

LAOS ANALYST LEAD SHEET

JOLLY 23

VIETNAM CASE: 1206

RANK & NAME(s): SSGT HOLDEN, ELMER L.
POSITION: -01 FLIGHT ENGINEER VEHICLE/#: HH-3E/67-14710
SGT LOCKER, JAMES D.
STATUS: INVESTIGATE -02 PARARESCUEMAN CALL SIGN: JOLLY GREEN 23
CAPT YEEND, RICHARD C.
PROVINCE: SALAVAN -03 CO-PILOT DATE/TIME: 9 JUN 68/1127G
LTJG RITTICHIER, JACK C.
DISTRICT: TA-OY -04 PILOT (SAR LOG) (UTM/(GEO): 48Q YD 24 03
(POSSIBLY) SAMOUAY (161756N 1070548E)

UNIT: USAF, 37 AEROSPACE RESCUE
AND RECOVERY SQUADRON,
DANANG AB, RVN; LTJG RITTICHIER,
U.S. COAST GUARD, ASSIGNED TO THE
37TH ARRS ON AN EXCHANGE PROGRAM.

MAPS: SERIES L7014, 6441-IV, 1:50,000, EDITION 3-TPC, A LOUI
SERIES L1501, NE 48-16, 1:250,000, EDITION 6, HUE
SOVIET SERIES E-48-143

J223 ANALYST: MR. BILL FORSYTH

ORDNANCE ONBOARD: UNKNOWN, NORMALLY WOULD HAVE BEEN ARMED WITH 2 X 7.62MM
MINI-GUNS.

AIRCRAFT IDENTIFICATION FEATURES: SIKORSKY "JOLLY GREEN GIANT"; FUSELAGE
LENGTH 16.69M (54.75 FT) X CABIN WIDTH 1.98M (6.5 FT); 2 X G.E. T58-GE-5
ENGINES #285227 AND 285228; FIVE-BLADE MAIN ROTOR 18.9M (62 FT) DIAMETER,
FIVE-BLADE TAIL ROTOR 3.15M (10.33 FT) DIAMETER.

OTHER IDENTIFICATION FEATURES: NONE.

BASIC CIRCUMSTANCES:

- ON 9 JUNE 1968, THE HH-3E WITH A CREW OF FOUR WAS ATTEMPTING TO RESCUE A
DOWNED MARINE AVIATOR NEAR THE LAO/VIETNAM BORDER WHEN IT WAS HIT BY GROUND
FIRE. THE AIRCRAFT ATTEMPTED TO LAND IN A CLEARING, BUT EXPLODED WHEN IT
TOUCHED DOWN, THERE WAS NO EVIDENCE OF SURVIVORS.

DOCUMENTATION COMMENTS:

- LTJG RITTICHIER WAS THE FIRST USCG KILLED IN ACTION IN SOUTHEAST ASIA AND
IS THE ONLY USCG SERVICEMEMBER UNACCOUNTED FOR IN THE WAR.

- THERE IS NO AF FORM 484 FOR THE INCIDENT, THE CREW WAS DECLARED DEAD
THREE DAYS AFTER THE INCIDENT AND A 484 WAS ONLY REQUIRED FOR MIA CREWS.

(UPDATED 28 JULY 1998)

- 1206 CONTINUED

- JOINT TEAMS HAVE EXTENSIVELY INVESTIGATED THIS CASE AND PCIT CASE 1205 IN THE SRV IN THE AREA OF THE RECORD LOCATION WITH NEGATIVE RESULTS. AN ENTRY IN THE SEARCH AND RESCUE LOG INDICATES THE HELICOPTER WAS SHOT DOWN 260 DEGREES, 35 NAUTICAL MILES, FROM TACAN CHANNEL 69 AT HUE-PHU BAI, WHICH PLOTS TO YD 24 03, WHICH IS IN LAOS, ACROSS THE BORDER FROM THE RECORD LOCATION. ANOTHER ENTRY IN THE SAR LOG FOR THE LOCATION OF THE INDIVIDUAL (CASE 1205) THE HELICOPTER WAS ATTEMPTING TO RESCUE ALSO PLOTS TO THIS SAME AREA IN LAOS. (REF: 3RD AEROSPACE RESCUE AND RECOVERY GROUP SEARCH AND RESCUE LOG, 9 JUNE 1968, ENTRY 0427Z)

- THE GROUP 559 DOCUMENT HAS FIVE ENTRIES FOR THE UNIT WHICH APPEARS TO HAVE SHOT DOWN THE CASE 1205 AIRCRAFT. AN ENTRY (BOGUS CLAIM) FOR THE COMPANY ON THE DAY PRIOR TO THE 1205/1206 INCIDENT DATE HAS THE NOTATION "STOPPED TO FIGHT ENROUTE TO SOUTH VIETNAM". THE NEXT ENTRY AFTER THE 1205/1206 INCIDENT IS 19 DAYS LATER AND CORRELATES WELL WITH THE CASE 1218 SHOT DOWN, WHICH OCCURRED IN LAOS. BASED ON THIS INFORMATION, THERE IS A POSSIBILITY BOTH THE 1205 AND 1206 INCIDENTS TOOK PLACE IN LAOS RATHER THAN VIETNAM.

- THERE HAS BEEN DOG TAG AND REMAINS REPORTING ON LTJG RITTICHER.

PREVIOUS INVESTIGATIONS:

- FROM 9 TO 21 MAY 1994, DURING THE 29TH JFA IN THE SRV, IE2 INVESTIGATED CASE 1206 IN HUE CITY, A-LUOI DISTRICT, AND HUONG HOA DISTRICT, THUA THIEN-HUE AND QUANG TRI PROVINCES. THE TEAM INTERVIEWED TWO WITNESSES IDENTIFIED IN REFUGEE REPORTS AS HAVING POSSESSION OF REMAINS AND AN IDENTIFICATION TAG ASSOCIATED WITH THE CASE. BOTH WITNESSES DENIED HAVING REMAINS, BUT IDENTIFIED TWO RESIDENTS OF PHU OC HAMLET, PHONG AN VILLAGE, PHUONG DINH DISTRICT, WHO ALLEGEDLY RECOVERED REMAINS FROM A CRASH SITE IN A-LUOI DISTRICT. THE TEAM INTERVIEWED ONE OF THOSE RESIDENTS WHO DENIED RECOVERING ANY REMAINS FROM THE CRASH SITE. HE SAID HE SCAVENGED A CRASH SITE AND RECOVERED A DOG TAG FROM THE SITE IN QUANG TRI PROVINCE. THE WITNESS REFUSED TO LEAD THE TEAM TO THE CRASH SITE, SAYING HE COULD NOT REMEMBER THE WAY. THE TEAM QUESTIONED LOCAL RESIDENTS IN THE AREA OF THE CRASH SITE INDICATED BY THE WITNESS, WITH NEGATIVE RESULTS. THE TEAM SEARCHED A 500 X 500 METER AREA AT THE RECORD LOCATION WITH NEGATIVE RESULTS. (REF: CDR JTF-FA DET ONE BANGKOK TH 280147Z MAY 94; SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE 1206)

- ON 27 JUNE 1994, DURING THE 30TH JFA IN THE SRV, IE2 REINVESTIGATED CASE 1206 IN A-LUOI DISTRICT. THE TEAM REINTERVIEWED THE WITNESS, BUT HE STILL COULD NOT RECALL THE LOCATION OF THE CRASH SITE. (REF: CDR JTF-FA HONOLULU HI 281743Z JUL 94; SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE 1206)

- ON 3 JULY 1995, DURING THE 36TH JFA IN THE SRV, A JOINT TEAM INVESTIGATED CASE 1206 ALONG ROUTE 14B IN A LUOI DISTRICT. THE TEAM CANVASSED RESIDENTS FROM MARKER 14 TO MARKER 34 WITH NEGATIVE RESULTS. (REF: CDR JTF-FA HONOLULU HI 031718Z AUG 95; SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE 1206)

REMAINS:

- CILHI 0229-89: THESE REMAINS WERE TURNED OVER BY A LAO REFUGEE (T89-295) WHO CLAIMED THEY (AND ANOTHER REMAINS T/O) CAME FROM LAOS, BUT COULD PROVIDE NO FURTHER INFORMATION. THE SOURCE PROVIDED DOG TAG TYPE INFORMATION FOR LTJG RITTICHIER (AND ONE OTHER INDIVIDUAL WHO IS NOT UNACCOUNTED FOR OR KIA). THE REMAINS CONSISTED OF ONE MACERATED HUMAN CRANIAL FRAGMENT. IT COULD BE FROM AN ADULT, BUT NOTHING ELSE COULD BE DETERMINED.

POTENTIAL WITNESSES:

- NONE

SPECIFIC REQUIREMENTS:

- IN TA-OY AND POSSIBLY SAMOUAY DISTRICT, SALAVAN PROVINCE, INVESTIGATE THE CASE 1206 SEARCH AND RESCUE (SAR) LOG LOCATION (48Q YD 24 03). INVESTIGATE AT ANY VILLAGES IN THE AREA. A GROUND SEARCH IS NOT REQUIRED.

J223 RECOMMENDATIONS:

- SURVEY ANY CRASH SITES KNOWN TO VILLAGERS THAT HAVE NOT BEEN PREVIOUSLY VISITED BY JOINT TEAMS, UNLESS THEY CAN UNQUESTIONABLY BE CORRELATED TO A KNOWN OPERATIONAL LOSS.

COMMENTS:

- LAOS GROUND LOSSES 0598, 0608, 0763, 1191, ALONG WITH SRV GROUND LOSS CASES 1445 AND 1447, ALSO TOOK PLACE IN THIS AREA, BE ON THE LOOK OUT FOR INFORMATION TO THESE INCIDENTS.

07/28/98

Refno	Mission Date	Service	Vehicle Type	Vehicle Number	Ctry	UTM
OPERA	69/07/14	USA	AH1G	6815075	VS	48Q YC155957
JOKER		700310	WRECKAGE	FUSELAGE?		48Q YC215955
				OLD??		
623019			AIRCRAFT	P RUWAI	LA	48P YC220984
OPERA	69/05/13	USA	OH6A	6716281	VS	48Q YC280958
JOKER	69/05/13	690513	LOH	BANSHEE 12		48Q YC287953
JSARC	67/05/10	ARMY	H34			48Q YC280980
JSARC	67/12/22	USMC	F4			48Q YD150010
COMPRE	68/12/18	681218	A6	MILESTONE		48Q YD157019
				405		
JSARC	68/12/18	NAVY	A6	MILESTONE		48Q YD157019
				405		
1447-0	69/05/23		GRND	#	VS	48Q YD159039
OPERA	70/10/10	USA	AH1G	6815161	VS	48Q YD152052
OPERA	71/11/07	USA	OH6A	6607891	VS	48Q YD154067
OPERA	70/02/19	USA	AH1G	6815154	VS	48Q YD154086
0598-	95/01/26	95-3L	INVEST	B KOUTAI	LAO SL	48Q YD165027
0608-	95/01/26	95-3L	INVEST	B KOUTAI	LAO SL	48Q YD165027
0763-	95/01/26	95-3L	INVEST	B KOUTAI	LAO SL	48Q YD165027
1191-	95/01/26	95-3L	INVEST	B KOUTAI	LAO SL	48Q YD165027
0763-0	67/07/12		GRND	#	LA	48Q YD177031
0763-	95/03/15	95-4L	SEARCH	RECORD	SL	48Q YD177031
				LOCATION		
0598-0	67/02/21		GRND	#	LA	48Q YD188011
0598-	95/03/15	95-4L	SEARCH	RECORD	SL	48Q YD181024
				LOCATION		
0598-	95/03/15	95-4L	LZ	LZ USED BY	SL	48Q YD181024
				TEAM		
0608-0	67/03/06		GRND	#	LA	48Q YD180036
0608-	95/03/09	95-4L	SEARCH	RECORD	SL	48Q YD180036
				LOCATION		
REFCON	000000	K840323	GRAVE	SECOND HAND	VS	48Q YD200000
OPERA	68/05/01	USA	OH6A	6607810	VS	48Q YD233082
1153-0	68/05/01		OH6A	7810	VS	48Q YD233082
1191-	95/03/14	95-4L	LZ	LZ USED BY	SL	48Q YD243021
				TEAM		
1191-0	68/05/23		GRND	#	LA	48Q YD258028
1191-	95/03/14	95-4L	SEARCH	RECORD	SL	48Q YD259028
				LOCATION		
1701-0	71/02/10		OH6A	17765	VS	48Q YD257076
REFCON	770000	M820141	GRAVE	FIRSTHAND	VS	48Q YD253090
REFCON	770000	M820142	GRAVE	FIRSTHAND	VS	48Q YD253090
REFCON	770000	M820143	GRAVE	FIRSTHAND	VS	48Q YD253090
REFCON	770000	M820144	GRAVE	FIRSTHAND	VS	48Q YD253090
OPERA	67/07/06	USA	CH54	6414206	VS	48Q YD255095
1132-0	68/04/19		CH54	14205	VS	48Q YD255095
1145-0	68/04/25		GRND	#	VS	48Q YD255097
1205-1	68/06/09		A4E	151080	VS	48Q YD269056

Page No. 2 SEARCH RESULTS; SEALOSS search of 7 kms
 07/28/98 around 48QYD230030

Refno	Mission Date	Service	Vehicle Type	Vehicle Number	Ctry	UTM
OPERA	70/01/12	USA	DH6A	6716365	VS	48Q YD261068
OPERA	68/04/25	USA	CH47	6413152	VS	48Q YD261087
OPERA	67/06/25	USA	CH47	6413153	VS	48Q YD261087
OPERA	68/04/19	USA	UH1H	6616799	VS	48Q YD261087
1205-0	68/06/09		A4E	151080	VS	48Q YD273053
OPERA	70/12/16	USA	DH6A	6716594	VS	48Q YD279087
OPERA	68/04/23	USA	UH1H	6616555	VS	48Q YD279087
1750-0	71/05/28		DH6A	16670	VS	48Q YD284087
1135-0	68/04/19		CH47A	19063	VS	48Q YD291087
1135-1	68/04/19		CH47A	19063	VS	48Q YD292086
OPERA	68/04/23	USA	UH1H	6616567	VS	48Q YD296087
NAVY	68/07/14	USAF	F100C	542004	VS	48Q YD296087

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UPDATE

VIETNAM CASE: 1206

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(POSSIBLY) SAMOUAY (161756N 1070548E)
(USSOCOM POINT 1): 48Q YD 22275 03476
(161818N 1070435E)
(POINT 2): 48Q YD 23464 03274
(161811N 1070515E)

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(UPDATED 18 DECEMBER 1998)

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- 1206 CONTINUED

- IN SEPTEMBER 1998, THE U.S. SPECIAL OPERATIONS COMMAND AT HURLBURT FIELD, FLORIDA, PRODUCED A FLIGHT SIMULATION BASED ON THE EVENTS SURROUND CASE 1205 AND 1206. THREE WITNESS OF THE 1205 AND 1206 INCIDENTS WERE FLOW IN THE SIMULATOR AND PROVIDED THE THREE POSSIBLE COORDINATES OF THE LOSS LOCATION (YD 22275 03476; YD 23464 03274; YD 23132 00904). (REF: MEMO FROM USSOCOM)

- ON 15 THROUGH 18, 22, AND 23 OCTOBER 1998, DURING JFA 99-1L, THE INVESTIGATION ELEMENT (IE) CONDUCTED AN INVESTIGATION OF PRIORITY CASE 1205 IN SAMOUAY DISTRICT, SALAVAN PROVINCE, LPDR. THE IE INVESTIGATED AT ONE VILLAGE, INTERVIEWED THREE WITNESSES, AND SURVEYED ONE CRASH SITE IDENTIFIED BY THE VILLAGERS WHICH DID NOT CORRELATE TO CASE 1205. THE TEAM ALSO FOUND EVIDENCE OF A POSSIBLE GROUND LOSS NEAR THE CRASH SITE WHICH DOES NOT CORRELATE TO CASE 1205. ON 17 OCTOBER 1998, THE IE SEARCHED AN AREA IDENTIFIED BY A U.S. WITNESS (YD 232 009), BUT DID NOT FIND ANY EVIDENCE OF A CRASH SITE OR BURIAL SITE. THE TEAM POSTPONED THE REMAINDER OF THE INVESTIGATION UNTIL A FUTURE JFA. DUE TO THE RUGGED TERRAIN IN THE AREA AND ADVERSE WEATHER CONDITIONS, TWO OF THE THREE SUSPECTED CRASH SITE LOCATIONS RECENTLY IDENTIFIED BY U.S. WITNESSES AND THE SEARCH AND RESCUE LOG LOCATION COULD NOT BE SEARCHED ON THIS JFA. (REF: CDR JTF-FA HONOLULU HI 241712Z NOV 98; SUBJ: DETAILED REPORT OF INVESTIGATION OF PRIORITY VIETNAM CASE 1205)

REMAINS:

- CILHI 0229-89: THESE REMAINS WERE TURNED OVER BY A LAO REFUGEE (T89-295) WHO CLAIMED THEY (AND ANOTHER REMAINS T/O) CAME FROM LAOS, BUT COULD PROVIDE NO FURTHER INFORMATION. THE SOURCE PROVIDED DOG TAG TYPE INFORMATION FOR LTJG RITTICHER (AND ONE OTHER INDIVIDUAL WHO IS NOT UNACCOUNTED FOR OR KIA). THE REMAINS CONSISTED OF ONE MACERATED HUMAN CRANIAL FRAGMENT. IT COULD BE FROM AN ADULT, BUT NOTHING ELSE COULD BE DETERMINED.

POTENTIAL WITNESSES:

- NONE

SPECIFIC REQUIREMENTS:

- CONDUCT GROUND SEARCHES OF THE AREAS (YD 22275 03476 AND YD 23464 03274) IDENTIFIED BY U.S. WITNESSES DURING COMPUTER GENERATED FLIGHT SIMULATIONS CONDUCTED BY THE U.S. SPECIAL OPERATIONS COMMAND AT HURLBURT FIELD, FLORIDA, IN SEPTEMBER 1998.

- IN TA-OY AND POSSIBLY SAMOUAY DISTRICT, SALAVAN PROVINCE, INVESTIGATE THE CASE 1206 SEARCH AND RESCUE (SAR) LOG LOCATION (48Q YD 24 03). INVESTIGATE AT ANY VILLAGES IN THE AREA. A GROUND SEARCH IS NOT REQUIRED.

J223 RECOMMENDATIONS:

- SURVEY ANY CRASH SITES KNOWN TO VILLAGERS THAT HAVE NOT BEEN PREVIOUSLY VISITED BY JOINT TEAMS, UNLESS THEY CAN UNQUESTIONABLY BE CORRELATED TO A KNOWN OPERATIONAL LOSS.

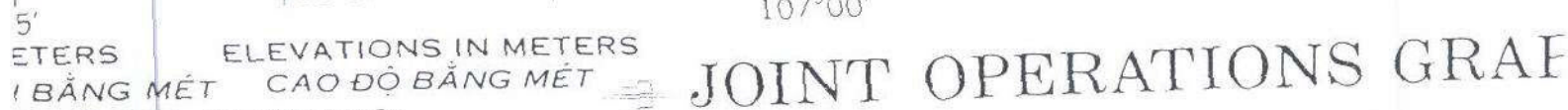
- 1206 CONTINUED

COMMENTS:

- LAOS GROUND LOSSES 0598, 0608, 0763, 1191, ALONG WITH SRV GROUND LOSS CASES 1445 AND 1447, ALSO TOOK PLACE IN THIS AREA, BE ON THE LOOK OUT FOR INFORMATION TO THESE INCIDENTS.

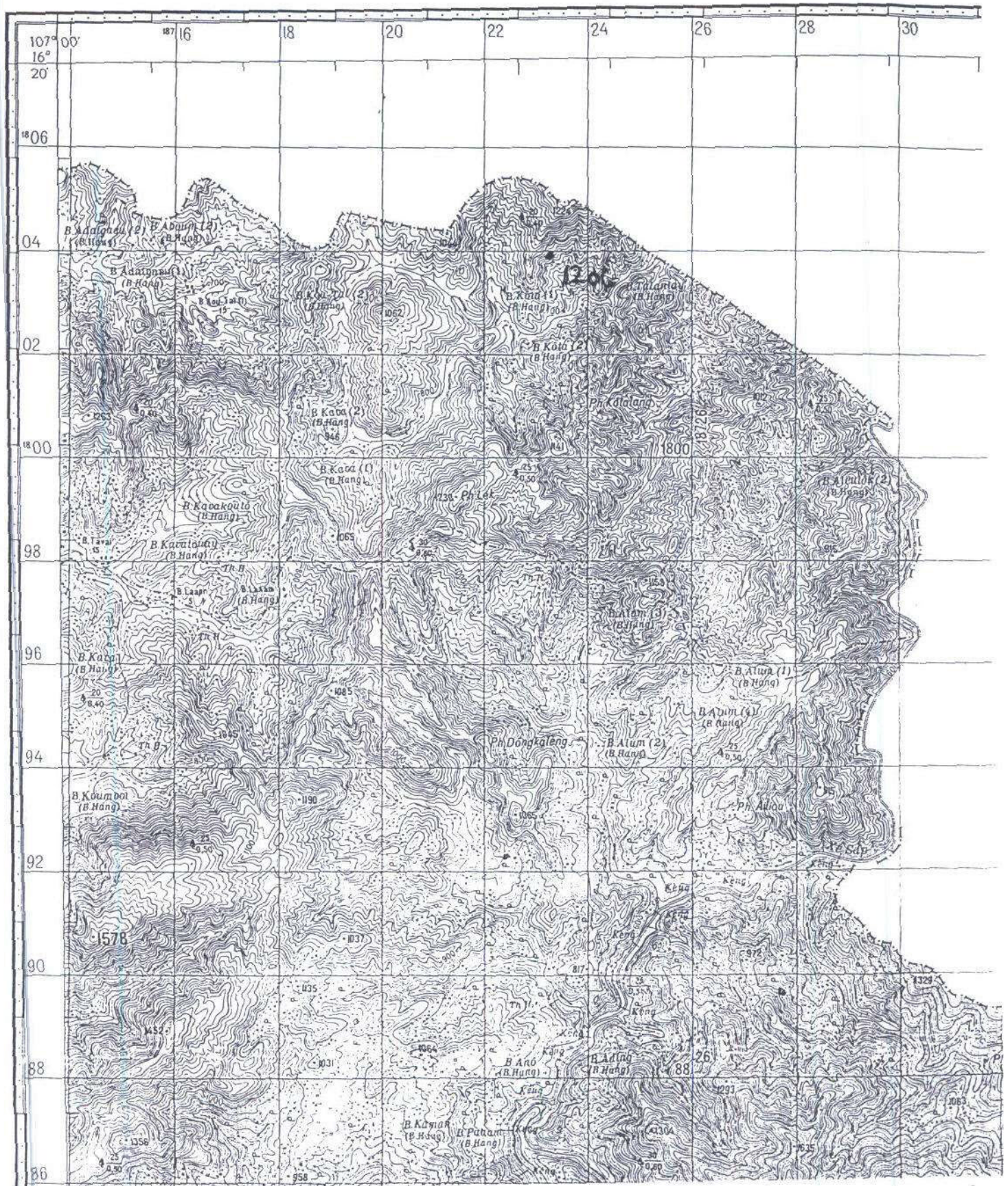


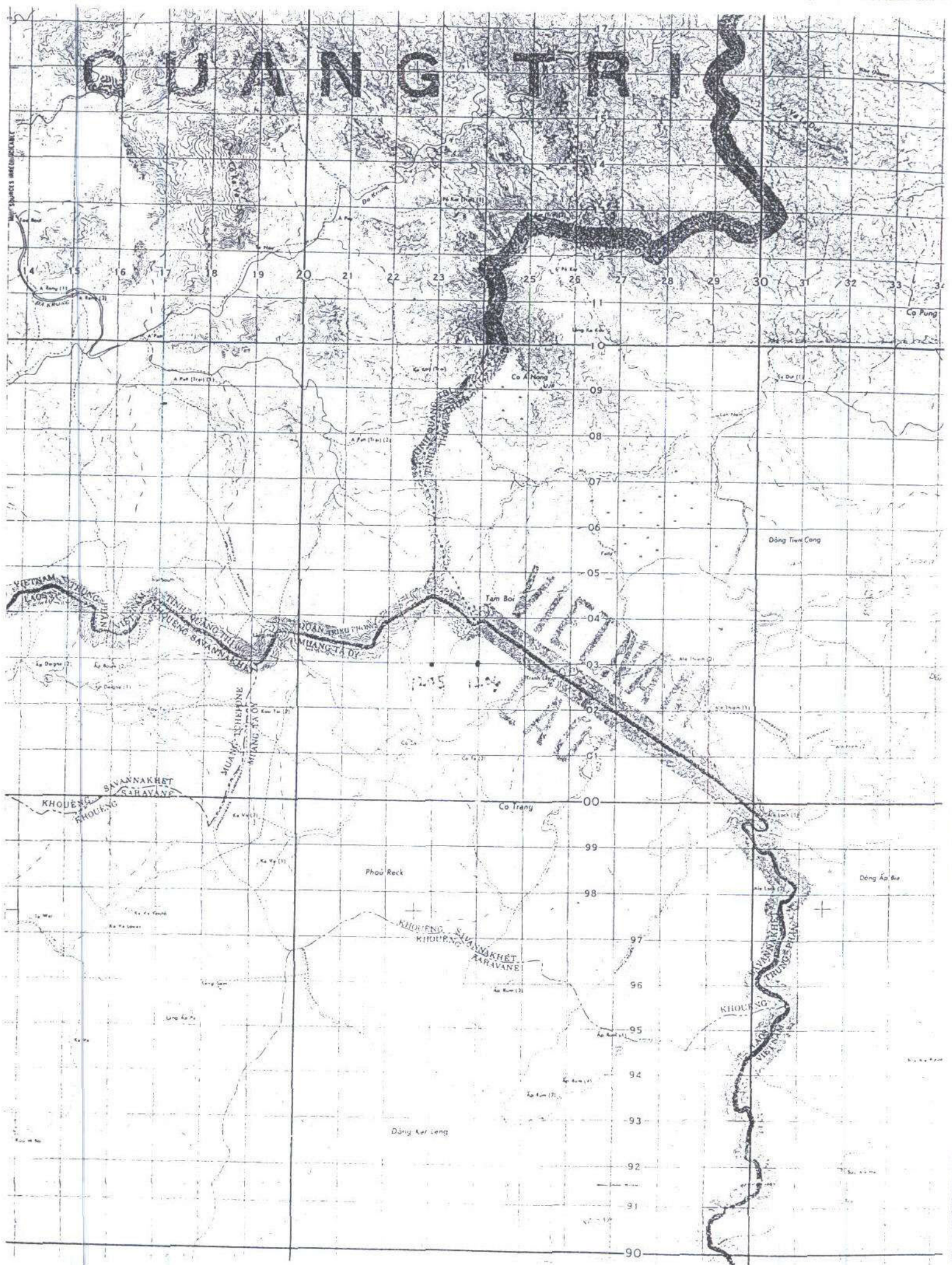
Scale Tỷ lệ 1:50.000

[illegible]

JOINT OPERATIONS GRAF

Système de coordonnées de Vientiane





C. ON 11 MAY 2002, WHILE INVESTIGATING A SCHEDULED CASE (REF A), THE IE FLEW TO BAN TAHLO-NUA (TALO1HNYA) (48Q YC 102 922), TA-OY DISTRICT, AND INTERVIEWED FIVE INDIVIDUALS WHO PROVIDED THE FOLLOWING INFORMATION:

(1) WITNESS ONE:

- (A) NAME: PATEU (PHZO1THY) (NO LAST NAME, NLN) .
- (B) AGE: 50 YEARS OF AGE (YOA) .
- (C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: BAN TAHLO-NUA (TALO1-HNYA); LIFELONG RESIDENT, EXCEPT FOR MILITARY SERVICE IN VIETNAM.
- (D) CURRENT OCCUPATION: FARMER.
- (E) RESIDENCE AT TIME OF INCIDENT: BAN TAHLO-NUA.
- (F) OCCUPATION AT TIME OF INCIDENT: VIETNAMESE COMMUNIST SOLDIER; SERVED AS A THUA THIEN HUE PROVINCE SOLDIER FROM 1973 UNTIL 1978.

(2) WITNESS TWO:

- (A) NAME: AHM OHA (NULLAMH MUA) (NLN) .
- (B) AGE: 50+ YOA.
- (C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: BAN TAHLO-NUA (TALO1HNYA); LIFELONG RESIDENCE.
- (D) CURRENT OCCUPATION: FARMER.
- (E) RESIDENCE AT TIME OF INCIDENT: BAN TAHLO-NUA.
- (F) OCCUPATION AT TIME OF INCIDENT: FARMER.

(3) WITNESS THREE:

- (A) NAME: AHM MAEN (NULLAMH MEEN) (NLN) .
- (B) AGE: 50+ YOA.
- (C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: BAN TAHLO-NUA (TALO1 HNYA); LIFELONG RESIDENT, EXCEPT FOR POLICE SERVICE IN VIETNAM.
- (D) CURRENT OCCUPATION: FARMER.
- (E) RESIDENCE AT TIME OF INCIDENT: BAN TAHLO-NUA.
- (F) OCCUPATION AT TIME OF INCIDENT: VIETNAMESE COMMUNIST POLICE; SERVED AS A VIETNAMESE COMMUNIST POLICE OFFICER FROM 1965 UNTIL 1978.

(4) WITNESS FOUR:

- (A) NAME: AHM HOUI (NULLAMH HOOJ) (NLN) .
- (B) AGE: 55 YOA.
- (C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: BAN TAHLO-NUA (TALO1 HNYA); LIFELONG RESIDENCE.
- (D) CURRENT OCCUPATION: FARMER.
- (E) RESIDENCE AT TIME OF INCIDENT: BAN TAHLO-NUA.
- (F) OCCUPATION AT TIME OF INCIDENT: FARMER.

(5) WITNESS FIVE:

- (A) NAME: AHM NGEUAT (NULLAMH NGEUT) (NLN) .
- (B) AGE: 50 YOA.
- (C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: BAN TAHLO-NUA (TALO1 HNYA); LIFELONG RESIDENT, EXCEPT FOR MILITARY SERVICE IN VIETNAM.
- (D) CURRENT OCCUPATION: FARMER.
- (E) RESIDENCE AT TIME OF INCIDENT: BAN TAHLO-NUA.
- (F) OCCUPATION AT TIME OF INCIDENT: VIETNAMESE COMMUNIST SOLDIER; SERVED AS A VIETNAMESE COMMUNIST SOLDIER FROM 1960 UNTIL 1970.

(6) COMBINED STATEMENT: THE WITNESSES HUNT AND FORAGE UP TO TWO DAYS WALK FROM THE VILLAGE, MAINLY IN THE MOUNTAINS TO THE SOUTH, AND HAD KNOWLEDGE OF TWO CRASH SITES.

(A) THE FIRST CRASH SITE WAS AN AIRCRAFT LOCATED ONE DAYS WALK SOUTHEAST NEAR BAN KABOUI (KAWBOOJ, YC 136 921). WITNESS FIVE SAW THE AIRCRAFT TRAVELING FROM THE NORTHWEST TO THE SOUTHEAST AND IT APPEARED TO BE SMOKING. WITNESS FIVE LATER WENT TO THE SITE AND DESCRIBED THE AIRCRAFT AS A HELICOPTER WITH EIGHT BLADES. HE NEVER SAW LIFE SUPPORT MATERIAL OR ANYTHING THAT WOULD INDICATE SOMEONE WAS LEFT IN THE AIRCRAFT. HE BELIEVED THE

KILOMETERS SOUTH OF BAN KABOUI. A SECOND ENTRY (0425Z) REPORTED THE KNIFE 34 HELICOPTER WAS DOWN 211 DEGREES/60 NAUTICAL MILES/FROM CHANNEL (TACTICAL AIR NAVIGATION/TACAN) 103 (QUANG TRI), WHICH PLOTS TO 48P XC 75 60, 50 KILOMETERS SOUTHWEST OF BAN KABOUI. THE KNIFE 34 HELICOPTER REPORTEDLY CRASHED AFTER ITS TAIL ROTOR HIT A TREE (0417Z). THE CASE 1206 HH-3E HELICOPTER CRASHED ON 9 JUNE 1968, WHILE ATTEMPTING TO RESCUE A CREWMEMBER OF AN A-4E AIRCRAFT (VIETNAM CASE 1205). THE DATE OF THE INCIDENT AND TYPE OF AIRCRAFT PROVIDED BY THE WITNESS ON THE 54TH JFA (98-4L, REF B) CORRELATES TO THE CASE 1206 INCIDENT, WHILE THE CIRCUMSTANCES OF LOSS OF THE KNIFE 34 HELICOPTER DO NOT CORRELATE TO HIS DESCRIPTION OF THE INCIDENT; HOWEVER, BAN KABOUI IS LOCATED 15 KILOMETERS SOUTHWEST OF THE SEARCH AND RESCUE LOG LOCATION FOR CASE 1206 WHICH LIMITS, BUT DOES NOT EXCLUDE, A POSSIBLE CORRELATION OF THE BAN KABOUI HELICOPTER CRASH SITE TO CASE 1206.

7. TEAM LEADER COMMENTS.

A. CONCUR WITH ANALYST COMMENTS IN PARAGRAPH 6.

B. HOST GOVERNMENT COOPERATION/SUPPORT: EXCELLENT AT ALL LEVELS. ALL OFFICIALS WERE VERY SUPPORTIVE IN EFFORTS TO ENSURE COOPERATION FROM ALL LOCAL VILLAGES.

8. DETACHMENT COMMANDER'S COMMENTS. CONCUR WITH ANALYST COMMENTS IN PARAGRAPH 6 AND TEAM LEADER COMMENTS IN PARAGRAPH 7.//

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7-JUNE-68
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3 ARRGp SAR LOG
FM JTFFA

07/0220/00
1557.8N/10714.8
YC 404 660-DUT AREA
09/0122/00
09/0225/00
09/0230/00
09/0231/00
09/0234/00
09/0235/00
09/0236/00
09/0237/00
~~09/0240/00~~
09/0240/00
09/0244/00
09/0246/00
09/0247/00
09/0250/00
09/0255/00
09/0255/00
09/0300/00
09/0303/00
09/0305/00
09/0307/00

HELLBORN 215 CR-4 HELBORN 215 DOWN NORTH ASIAN
Valley, Posit 225/37/69. JG-5 Scrambled From Ch-77
with SPAD 11+12, CR-4 moving over to AREA, ^{Ch-77} Good
M-L CR-4 Partridge Refueled AT 321/27/WHY PT "P",
HELLBORN CR-4 HELBORN 215 wingman still flying,
HELLBORN ACFT DOWN, C/S UNK. AREA IS HOT,
M-L CR-4 JG-28 ⁰⁷ Going FOR High Drink, JG-28 Going
NEXT,
HELLBORN Queen HELBORN 215 HAS TO RTB, They ARE
Getting PANAMA TO Divert ACFT TO Replace AS
Rescap. JG-23/33 + SPAD 01+02 Going TO
Area.
HELLBORN CR-1 FLT OF Marine Gunships, C/S
SCARFACE Going TO AREA.
M-L CR-4 Misty-31 in AREA. Misty-31 going
TO Give NATURE OF TERRAIN.
HELLBORN Queen JG-22 + ²³ ABN with SPADS 01-02
M-L CR-4 Terrain is Rolling Hills, Surv on TOP
OF Hill, WX Bottoms OF Ceiling 8,000, Black
underneath, AREA is Relatively FLAT + Surv Hiding
UNDER Bush.
HELLBORN TAC TRAIL-36 FAE Going TO AREA.
M-L CR-4 Chippy 507-512 Going TO AREA.
M-L Queen SPAD 11+12 ETA AREA 0325Z, JG-07
HAVING TROUBLE WITH Coupler FOR Refuel.
HELLBORN Queen Huey Gunships, SCARFACE ~~2~~ C-1 +
B-2 Almost in AREA,
Goose 7th ROOTS ACFT SHOT DOWN HIT + Going TO
Ch-77, did NOT Get There. 7th making Ramp Check.
M-L Queen JG-28 HAS HYD Failure, RTB + JG-28
will Replace.
HELLBORN Queen JG-22+23 were ABN Ch-77 AT
0250Z. 2 F-4's Sullivan FLT will go TO AREA.
M-L Queen Misty-31 wants TO have JG-3 + 3YS
GO IN AFTER AREA is Suppressed. Believes AREA will
Be SAFE AFTER FLTS in AREA, we Concur.
HELLBORN CR-1 Posit OF Surv 260/36/64
M-L Queen Gun Fighter 1-2-3-4 ABN 0300Z.
M-L Queen Goose, Nant's, Terry, Litch, HELBORN
+ G.F. 5+6. Expanding OR

09/0312/00
09/0314/00
09/0317/00
09/0318/00
09/0320/00
09/0322/00
09/0323/00
09/0325/00
09/0329/00
09/0333/00
09/0335/00
09/0340/00
09/0342/00
09/0345/00
09/0350/00
09/0354/00
09/0400/00
09/0400/00
09/0400/00

YD 226.026
1617.7N 10705.1
09/0400/00
09/0400/00
09/0400/00

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9 JUNE

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09/0312/00 ~~M-L~~ ~~HELBORN~~ Queen Vegas & LAN CASE FLETS GOING TO AREA.

09/0314/00 M-L Queen LOCUST FLEET IN AREA.

09/0317/00 Hudson & Queen 2 PUG Bailed out 2 Chutes, JG-07 HAS THEM IN SIGHT, FEET WETS

09/0318/00 HELBORN Saw Small ARMS & SO CRL FIRE IN AREA,

09/0320/00 Hudson JG-07 WAITING FOR SURV TO HIT WATER, POSIT. 350/20/109.

09/0322/00 HELBORN, CR-1 A Good Chute WAS SEEN, BUT NO CONTACT MADE WITH SURV, JG & SANDS WILL HOLD SAFE.

09/0323/00 Hudson JG-07 IN WATER MAKING PLU. JG-31 LAUNCHING CH-77 TO GO TO M.L. AREA.

09/0325/00 Hudson JG-07 PLU BOTH SURV, GOING TO CH-103 GOOD CONDITION. POSIT WAS 350/25/109. WINT DOWN DUE TO HOSTILE FIRE.

09/0329/00 HELBORN Queen FAE SPOTTED CHUTE ON GRD, NO VOICE OR BEEPER, SAR FILCS HOLDING SAFE, GND FIRE IN AREA & FAST MOVES GOING TO AREA.

09/0333/00 CR-2 ABON CH-83, JAP 0320Z.

09/0335/00 HELBORN TABC HAS GUN FIGHTER -07 & 3 MARINE. ACFT GOING TO LAUNCH FOR AREA, 2 F-4^s GUN FIGHTER 07, RING NECK 528 2 F-4^s & HELBORN 527 2A4^s.

09/0340/00 M.L. Queen JG-31 JOINING ABON 0340, ETA 0430Z.

09/0342/00 Hudson JG-07 ARR Q.T. 0340Z, WILL BE BACK AT M.L. SCENE 0400Z.

09/0345/00 HELBORN Queen SURV HAS BROKEN RIGHT LEG & LEFT HAND, THEY THINK FAE MADE THE VOICE CONTACT.

09/0350/00 M-L CR-4 misty -21 NOT TAKING ANY GRD FIRE, BELIEVES GUNS ARE SILENCED & WILL BRING IN JG & SANDS.

09/0351/00 M-L CR-4 misty FOUND ONE GUN STILL FIRING. WILL SILENCE IT NOW. JG-07 JUST LANDED CH-103, FIRST RPT WAS IN ERROR, ETD IS 0410Z. JG-29 WILL GO IN WITHOUT HIGH BIRD IF NEEDED BE. CHECKING NAVY TO SEE IF BIG MOTHER CAN GO TO AREA. NAVY SAYS IT WILL TAKE 40 TO 45 mins TO GET THERE.

09/0400/00 ⁰³⁰⁹ PASSED FREE TO COMBAT OSCO 0900Z.

09/0400/00 HELBORN CR-1 JG-3 GOING IN FOR PLU, SURV POPPING SHORE NOW. PJ WILL HAVE TO GO DOWN.

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9 June 68

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09/0401/CP

M-L Harbor Master Launching BM-71 FOR AREA.
JG-07/28 ETA FOR AREA 0425Z FAST MOVES
Trying to knock out the last Gun.

09/0405/CP

HELLBORN CR-1 JG-22/23 Bingo Coming up soon
Need other ACFT, Queen 00's not have them &
will have to A.R. if they can find a safe base.
HELLBORN JG-22 Going in for another try.

09/0407/CP

09/0413/CP

HELLBORN M.L. Queen wants two more SPADS from
CH-107, we are launching 54 9110 from CH-89
TO HELLBORN.

09/0415/CP

HELLBORN CR-1 JG-22 Did NOT make 2ND pass, he
is low on fuel, JG-23 still OK on fuel.

09/0417/CP

09/0419/CP

M.L. CR-4 JG-31 moving in to join JG-29 now.

M.L. CR-4 misty believes the Gun is knocked out
& they are discussing going in now.

09/0420/CP

M.L. Queen there is a "5" BAND LOCK ON in AREA
& NAVY sending 2 Iron hands.

09/0422/CP

HELLBORN Queen checking CR-1 for progress, sure
is hiding under chute

09/0425/CP

HELLBORN Queen JG-22 took hits & is believed
down in AREA.

09/0427/CP

JG-23 & HELLBORN, Correction JG-23 down with
A fire in the left rear fuselage. JG-22 going
to CH-85 for fuel, JG-28 diverting. CR-1 wants
high performance & slow maneuvers, 260/35/69

09/0430/CP

M.L. Queen JG-29/31 going in for fuel now.

09/0432/CP

JG-23 HELLBORN G.F. 16/17 Launching to AREA.
JG-28 ETA AREA 0435Z.

09/0437/CP

JG-23 HELLBORN, CR-1 HAS NEG REPT FROM JG crew.
Needs fast moves in 10 min.

09/0440/CP

M.L. CR-4 entire force getting ready to go in,
they have plenty of cover.

09/0442/CP

JG-23 Queen JG-23 looks like NEG surv, this is
rept by SPAD-01 who is checking again.

09/0443/CP

JG-23 HELLBORN CR-1 SPAD-02 took hit, SPAD
01 & 02 headed for CH-69, TACF cycling gunships
into AREA, holding a war hawk for SPAD.

09/0445/CP

JG-23 SPAD-01 Confirmed no surv & POB
JG-24 15 mins from AREA, JG-22 Refueling at CH-69
ETA 0510Z.

JG-28 AT SEA 2 HELBORN M.L.

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9 June 68

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09/0447/60 M.L. CR-4 2 JG^s Feet Dry Going in, One Feet wet, SY^s & SPADS escorting.

09/0452/60 Heliborn JG-23 Queen. Gunships & FAE^s only ACFT in Area along with FAST INJARS, SPADS on way to CR-69.

09/0455/60 M.L. CR-4 JG^s 2 in Area now, Battle cry, AH, working over a Gun now.

09/0457/60 Heliborn CR-2 HAS SPAD-02 in sight, ACFT incoming.

09/0503/60 Heliborn CR-1 Heliborn S14 Going in to Area, They need more FAST INJARS.

09/0505/60 M.L. Queen NAVY Iron Hand HAS "S" BAND LOCK FROM South of Posit, WANTS TO KNOW IF ITS FRIENDLY OR NOT

09/0506/60 Heliborn 2 F-4^s WAX HAWK 1112 going to AREA, WITH WAX TO WITH CB4^s.

09/0509/60 M.L. CR-9 MISTY-21 Coming OFF TANKER, JG^s still in AREA & SPAD will MARK THE LAST GUN FOR H.P.

09/0510/60 Heliborn CR-1 JG-23 ABN CR-69 GOING BACK TO AREA.

09/0512/60 M.L. Queen SPAD 1112 TRYING TO BLOW UP A Gun Position.

09/0512/60 Heliborn Queen JG-24 WILL RTB FOR FUEL WHEN JG-22 RETURNS TO AREA.

09/0515/60 Heliborn Queen SPAD 01+02 ARR SURELY CR-77 VICE CR-69.

09/0520/60 Heliborn CR-1 ONLY 205 RTB, TRAIL-33 NOW ON SCENE.

09/0524/60 M.L. Queen JG^s ARE FEET WET, SPADS WOULD NOT KNEE DOWN GUN, H.P. WORKING OVER GUN NOW.

09/0525/60 JG-23 - Heliborn Queen, SPAD 01+02 BOTH HAD HITS & FAE SAY JG-23 HIT GROUND ON FIRE & BROKE APART. BOTH SPADS GOT TWO HITS IN WINGS, ENG, PROP, FUSELAGE.

09/0534/60 M.L. Queen AS SOON AS HARBORMASTER RECEIVES BOMBING WILL COME DOWN & POSIT 360/20/109

09/0535/60 Heliborn Queen TRAIL 33 BINGO 0620Z, TRAIL 36 WILL REFUEL HIM.

09/0543/60 M.L. Queen BINGO FOR SY-5/6 & SPAD 11/12 0645Z.

09/0545/60 M.L. SY 5/6 RTN TO CR-77 TO REPAIR & LOAD, CR-4 WANTS MORE H.P. ACFT.

09/0547/60 Heliborn CR-1 HAS SY 9+10 ESCORTING JG^s, FAE

HAS H.P. WORKING OVER AREA.

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9 June 68

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09/0550/CP ~~SECRET~~ ~~CONFIDENTIAL~~ ~~TOP SECRET~~ OF H.P. ACFT, FLTS OF 2 F-4^s, COBRA

09/0555/CP

HONDA & CAICITE GOING TO AREA
M.L. Queen Misty-31 Fueling, JG-31 Fueling FOR
Fuel & H.P. will work over area, Voice still Good with
Surv.

09/0559/CP

09/0600/CP

HELLBORN CR-1 Bingo 1000Z.

M.L. Queen Misty-31 Getting Ready To Send Fires
IN FOR PLU TRY.

09/0601/CP

09/0603/CP

HELLBORN Queen TOLD CR-1 TO ATTACK COMBAT WITH SURV.

M.L. Queen SY 546 will ESCORT JG-31 INTO AREA NOW,
HAMBURMASTER ADV B.M. 71 NOT AVAILABLE YET.

09/0606/CP

HELLBORN Queen Area is Suppressed Enough
FOR A TRY, JG-28, SY 9+10 & SEARCHLIGHT Gunships going
IN FOR TRY

09/0604/CP

M.L. Queen Misty-31 Put Together A Daisy Chain OF
H.P. SY-546 & JG-31/29 GOING IN FOR PLU.

09/0611/CP

HELLBORN Queen Forces Pulling OUT, TACK GRD FIRE,
will work area over again, JG-28 Took Hits, Pulling
OUT OF AREA.

09/0615/CP

HELLBORN CR-2 JG-28 SAYS FIRE IS OUT & will TRY
& MAKE IT AS FAR AS HE CAN BEFORE HE HAS TO LIT BURN.

09/0618/CP

HELLBORN Queen JG-28 will Go AS FAR AS HE CAN,
JG-24 Escorting, JG-22 Holding High. JG-25, going Ch-77.

09/0620/CP

M.L. Queen SY 546 HAVE SURV IN SIGHT, JG-31/25
FEAT DRY IN AREA

09/0622/CP

HELLBORN CR-1 JG-28 LOST ENG, going Ch-77, CR-1
RPTS its going TO BE HARD & EXPENSIVE TO GET IT IN
OUT.

09/0624/CP

09/0626/CP

M.L. Queen Lead JG Just PASSED OVER SURV.

M.L. Queen Surv PLU & LOOKS IN GOOD SHAPE.
FORCES will RTB TO Ch-77 OR 103, Refuel & GO
TO HELLBORN AREA, JG-31 MADE PLU.

09/0627/CP

M.L. Queen JG-31 FEET WET, SY 546 SPAN 1112 GOING
TO Ch-77 TO Refuel & REARM.

09/0630/CP

HELLBORN COBY 265 BACK IN AREA & will need
FAST MOVERS, G.F. 344 Launching From Ch-77 & TACE
HAS more if needed.

09/0633/CP

M.L. Queen JG-31 will STOP Ch-77 PLU HURRY SURV
& GO TO Ch-77

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09 JUN 68

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09/0645/cd Sgt Crum found on duty Sgt Palazzo off duty Hellborn open msn

09/0645/cd Crm 1 req CBU & hard stuff beycled in every 20 min
Hellborn

09/0645/cd Hellborn Crm 1 JA-28 making approach to ch 85 this time

09/0648/cd Hellborn JA-28 landed ch 85 this time, JA-24 w/ him

09/0650/cd Hellborn GF abn this time

09/0651/cd Hellborn Crm 1 No contact w/ survivor believe he may be unconscious.

09/0652/cd Hellborn Crm 1 Spad 3 & 4 abn est area at 0745

09/0700/cd Hellborn Crm 1 Boxer, F-4's coming in w/ CBU & high drag

09/0702/cd Hellborn Crm 2 req use of spads w/CS agent. TACC will check with Pleiku

09/0705/cd Master Lead JA 31 landed ch 103 w/ Master Lead surv this time

09/0707/cd Hellborn TACC Spads w/cs agent will be ready in 1 hour

09/0712/cd Capt Voorhis on duty Capt Faulkner off duty Hellborn open msn.

09/0714/cd Hellborn TACC can provide 4 sorties cs will take about 2 1/2 hours

09/0716/cd Hellborn Covey 265 believes they have layed enough ordnance in that JA's can move in when JA-24 gets back

09/0718/cd Hellborn Crm 2 JA-24 est back in the area in 10 min

09/0728/cd Hellborn GF GF 3 & 4 out of area expended, Boxer should be coming in, GF 1 & 2 launch this time, another flt from CMB - Boxer 05

09/0730/cd Hellborn Crm 2 Spads 3 & 4 in the area now

09/0733/cd Hellborn Blue chip Pettycoat 07 will be avail to photo JA-23 wreckage

09/0734/cd Hellborn JA 33 & 37 will be abn in

09 JUNE 68

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09/0743/cd Hellborn Cmn 2 Boxer & Ringneck flts on scene now.

09/0745/cd Q Spads 11, 13, Sandy 05 & 06 AOCF bottle damage at ch 77

09/0748/cd Hellborn TACC 2 spads ready, w/ CBU 19 - CS - in about 15 min will launch when ready

09/0750/cd Hellborn JA 33 & 27 will be on scene about 0830 they have gas masks aboard

09/0754/cd Hellborn Cmn 2 JA 22 & 24 both on scene

09/0757/cd Hellborn Q Spad 01 believes its a trap. Lots of .50 Cal & 37 MM will need lots of suppression. Recommend SP 254 look over real close & if they draw fire, pull out

09/0802/cd Hellborn Cmn 2 will run a spad flt in front of JA's if feel it is too hot will call it off, if not will go in

09/0803/cd Hellborn Q hold JA's safe until SP makes run & have evaluation

09/0807/cd Hellborn Cmn 2 spads going in for eval run w/ CBU JA's holding safe

09/0811/cd Hellborn Q one spad went through area & picked up no gnd fire, feel its safe for JA. Go ahead & try. JA 24 will be Low bird.

09/0815/cd Hellborn Cmn 2 JA 24 about 1 mile out

09/0815/cd Q JA 07 landed ch 77 this time

09/0816/cd Hellborn Cmn 2 JA 24 took gnd fire is pulling out

09/0817/cd Hellborn Cmn 2 spads suppressing light gnd fire this time

09/0823/cd Hellborn Cmn 2 JA 22 & 24 pulling out Low fuel heading for ch 69

09/0844/cd Hellborn TACC 1 flt avail with napalm being scrambled. Q - 54 5 & 6 avail no drop tanks will go in expend

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09/0845/cd Hellborn TACC spads avail for ~~PR~~ PR

~~CONFIDENTIAL~~ 09 JUN 68 ~~CONFIDENTIAL~~ RECLASSIFIED

09/1009/cd Hellborn B.C. 11060 6667 airborne at 0958

09/1011/cd Hellborn Crn 2 56 went in for P/U had to pull out due to fire from ridges. Will try to lay down more CBV 19. POB is laying on and out of harness

09/1012/cd Hellborn Crn 2 56 33 pulling out due to low fuel

09/1016/cd Hellborn K to TACC need move napalm TACC will scramble 1 flt now, 1 flt in 15 minutes

09/1017/cd Hellborn Col Holman - pull SAR forces high have fast movers expand.

09/1024/Q Hellborn 3624 Rec. Mants ~~not talking~~ not talking not moving. He's well within pistol range of enemy. SAR forces taking fire from below POB & above POB. Correction - man is on ground in grey colored flying suit. Pull SAR out. Let anyone who has not expended ordnance expand on ridge then RTB

09/1026/Q HELLBORN Q relayed to Forces, RTB SAR forces

09/1058/Q Q 36-27 est ch 77 1125, 56-22 est ch 77 1135, 36-29 & 31 dep ch 103 at 1050 est ch 77 1145

09/1059/cd Q Crn 4 RTB this time est ch 83 1140

09/1109/cd Q Spad 03 landed ch 77 1100, Sp 1 & 2 est ch 77 1122

09/1128/cd Q Sp 1 & 2, landed ch 77 this time

09/1130/cd Q 36-22, 33, 27 landed ch 77 1125

09/1132/cd Q Crn 4 landed ch 83 at 1130

09/1133/cd HELLBORN Mission suspended as of 1057Z

09/1500/hr HAS PHILLIPS CAPT VORHIS & SGT CRANFORD OFF DUTY CAPT WHITE & SGT MARTIN ON DUTY

09/2050/hr PASSED - CANCELLED TO QUEEN

POMP "EXECUTE" T-ORBIT 0215-0300Z

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09/2205/00H HELLBORN: Q ADV. COVEY ACFT WILL BEIN VISUAL
RECE IN CONNECTION WITH OTHER MISSIONS DURING DAY.
09/2245/02 Capt ~~White~~ Sgt Martin off duty Capt Paul Loren
& Sgt Crawford on duty No open missions
09/2250/02 Trail 60 Down NW ch 109 near DMZ Water boy
working Covey in area now. Report Army
saw go in, No chute.
09/2259/02 Trail 60 Q Covey 265 & Covey 111 in area-try
ing to determine if there is a SAR objective.
type 01, Posit 340/12/109. JG 17 in area
this time
09/2302/02 Trail 60 Cvn 4 T60 downed by Naval gunfire
09/2308/02 Trail 60 Cvn 4 pilot KIA, has been
recovered by Friendlies
09/2316/02 Trail 60 Cvn 4 reports Trail 60 was
downed by ground fire
09/2345/02 Q JG 27 & 29 abn 2340 est ch 103 at
0030
09/2400/02 END OF DAY

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10 JUN 68

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10/0001/cd Hellborn, JG 23 Q Crn 4 reports Corey 265 checked area over, negative results electronic search, chute is gone, nothing in sight.

10/0034/cd Q JG 27 & 29 landed ch 103 this time
10/0342/cd Passed execute E orbit 0600-0630 to Q
Passed cancel T orbit to Comp
10/0512/cd Q JG 22 departed ch 85 w blades & chcks for ch 103 ETA 0515

10/0600/cd Hellborn, JG 23 Q Nail 44 has checked the area, no positive signs of life, no chute, WX clear

10/0605/cd Comp Crn 1 ETA CH 70 0615
10/0645/9M MAJ HAWTHORNE, MAJ PHILLIPS & SGT MARTIN ON DUTY. CAPT FULTNER SGT CRANFORD OFF. NO OPEN MSG'S

10/0702/4M PIGMENT - PUGEN ADV VICE SgDN REPORT ACFT DOWN, PRESENTLY TRYING VERIFY C/S & POON

10/0708/4M PN - ADV THAT PIGMENT 509 REPORT SIGHTING A/C WIRCKAGE @ POON 230/23/CH 69. ALSO SIGHTED THREE SMOKE FLARES 2 YELLOW & 1 RED. CON - WILL CHECK FOR ANY ACFT MISSING AND FURTHER ADV.

10/0730/4M PUGEN ADV SIGNAL 119 Army HELD STATES SMOKE FLARES ARE FROM FRIENDLY FORCE. NO A/C DOWN PR4 WILL RTN TO NORMAL ORBIT, FALSE REPORT. CLOSED.

10/0845/9M JG 28 PRESENTLY @ KHE SANH WITH B/DAMAGE WILL BE FERRY BY MARINE TRINE INTO CH 77 DNG ETA UNK.

10/1006/000 JG 27/29 RTB ZTA CH 77 1115Z ATA 1115Z CROWN 1 DEPART CH 77 ETA CH 83 1100Z

10/1046/8M CR4 RTB ETA CH 83 @ 1150Z - ATA @ 1110Z

10/1125/9M CR1 ABN CH 83 ZTH CH 102 1220Z ATA 1223Z

10/1140/9M CR1 ABN CH 102 ZTA CH 71 1200Z

10/1245/9M 37th ARS DNG ADV WX PREVENTED MARINES FROM FERRYING JG 28 FROM KHE SANH, IT

~~SECRET~~

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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

SUBJECT: MISSION NARRATIVE REPORT (1-3-63, 9 June 68) (U)

Classified by SLS
 14 JUN 1968
 SUBJECT TO DEPARTMENTAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS
 DECLASSIFIED ON 31 DEC 74
 IAW AFR 205-2

37C KK
 TO: JSARC
 IN TURN

Downgraded to CONFIDENTIAL

10 AUG 1971

IAW AFR 205-2

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

2. (S) On Sunday, 9 June, at 0225Z Jolly Green 22 (Low Position) and JG 23 (High Position) were scrambled from Danang on rescue mission 1-3-63 which involved a downed pilot, Hellborn 215, at 220/37/69. JG 22 took off at 0230Z and made a spiraling climb north of CH 77 while obtaining artillery clearance to fly west of CH 77 toward the reported rescue area. JG 23 was airborne 15 minutes after JG 22 due to a delay from a previous mission. JG 22 proceeded out the 265° radial of CH 77 and was followed by JG 23 a few minutes later. After flying west for approximately 30 miles, JG 22 was able to contact Trail 36 who was directing air strikes around the survivor. Trail 36 informed JG 22 that the rescue area was at 260/36/69. JG 22 immediately turned northwest in order to intercept the 265° radial out of CH 69 to the area. JG 23 had not heard the change in position, nor could 22 contact him until later and by that time it was more feasible for JG 23 to route themselves south of the A Chau Valley and up the west side.

3. (S) JG 22 arrived at the rescue area at approximately 0335Z and orbited with two Scarface helicopter gunships until JG 23 arrived on scene at 0355Z. The downed pilot was located under his parachute a few yards from a road that ran approximately east - west at an altitude of about 3200'. A steep hill overlooked his position to the south and a ravine was below his location to the north with a steep ridge line running parallel to the ravine. The entire area was reported to be extremely hostile with automatic and anti-aircraft weapons. One 37AAA site was neutralized just prior to JG 23's arrival. Trail 36, who had been in contact with the downed pilot, reported that the pilot had a broken leg and a possible broken arm and would probably require a PJ to assist him. Numerous suppression strikes by Gunfighter, Spads and A-4 aircraft had been directed into the area. As no ground fire had been observed during the last several passes by the Spads, Trail 36 requested a rescue attempt. With JG 23 as high bird, JG 22 descended into the area in a spiraling right turn, tip tanks were jettisoned and fuel dumped for a high altitude recovery. JG 22 joined with two Scarface gunships and initiated a rapid descending 270° overhead approach. After 90° of turn JG 22 received heavy ground fire from the valley floor and surrounding ridges. It was felt at this time that the aircraft had been hit. The approach was terminated with a pullup and a steep left turn. After determining that all aircraft systems were operational JG 22 again joined with the gunships and initiated a straight in approach from the Northwest to avoid the area previously flown over. As airspeed was reduced to establish a hover, extremely heavy ground fire was directed at JG 22, most of which was coming from

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the ridge line to the left of the helicopter. The RS and FE returned fire with the aircrafts M-60 machine guns and an immediate pullout was initiated. JG 22 returned to a orbit position while Trail 36 directed suppression strikes into the area. After approximately 20 minutes of intense fire suppression activity JG 22 joined with two Scarface gunships and two Spads, 01 and 02, for another rescue attempt. Again, just short of the downed pilot heavy automatic weapons and small arms fire was directed at the Jolly Green from all quadrants. Tracers were seen coming up at us from the ravine, from the ridge line to the left and from the hillside above and in front of us. The FE and RS returned fire immediately. A sharp right turn and go around was executed. JG 22 returned to the previous orbit position. At this time JG 22 was near bingo fuel. Trail 36 and Crown 2 were advised that by the time further suppression strikes could be completed JG 22 would have to depart the area. Trail 36 then asked JG 23 if he would be able to make a rescue attempt. JG 23 replied that he would and that he would use the Scarface helicopter gunships for high cover. JG 22 stayed in the area until critical low fuel forced departure. Shortly after JG 22 left the SAR area JG 23 began his approach to the survivor with gunships and A-1's for suppression. All during his approach JG 22 heard JG 23 calling heavy gunfire and relaying the direction of incoming fire to the Spads and gunships. JG 23 continued his approach under fire until initiating a hover over the survivor at which time he decided the attempt to hover would be futile. At this time JG 22 lost radio contact with the SAR effort. JG 22 landed at CH 69 after both "low fuel warning lights" had been on for 10 minutes.

4. (S) After refueling and a quick check for battle damage at CH 69. (One hit had been taken in a non critical area.) JG 22 returned to the SAR area. En-route, Crown was asked about the status of the mission and JG 22 was informed that JG 23 had crashed after his second approach and there was no sign of survivors. According to the statement of Trail 33, JG 23 was led in for his second attempt by Trail 33 along with 2 gunships and 2 Spads for cover. JG 23 made an approach and upon entering a hover over the downed pilot and making a slow turn clockwise over the site, he reported he was receiving ground fire. Trail 33 observed that JG 23 was burning on the left side just above and aft of the cockpit. Trail 33 informed JG 23 that his left side was on fire at which time he started moving out toward the west. After traveling about 1200 meters the fire went out and Trail 33 was about to advise JG 23 of this when JG 23 suddenly crashed. Trail 33 said that at an altitude of approximately 50' JG 23's rotor very noticeably slowed down and it looked like he was attempting to set the helicopter down on a small knoll. Upon crashing the entire aircraft burst into a fire ball and within 30 seconds the entire structure was nothing but smoking ashes. The aircraft had melted out of sight. Trail 33 felt there was nothing anyone could do to help JG 23 and that the crash was a direct result of hostile ground fire.

5. (S) JG 28 arrived in the rescue area at 0520Z and orbited for 1 hour before being cleared in to pickup Hellborn 215. JG 22 & 24 provided high cover for the attempt. The approach was made with 2 Huey gunships, Sandy 09 & 10, and Sea-worthy 4-1 & 4-2 for cover. JG 28 came to a hover and was maneuvering for the pickup when extremely severe ground fire from all directions opened up on them. The FE & RS on JG 28 returned fire immediately and a diving exit was made around a mountain and over a ridge line to the southwest.

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6. (S) Number 2 engine was cut off immediately after initiating the pullout because of a fire warning light and a drop in torque. The FE in JG 28 and other aircraft reported smoke coming out of #2 engine so both fire bottles were used to extinguish the fire. The maximum altitude that could be maintained with one engine was 3500', making it impossible to clear the mountains in the area. JG 24 came down from orbit position to escort JG 28 by following in trail. The 2 JG's were then led out of the area by Trail 36 and escorted by Sandy 9 & 10. The fact that JG 28 could only maintain 3500' and continued drawing intermittent heavy ground fire made it necessary to consider a forced landing. Trail 36 advised that he could get JG 28 into Khe Sanh, which was due north, if enough altitude could be gained to cross a ridge line north of the valley in which JG 28 was flying. Everything possible was thrown out to gain altitude, as the ridge was approximately 3700' elevation. JG 28 and 24 drew heavy ground fire crossing the valley and JG 28 lost altitude maneuvering to avoid ground fire. JG 28 regained altitude, crossed the ridge to a safe area, and landed at Khe Sanh with no further difficulties.

7. (S) After escorting JG 28 into Khe Sanh, JG 24 refueled at Landing Zone Stud, 070/7/85 and then returned to the rescue area. After the area had been worked over, Crown 2 and Trail 33, advised that 2 Sandy's would go across and evaluate the site prior to the next attempt. The Sandy aircraft did this and advised that there was no ground fire. JG 22 had lost UHF contact and was bingo fuel so Crown 2 suggested JG 24 make the approach. While JG 22 was still in the area JG 24 initiated the approach, dropped tip tanks, and continued in with Sandy's as cover on either side and Spads behind. Just as JG 24 transitioned to a hover, the FE called "pull off, Ground fire" and began returning fire himself. JG 24 began to exit on a pre-selected heading of 210° when the RCC observed ground fire coming from in front and above, apparently 50 caliber. JG 24 immediately turned right to 160° and dove down a ridge line only to find ground fire from below. Upon attaining climb speed, JG 24 exited the area to the north. At this time JG 22 was critically low on fuel and had to leave the area to refuel at CH 69. JG 24 advised Trail 33 and Crown 2 that the fire was coming from the ridge to the right of Hellborn 215 and from "spider" holes immediately below the road. Crown 2 advised JG 24 to go to CH 69 for fuel. JG 24 RTB'd to CH 69 for fuel after advising Crown that the area was still hot.

8. (S) JG 27 contacted JG 24 for an evaluation and JG 24 advised that the area was hot. Automatic weapons fire was located 20 to 30 yards south & north of the survivor and that the survivor was below his parachute, not moving or in radio contact. JG 24 further advised that more attempts were ill advised. JG 24 refueled at CH 69 after JG 22 had left and was returning to the rescue area. After refueling JG 24 was RTB'd to CH 77, arriving at 1010Z. The RCC of JG 24 contacted Queen by land-line and passed his evaluation and recommendations. Queen called back with JSARC and the RCC of JG 24 passed the same information and recommendations to JSARC.

9. (S) JG 27 (low position) and JG 23 (high position) arrived in the rescue area at 0845Z, followed shortly by JG 22 who had returned from CH 69. All 3 JG's orbited high awaiting instructions while more CBU and napalm were dropped around the area. At 0945Z it was decided to use CBU 19's in an attempt to rescue the survivor, as all other means had failed. The crews of JG 22, 27 and 33 were instructed to put their gas masks on in preparation for the CBU 19 and all three crews experienced the same problem. The microphone fittings in the gas masks were not compatible with the crew members helmets. No voice communications were possible either inside or outside the helicopters with the masks on. A rescue attempt using CBU 19 under GROUP 4

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10 AUG 1971

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these circumstances was impossible. In an attempt to find some workable arrangement, the FE on JG 33 volunteered to remove his helmet and use a headset, with which the gas mask was compatible. The pararescueman used an older type gas mask, which was compatible with his helmet and the RCCP devised a method of transmitting by putting his boom mike on his larynx. The RCC of JG 33 had a different type boom mike and was unable to transmit. Although the communications arrangement was minimum satisfactory the crew of JG 33 felt that an attempt could be made using the system.

10. (S) JG 33 started an approach to the area after the CBU 19 had been dropped on both sides of the survivor. JG 33 entered a hover and stayed there until being driven off by ground fire approximately 30 seconds later. While in the hover, the FE observed the body of the survivor partially covered by the parachute. He was lying on his back with one leg, which appeared broken, folded back under him. He was wearing a gray flying suit. No movement was observed. JG 33 left the area to refuel and landed at CH 103. While refueling, JG 33, 27 and 22 received word from Crown to RTB. The mission had been cancelled at 1030Z.

11. (S) Weather was not a factor until late in the mission when a broken cloud layer formed at 4500' MSL. Visibility was very good throughout the day. Crew coordination aboard all Jolly Greens was excellent. Extremely heavy ground fire including automatic weapons of 30 and 50 caliber and 37AAA were encountered in the SAR area. The weapons were obviously positioned to protect the road which serves as a main supply route from Laos to the northern A Shau Valley. Numerous caves, bunkers and foxholes were observed in the immediate area around the downed pilot. This, combined with the terrain features, made sterilization of the area impossible.

12. (U) Crewmembers of the Jolly Greens were:

Jolly Green 22

RCC ANDERSON, ARTHUR J. MAJ
RCCP DILLON, JOSEPH J. CAPT
FE MALONE, ALVIN A. SGT
RS HINDMAN, RICKY D. A1C
AP HAGERTY, P.E. SSGT

Jolly Green 23

RCC RITTICHER, JACK C. LT USCG
RCCP YEEND, RICHARD C. CAPT
FE HOLDEN, ELMER L. SSGT
RS LOCKER, JAMES D. SGT

Jolly Green 28

RCC GRIGGS, JERRY M. CAPT
RCCP HAGEN, HARRY W. JR. CAPT
FE CARTER, ODELL SGT
RS CASSIDY, ROBERT K. A1C

Jolly Green 24

RCC STRINGER, HARVIE L. MAJ
RCCP WIEGARD, DON W. CAPT
FE BALDWIN, ROBERT H. SSGT
RS NORTHERN, STEVE M. SGT

Jolly Green 27

RCC HOAG, STUART H. MAJ
RCCP BYRD, WILLIAM B. JR. CAPT
FE STUMBAUGH, WINDELL L. SSGT
RS CLAUDIUS, DONALD K. JR. SGT

Jolly Green 33

RCC BRENNAN, WILLIAM E. CAPT
RCCP ASHLEY, PAUL D. CAPT
FE RODRIQUEZ, DAVID SGT
RS CASBEER, ERNEST D. SGT

Arthur J. Anderson
ARTHUR J. ANDERSON, MAJ, USAF
Rescue Crew Commander

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Following info received from PARRC (Captain Furakawa), 10/0920Z

The following info is contained on UNCLASSIFIED 366 CSG Casualty Report 09/1220Z.

JOLLY GREEN 23 ON A COMBAT MISSION 27 MILES SE OF KHE SANH WAS HIT WHILE ATTEMPTING RESCUE. ACFT WAS HIT BY AUTOMATIC GROUND FIRE AND CRASHED. ALL PERSONNEL MISSING IN ACTION. CREW LIST IS AS FOLLOWS.
(A RECORDS CHECK INDICATES THAT JG 23 is HH-3E #14710 FROM THE 37 ARHSQ AT DANANG).

RCC RITTICHER, JACK
LT. USCG 8148

CP YEEND, RICHARD C., JR.
CAPT. FV 3119544

FE HOLDEN, ELMER L.
SSG. AF18639399

PJ LOCKER, JAMES D.
SGT. AF15754661.

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SCHEDULE OF EXECUTIVE ORDER 11652
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YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

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DOO DIR 300113

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37ARRSq Hist, Apr-Jun 1968.

17.

northwest of Xhe Sanh. One survivor was located on a mountain peak at an altitude of 5400 feet. Performance calculations indicated that a Hover OCS 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 Hue. 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

37ARRSq Hist, Apr-Jun 1966

18.

HELLBONE 215.
antiaircraft weapons. The survivor was located under his parachute a few yards from a road and had a broken leg and a possible broken arm. Numerous suppression strikes had been directed into the area. Jolly Green 22 descended into the area and was driven off on both the first and second approaches by extremely heavy ground fire. Suppression strikes were again called in. Jolly Green 22 started his third approach and was driven off by fire that came from all quadrants. Jolly Green 22 returned to Hue for fuel and 23 advised he would attempt the rescue with gunships for high cover. JG 23 started his approach and continued under heavy fire until initiating a hover over the survivor. The attempt was aborted and a second approach with more gunships and A-1's for cover was started. JG 23 sustained heavy damage to his left side in the hover and crashed approximately 1200 meters from the survivor. Upon crashing, the entire aircraft was enveloped in flames. Intense fire suppression strikes were again called in to sterilize the area. Jolly Green 28 arrived in the rescue area and was cleared in for an attempted rescue. JG 28 came to a hover and was maneuvering for the pickup when extremely heavy ground fire from all directions opened up on them. A diving exit was initiated and the right engine shut down because of fire. The PAC and Jolly Green 24 escorted JG 28 into the area. After he was able to gain enough altitude to clear the ridges in the area. After

3/ARASq Hist, Apr-Jun 1968

19.

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 retained JG 29 for the SAR effort. JG 31 was diverted from the morning orbit to back up