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



REPLY TO
ATTN OF. 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-62, 9 June 68) (U) Classified by 12 JUN 1968

37C 140
TO: JSARC
IN TURN

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

1. (U) This report is submitted in accordance with ARSM 55-2/3 AARGP Sup 1, dated 15 Apr 1968.
2. (C) Jolly Green 33 and 23, strip alert acft. at CH 77, were scrambled at 2255Z 8 June 68 for Redeye 15A and 15B who had bailed out of a Army Mohawk aircraft the previous evening at position 230/35/77. JG 33 and 23 cleared friendly artillery SW of CH 77 and proceeded to the scene at 7000'. Low patchy stratus clouds remained in the valleys, but afforded no hinderance to the rescue mission. Radio contact was established with Jake 75, a FAC, who was orbiting Redeye 15B. Jake 75 had radio contact with both downed crewmen but was having difficulty in locating Redeye 15A. JG flight arrived on scene at 2330Z and maintained orbit until the arrival of the Spad flight. At 2350Z Spad 11 cleared JG 33 for pick-up, as he had no indication of enemy hostilities in the immediate area. Redeye 15B was near a river with dense jungle canopy rising at a 60° slope out of the valley. Redeye 15B was sighted when he set off a smoke flare. The rescue was effected with minimum difficulty. JG 33 climbed to 3000' and orbited while the search continued for Redeye 15A. The Spads located Redeye 15A after a 10 minute search. At 0010Z 9 June 68 JG 33 was cleared in for the pickup. Redeye 15A set off a smoke flare, but by the time it had risen to the top of the 150' canopy it had dispersed. While in a hover in the vicinity of 15A radio calls from him were unreadable. Crown 1 relayed his instructions to JG 33. The FE sighted 15A when directly over him. The hoist was effected and JG 33 joined with JG 23 for the return flight to CH 77. Both survivors were in good condition except for minor bruises and leach bites. SAR forces landed at CH 77 at 0055Z which terminated the mission.

3. (C) The Survivors were:
15A: BENTON, HUBERT F. MAJOR 097460 USA
15B: BAIRD, JAMES H. SP/4 RA56932474 USA

- | | | |
|-----------------------------|------|--------------------------|
| 4. (U) JOLLY GREEN 33 (low) | | JOLLY GREEN 23 (high) |
| Mixon, Lonnie L. Lcdr USCG | RCC | Green, Joe B. Maj |
| Spray, Ronald G. Capt | RCCP | Booth, Robert E. Maj |
| Enriquez, John SSgt | FE | Mangrum, Jackie L. Sgt |
| Miller, James L. SSgt | RS | Stanaland, Joseph S. Sgt |

GROUP 4

Lonnie L. Nixon
Lonnie L. Nixon, Lcdr, USCG
Rescue Crew Commander

Downgraded at 3 year
intervals; declassified
after 12 years

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RESCUE MISSION NARRATIVE

REDEYE 15 MISSION NUMBER 1-3-62

On 9 June, Crown 01 was enroute to it's normal orbit position when it intercepted a voice call on Guard frequency. Yellow Anchor 70 (KC-135) had received beeper transmissions enroute to his orbit position. Making several calls on Guard he received what appeared to be responses to his voice call. Time of first beeper was 2212Z and arrival of Crown 01 on-scene was 2225Z. No difficulty was encountered enroute of on-scene. Yellow Anchor 70 released to continue his orbit.

Weather in the area was clear with some scattered clouds. No ground fire was reported during the entire prosecution of this mission. Two survivors had remained on the ground overnight.

Crown 01 worked with Jake 75 0-2 to pin-point survivors location. Excellent voice contact with Redeye 15 Pilot Bravo. Jake 75 located chute and survivor. Some difficulty was encountered in determining the exact location of Redeye 15 Pilot Alpha. Communications with Redeye 15 Alpha consisted of responses to Crown's questions by the use of beeper signals and proved to be very effective. Voice contact was established near the end of the mission but were not good in strength. Field elevation 1000ft. Steep terrain.

Radio Discipline. Mission was conducted entirely on Guard frequency 243.0 except for coordination of join-up and situation briefings for Jolly Greens and Spads, which was conducted on normal SAR frequencies. Single frequency use provided excellent continuity between all aircraft.

SAR Rescap Jolly Greens launched at 2300Z (actual) arrived 2340Z. Spads launched 2310Z Launch requested by Crown 01 at 2212Z, delay in launching unknown. Recovery Position: Laotian/Vietnam Border 1528N 10744E. Jungle penetrator used, first pickup Bravo Pilot 2357Z, second pickup, Alpha Pilot 0025Z. Minor injuries, scratches etc. Returned survivors to Danang Chan 77. Jolly Greens 33Low and 23. Spads 11, 12, 13 escort. No battle damage. Aerial refueling not required. Source and reference of this report: Radio log, Pilot and Co-Pilot records on Crown 01 dated 8 June 1968Z. Crew list attached. Excellent work by Jake 75 during entire mission. SAR forces returned to Chan 77 with survivors. Mission 1-3-62 terminated 0050Z.

See attached crew orders

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37ARRSq Hist, 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 3P4 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