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	GRADE	SIGNATURE	DATE
			1st Col Newton DOCC
			4114 9 June 68
			TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER
			<i>William H. Stewart</i> WILLIAM H. STEWART, Colonel, USAF
			Chief, Command and Control Division
			TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR
CS	BGen		
VC	MGen		
C	Gen	<i>George</i>	JUN 10 1968

Aircraft Loss, 9 June 1968 (U)

1. (S) BACKGROUND: At 1121H, during the SAR effort for the pilot of Master 01, 7AF CC was advised that Hudson 02/F4D/UBN, was down approximately 4 miles off the coast, 17 miles north of the DMZ. The aircraft was hit by 37MM and began burning as the pilot headed towards the Gulf of Tonkin. Jolly Green 07, orbiting over the water, observed the crew members' descent. Both were recovered in good condition at 1126H and taken to Quang Tri.

2. (S) SEQUENCE OF EVENTS:

- a. 1121H - 7AFCC was advised that Hudson 02 had bailed out at 350/25 from Dong Ha. Two good chutes were observed by Jolly Green 07.
- b. 1123H - Jolly Green 07 waiting for the crewmembers to land in the water.
- c. 1126H - Jolly Green 07 has recovered both crewmembers in good condition.
- d. 1140H - Jolly Green 07 arrived at Quang Tri.

2. (S) AIRCRAFT AND CREW DATA:

- a. Aircraft:

- (1) Call Sign - Hudson 02.
- (2) Type - F4D.
- (3) Tail Number - 66-8746.

- b. Pilot:

- (1) Name - Major ~~James~~ C. Bergman, FV3027415.
- (2) Total Flying Time - 3431.7
- (3) Total Fighter Time - 1284.4
- (4) Total F-4 Time - 233.6
- (5) Total Missions - 81.

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

Log by time rec 09/18/30

7AFHQ FORM 4

PREVIOUS EDITION OF THIS FORM MAY BE USED UNTIL STOCK IS EXHAUSTED

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



REPLY TO
ATTN OF: 370

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SUBJECT: MISSION NARRATIVE REPORT (1-3-61, 9 June 68) (U)
Classified by 37C
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS
DECLASSIFIED ON 31 Dec 74

TO: JSARC
IN TURN

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

2. (U) This narrative is presented in sections based upon the individual call sign of the Jolly Greens as there were many aircraft involved in the mission.

a. (C) JG 22 & JG 27:

JG 22 and JG 27 were scrambled from Quang Tri at 0915Z 8 June to Participate in the recovery of a downed F105 pilot (Master Lead) at 327/25/CH 109. Both aircraft were directed to hold feet wet because of the extreme hostile activity in the vicinity of the survivor. Numerous air strikes were called in to suppress the heavy ground fire. Spads 11 & 12 experienced intense Automatic Weapons and 37mm fire which could not be suppressed. Misty 31 (F4C) notified Crown 4 that the 37mm sites could not be located and until such time as they were, and destroyed, the Spads and Jolly Greens had little chance of surviving in the area. At 1100Z, Blue Chip RPT'd all forces. JG 22 & 27 returned to CH 77

b. (C) JG 07, JG 28, & JG 29:

JG 07 and JG 28 were scrambled from Quang Tri at 0055Z 9 June to participate in the recovery of Master Lead who was downed the previous day. Both aircraft held in orbit feet wet. Spads 11 & 12, Sandy's 05 & 06 were scrambled to provide support. Misty 11 was the on scene Control for high performance aircraft that were to destroy the enemy gun positions around the downed pilot. At 0255Z JG 28 experienced a primary servo failure and returned to Quang Tri for maintenance, and subsequently was assigned to Mission 1-3-63. He was replaced by JG 29, who was diverted from the morning orbit. At 0322Z Hudson 2, an F4C, was hit and caught fire. Both pilots remained with the aircraft until over the water and then ejected. JG 07 & JG 29 had visual contact with the F4C from the time it was hit until the pilots bailed out. Both pilots were picked up immediately by JG 07 two miles off the coast. The PJ used the boat hook supplied by the Coast Guard in recovering the survivors. This technique proved very effective in that there was no problem of equipment becoming tangled with either the pilots or the helicopter. At 0330Z both pilots were flown to Quang Tri after which JG 07 assumed the low position and JG 29 the high position for the Master Lead SAR effort. JG 31 was diverted from the afternoon Orbit to back up the other two aircraft. At 0515Z Sandy 5 recommended JG 07 attempt a pick-up. JG 07 & JG 29 penetrated the North Vietnamese Coast at 6000' between Pork Chop and Butterfly Lakes on a heading of 270°. Very heavy 37mm fire was encountered while crossing Route 1 with a heavy concent-

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ration of fire from several positions primarily directed toward JG 29. Both helicopters immediately turned to the East and still flying through heavy gun fire proceeded to the orbit position over the water. High performance aircraft were again called into the area to try and suppress the enemy gun fire. JG 07 and JG 29 proceeded to the destroyer about 20 NM out to take on fuel.

c. (C) JG 31:

Jolly Green 31 was scheduled for the afternoon orbit which take-off time was 0330Z. Prior to rotor engagement, JG 31 was notified by Pot Belly that the orbit mission was cancelled. Queen subsequently directed JG 31 to participate in the recovery of Master Lead. JG 31 proceeded feet wet to the rendezvous area at 350/25/109, arriving at 0425Z. Visibility was 40NM with clear skies. Sandy 05 was on-scene commander, Sandy 06, Spad 11, and Spad 12 were Rescort. JG 07 who was scrambled from CH 103, was low position, JG 29 was high position, and JG 31 was backup. The 3 Jolly Greens held feet wet thereafter, while Misty 31 directed strikes into the area. Some of the call signs of the high performance aircraft were, Gunfighter, Tico, Ring Neck, Pancho, Ozark, and War Hawk flights. These aircraft laid CBU 24 into gun positions spotted by Misty 31. At 0530Z, JG 29 departed the rendezvous area to refuel. JG 31 assumed high position. At 0550Z, JG 07 proceeded to the destroyer for fuel. JG 31 assumed low position. At 0605Z JG 29 returned to the rendezvous area and assumed high position. At 0610Z, Sandy 05 proposed that another attempt at rescue be made. JG 31 penetrated the coast just North of Butterfly Lake at 2000'. After continuing inland for approximately 41M, JG 31 turned left to a southeasterly heading for another 41M to reach the survivor. The R33F dumped fuel to 80% per tank as JG 31 closed on the survivor's area. JG 31 took heading directions from Sandy 05, Spad 12, and the survivor. JG 31 did not see the smoke from 2 day flares, however, as JG 31 passed over the survivor and executed a 360° right turn, the RCC of JG 31 saw the white smoke of the night end of one of the flares. A final approach to the North toward the flare was established. On final, the survivor was spotted waving his arms in 8 to 9 foot bush growth. A low hover was established over the pilot. As the aircraft came to a hover, the survivor mounted the forest penetrator. The survivor was in the cabin within 30 seconds. While in the hover, the RCCP fired his M-16 at armed enemy forces located approximately 75 yards from the helicopter. As climbout was begun, the FE fired the right hand M-60 at a suspected enemy location while the PJ cared for the survivor. JG 31 proceeded to feet wet, retracing the inbound route. JG 31, 29, & 07 proceeded to CH 103 landing at 0715Z, where Master Lead was transferred to JG 07 for transport to CH 77. JG 31 & 29 assumed alert at CH 103. At CH 103 battle damage assessment of JG 31 revealed one hit in the Doppler antenna area. The survivor's location was YD030954. His left arm and back were sore. He was extremely well controlled and helpful during the pick up using good voice, smoke, and penetrator procedures. } HIT

3. (C) Aircraft involved:

MISTY 31-F100, SANDY 05 & 06-A1E, SPAD 11 & 12-A1H, GUNFIGHTER FLT3-F4D, OZARK FLT-F105, TICO FLT-F4D, PANCHO FLT, WAR HAWK FLT, RING NECK FLT.

GROUP 4

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after 12 years

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4. (C) SURVIVORS:

JG 07- MAJ WILLIAM H. BERGMAN, FV 302745, 8 TFW (AG), 1LT DAVID A. WILLETT,
FR 3195368, 8 TFW, (NAV).

JG 31- MAJ CARL B. LIGHT, 34 TFS, BOX 656, APO S.F. 96288.

5. (C) CREW LIST:

<u>JG</u>	<u>RCC</u>	<u>RCCP</u>	<u>FE</u>	<u>RS</u>
22	Maj Dander	Capt Wiegard	SSgt Bowers	Sgt Casbeer
27	Lt Sagan	Capt Greer	SSgt Dodgen	Sgt Walker
28	Capt Griggs	Capt Hagen	Sgt Carter	Sgt Cassidy
07	Maj Simpson	Capt Hannan	Sgt Honer	SSgt Spears
29	Capt Oliver	Maj Wester	A1C Sykes	Sgt Gallasch
31	Maj Olsen	LCol Klinkert	SSgt Bowers	TSgt Smith

Don Olsen

Don P. Olsen, Maj, USAF
Rescue Crew Commander

GROUP 4

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the area had been worked over, Jolly Green 24 refueled and returned for another approach. Just as JG 24 transitioned to a hover, intense ground fire was reported by the FE and an exit was initiated. Jolly Green 33 started an approach into the area after suppression had been dropped on both sides of the survivor, only to be driven off again by ground fire. The FE of Jolly Green 33 observed the survivor partially covered by the parachute and no movement was observed. The mission was terminated.

(23)(U) 1-3-61, 9 Jun 68. A total of six Jolly Green helicopters were used on this mission to recover a downed F-105 pilot (Master Lead) 25 miles northwest of Dong Ha. Jolly Green 07 and 28 were scrambled from Quang Tri and Jolly Green 29 was diverted from morning orbit to a position off the coast while numerous air strikes were called in to suppress the extremely heavy automatic weapons and antiaircraft positions in the area. JG 28 experienced flight control failure and returned to Quang Tri for maintenance, and subsequently was assigned to mission 1-3-63. An F-4 was hit during one of the strikes and caught fire. Both pilots remained with the aircraft until over the water and then ejected. Jolly Green 07 and 29 had visual contact and both pilots were picked up immediately by JG 07 two miles off the coast. The pilots were flown to Quang Tri after which JG 07 rejoined JG 29 for the SAR effort. JG 31 was diverted from the afternoon orbit to back up

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the other two aircraft. JG 07 and 29 penetrated the North Vietnamese coast to attempt a pickup and were met with very heavy antiaircraft fire from several positions. Both helicopters returned to a position off the coast while high performance aircraft were again called into the area to try and suppress the enemy ground fire. JG 07 and 29 proceeded to a destroyer to take on fuel that was located just off the coast. JG 31 assumed low position and, when JG 29 returned from refueling, another attempt was made. Jolly Green 31 penetrated the coast and managed to get into the area of the survivor. On final, the survivor was spotted waving his arms and a low hover established. He was immediately hoisted aboard and Jolly Green 31 proceeded off the coast, retracing the inbound route. Survivors were Major William H. Bergman (AC), and 1LT David A. Willett (Nav) from the F-4 and Major Carl B. Light (Master Lead), all USAF.

(24)(U) 1-3-64, 23 Jun 68. Jolly Green 10 was on the morning orbit when a call was received from an F-105 in distress. Jolly Green 10 headed for the general area and was joined by Jolly Green 21, a Quang Tri alert aircraft that was proceeding westward into Quang Tri and also heard the distress call. The pilot of the F-105 ejected about 10 miles south of Dong Hoi and 4 miles offshore. Voice contact was established and steers were obtained from the

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At 0910Z 8 June an F105 Master lead was reported downed by ground fire @ 326/22 Ch 109 by Busty 51 (FAC). Good chute - beeper - voice. JG 27-22 and Spad 11-12-13 launched Ch 77. Busty 51 advised wx good, heavy ground fire. Worked 10 flights. Hayfire, Sidewinder, Streetcar, Spuds, Locust, Fresno, Hornet, Tampa, Nash, Bobbin. Busty 51 put in 8 flights in attempt to suppress gnd fire. C-4 held Nash & Bobbin for recovery effort. Held JG feet wet and Spads entered area to locate survivor. Spad 11 had to pull out for heavy gnd fire & suspected battle damage. Spad 11 advised area too hot for JG and darkness approaching. Blue Chip directed all forces RTB. JG27-22, Spad 11-12-13 to Ch 77. C-4 to Ch 83.

Benson

Rauhe

Schroer

Green

Litton

Marcotte

Keller

Vickery

GROUP-4
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Mission Nr 1-1-61

Date 9 Jun 68

1. This narrative report is submitted IAW 3rd Group Reg _____ and covers the recovery of the pilot of Master 01, downed 8 June 1968 at 327/25-109 and the pilots of Hudson 2, downed 9 Jun 1968 at 350/26-109 while supporting the recovery of Master 01.

2. Crown 4 launched on normal orbit; weather enroute was not a factor; weather in recovery area was 8000' broken to overcast, visibility good - weather not a factor. Contact was first made with Master 01 by Misty 11 and Gunfighter 5 at approx 0042Z via beeper. At 0045Z Misty reported voice contact with Master 01 who reported that he was 400 yds east of 37mm sites. Misty 11 reported visual sighting of Master 01's position and 37mm sites; he requested high performance aircraft with hard ordinance and Jolly Greens and Sandys to stand by. Strike aircraft were requested from Hillsboro, Panama, Waterboy, Queen; Harbormaster offered aircraft which were accepted. First available aircraft were equipped to strafe only, but at 0141Z Goose flight made first bomb runs, and thereafter aircraft with CBU and bombs were available until the AAA sites were silenced and Master 01 recovered. 120 separate flights were used; paragraph 3 lists C/S of strike aircraft in approximate sequence in which they were used. JG28/07 on orbit for Master 01 and JG29 on orbit Romeo. Sandy 5/6 on scene at 0230Z; Spad 11/12 on scene at 0315Z. JG28 air aborted at 0243Z due hydraulic malfunction. Requested them to fix and return; Called in JG 29 from Romeo orbit. JG28 subsequently diverted to Crown 1 for JG23 which was downed by ground fire. At approx 0200Z Pingot 2 reported possible hit; checked aircraft as OK and continued with mission. At 0320Z Hudson 02 was downed by ground fire; bailed out off shore; both pilots recovered by JG07 at 0328 and taken to channel 103. Both were O.K. At 0425 JG 07/29/31 Sand 5/6, Spad 11/12 were ready to proceed inland to Master 1. Misty 11 and Sandy 5 had checked the route and reported it clear. At 0430 SAR forces started in but were blocked by previously silent gun site which began firing on JG 07: no hits

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taken. Forces were pulled back to safe area and more strike aircraft used to knock out the AAA sites. At 0625 SAR forces proceeded in to Master Ol's position; pickup by JG 31 was at 0628; pilot appeared O.K.; no hits taken by SAR forces. JG 31 proceeded to Channel 103, picked up two Hudson pilots and RTB channel 77.

3. Forces Used: Misty 11/21/31/41, Gunfighter 5/6, Shark, Goose, Gunfighter 1-4, Pignut, Zebra, Bandit, Jury 203, Hellborne, Cactus, Manus, Ringneck, Hellborne 518, Hellborne 215, Vegas, Pancho, Sorehead, Cheetah, Gunfighter, Shirttail, Chippy, Ringneck, Hellborne 379, Hudson, Lowcase 302, Olds, Gunfighter 13/13/15, Hudson, Ozark, Lowcase 10, Honeybee, Lowcase 1e, Chippy 10, Chippy 15, Cobalt, Cheeta, Gunfighter 9-12, Calside, Cobra, Honda, Cheetah, Sandy 5/6, Spad 11/12, JG 07/29/31

4. Crown 4 Crewlist

RCC Capt Boatright

CP Capt Ulm

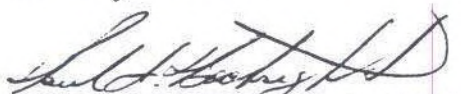
N Capt Vick

RO Sgt Best

FE TSgt Butler

FE SSgt Tidd

LM SSgt Newell


PAUL A BOATRIGHT, Capt, USAF
RCC

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PG 2 OF 2 PAGES

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picked up the pilot injured in his ejection and landing and more recently by bomb fragments from Rescap working close to him. Alltogether 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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was knocked out but made it to the Gulf of Tonkin to bail out and became a "routine" pickup for the Jolly's. At 0625Z, approximately seven hours after the renewal of effort on the ninth, Jolly Green 31 picked up Master and took him to Quang Tri. This huge effort required 120 sorties for a successful conclusion.¹¹

Success is not an absolute, thus Crown and the rescue forces had to measure themselves as much by what they could not do as what they could. And on many occasions the obstacles to success were insuperable. One such occasion was also on 9 June 1968 during the attempt to rescue Hellborn 215, a Marine A4 pilot who had been shot down south of Tchepone, Loas, near the Loas-RVN border. All day the rescap forces bombed and strafed the area around the downed man who could be seen sitting on the ground beneath his parachute hanging in a tree above him. He had a broken leg and a badly injured arm, and reclined crookedly under his chute-umbrella while wave after wave of fighter-bombers tried to clear the area around him of hostile forces. Each time the Jolly's would go in to attempt a pickup, the enemy who had retreated into their holes during the hose-down would come out and fire on the rescue chopper.

11. Mission Narrative (Master 01) (S) Page 92

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In the afternoon one Jolly was shot down exploding on impact killing the entire crew. Crown 1 was replaced by Crown 2; both worked feverishly to insure rescue forces cycled in smoothly, instructions passed concisely and accurately, tankers were available for the fast movers, and helicopters positioned for the instant prosecution of and opportunity. After a few hours voice contact was lost with Hellborn, apparently unconscious. Another Jolly was hit and limped north to Khe Sanh. A riot gas attack was attempted by the Spads ALE's. The Jolly's went down through the gas with a pararescueman poised to go down the hoist line to retrieve the man. As soon as the chooper neared the ground, automatic weapons fired from batteries less than 200 meters from Hellborn's position. Frustrated, the rescue forces pulled out. The survivor, still under his parachute, was mute spectator to the drama in which he was the central character. The fighter bombers continued to assault the ground with a tremendous variety of ordnance and delivery techniques, but as light faded so did hope. Just after dark, the Commander of 7AF ordered the SAR forces to return to their respective bases, and prepare for a resumption in the morning. Hellborn 215 was never seen or heard from again.¹²

12. Mission Narrative (Hellborn 215) (S) Pages 95, 96

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June 1	U	Lt Col Thacker assumes command of 39 ARRSq relieving Lt Col Costello.
June 2	U	Lt Col Costello departs Tuy Hoa for McChord assignment.
June 10	U	OL-1 at Udorn and Det 2, 39 ARRS at Clark officially disbanded.
June 11	U	Lt Col Wesley assumes command of 39 ARRSq relieving Lt Col Thacker. Lt Col Thacker becomes Operations Officer.
June 9	U	Master OL mission. 120 sorties necessary to rescue survivor.
June 25	U	Lt General Wilson, Vice Commander of MAC visits 39 ARRSq.
June 27	U	First 39 ARRSq HC-130P, 65-993 to receive IRAN inspection departs for WRAMA.

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SUPPORTING DOCUMENT #13

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CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS

TO

EARNEST D. CASBEER

Sergeant Earnest D. Casbeer distinguished himself by heroism in connection with military operations against an opposing armed force as an HH-3E Rescue Specialist near the A Shau Valley, Republic of Vietnam on 9 June 1968. On that date, Sergeant Casbeer flew over hostile territory to attempt the rescue of a downed United States Air Force pilot from one of the most heavily defended areas in Southeast Asia. Six previous rescue attempts had been driven off with intense hostile ground fire resulting in one helicopter shot down and two damaged. With complete disregard for his own personal safety, Sergeant Casbeer volunteered to be deployed into the hostile area to assist the downed pilot in his rescue. When intense ground fire forced the withdrawal, Sergeant Casbeer manned his machine gun and helped suppress the hostile ground fire until his aircraft reached safety. The outstanding heroism and selfless devotion to duty displayed by Sergeant Casbeer reflect great credit upon himself and the United States Air Force.

Master 01 SAR

8 June 1968

(Tape provided courtesy of George Marrett and Don Condra)
Additional data provided by Mr. William Forsyth

Master 01

68/06/08 F-105D 61-0055 388th TFW Korat

Maj Carl Light Pilot Rescued

Master 01 was hit while pulling off target, the pilot called he was hit and steering for water, but lost control and ejected in North Vietnam, five miles north of Finger Lake (vic YD 066 931). Hudson 82, an F-4D out of Ubon was lost during the SAR effort, the crew Maj William Bergman and 1Lt David Willett were rescued.

The tape starts with Jolly Green 28 attempting a pickup of Master 01. JG 28 calls ground fire and then calls that he is exiting the area. All SAR forces withdraw on a heading of 280 degrees to fallback and regroup. Jolly Green 31 now assumes the pickup role and another attempt begins after Misty 41 (tape bird) puts in some strike flights on the gun positions. Sandy 05 is low Sandy. During the pickup you can hear the sound of the JG when Master 01 talks in his survival radio.

The players:

Misty 41 - F-100F fast fac (tape records mission)

Sandy 05-06 (low Sandy team)

Sandy 09-10 (escorting JG 28)

Jolly Green 28 (first pickup Jolly Green)

Jolly Green 24 (paired with JG 28)

Jolly Green 31 (actual pickup bird)

Covey 265 (slow fac O-2?)