locating their exact position. The first pilot was sighted near a river in dense jungle and the rescue was effected with minimum difficulty. The second pilot was located ten minutes later and hoisted aboard. The survivors were Major Hubert F. Benton, USA and SP4 James H. Baird, USA.

(22)(U) 1-3-63, 9 Jun 68. A total of six Jolly Green helicopters were used on this mission to recover a downed pilot 37 miles west of Rue. Jolly Green 22 and 23 were scrambled from DaNang and proceeded with the A-1's to the area where a PAC was already directing air strikes around the survivor. The entire area was reported to be extremely hostile with automatic and