

82

FROM: Det 11, 38 ARRSQ

3 June 1968

SUBJECT: Mission Narrative Report (11-38-C7-1 June 1968)

TO: 3ARRGP (JSARC)

THRU: 38ARRSQ (38C)

1. (U) This report is submitted IAW ARRSM 55-2, 3ARRGF Sup 1, dated 15 April 1968.
2. This mission was a combat save involving the recovery of Capt Mike Rhodes, an F-4C pilot assigned to the 391st TFS, Cam Ranh Bay AB, RVN. At 0117Z, 1 June 1968, Detachment 11 heard on guard channel and from Tuy Hoa tower that an F-4C had gone down and one chute had been spotted by the wingman. The position of the chute was given as 19 degrees 17 nautical miles from Tuy Hoa AB. The actual location was 195 at 20 nautical miles (12 degrees 44 minutes N-109 degrees 15 minutes E). The wingman stated that he didn't see a second chute.
3. Pedro 24, which was the primary rescue aircraft, and Pedro 05 launched at 0120Z. Pedro 05 returned to provide base coverage since Pedro 83, on a return flight from Nha Trang, would arrive in the area approximately the same time as Pedro 24. The weather during the entire operation was clear, winds 240/12 and 20 miles visibility.
4. Pedro 24 arrived on the scene at 0135Z. The UHF homer was used to home on two F-100's that were orbiting the scene. An Army OH-1 and UH-1 helicopter had the chute in sight, but the Army helicopter did not have a hoist or rescue gear aboard. Radio discipline on guard frequency was quite bad until a request was made to hold it down.
5. The area of the pickup was in the known hostile environment of the 18th B Regiment of the 5th Division, NVA and local VC forces. During the operation, five helicopter gunships were diverted from the rescue operation by their organization to hit an urgent target in the area.
6. The chute was located on the side of a steep hill approximately 700 feet high with 80 foot trees, gigantic boulders 8-10 feet in diameter, and covered with vines.
7. As we made our approach, the Army helicopter moved out and dropped purple smoke to mark the location of the pilot. Pedro 83 was on the scene and maintained a high orbit. Army gunships were orbiting to provide fire suppression if required.
8. The F-4C aircraft had crashed in the water $\frac{1}{2}$ mile off shore about three miles from the pickup point. The other pilot, who apparently did not get out with sufficient altitude for ejection, was found on the beach with his chute strung out. The body was recovered by an Army UH-1 and taken to the 91st Med. Evac. Hospital at Phu Hiep.

PACAF - TUY HOA AB, RVN

9. Pedro 24 hovered over the chute which had caught in the trees. In order to maintain a position over the spot, we had to hover 75 feet above the ground and quite close to the trees because of the steep hillside. The pilot could not be seen until I moved directly over the chute and the reflection from his silver insignia caught my eye. He was 75 feet down through some trees and appeared to be wedged in between several of the large boulders. I knew that he was conscious since he moved his head and left hand.

10. Sgt Thompson, our flight engineer, had been told to get the hoist ready to lower Airman Krause, our Pararescue Specialist, down to the pilot. Krause was lowered by the penetrator to within 15 feet of the survivor, as close as we could get due to the close proximity of the trees to our hover position. The hoist operator was outstanding in directing me so that the PJ (Pararescue Specialist) could be lowered through a small opening in the thick jungle canopy.

11. As Airman Krause told it: "When I reached the ground I couldn't see the pilot, so I followed the parachute shroud lines in the trees down to a group of large boulders about 15 feet away. The terrain made walking extremely difficult. I found the pilot still in his harness squatting lopsided with one leg bent at a right angle with the knee jammed in a tight crevice in the boulders which were interlaced with vines and branches. The pilot was conscious and looked at me. He had a gash on his forehead but no visible sign of hemorrhaging. His right boot was off and he had no helmet. The pilot, shouting over the rotor noise of the hovering helicopter, called my attention to his left leg. He could still wiggle his toes. He complained about his arm and some chest discomfort. I put a splint on his broken arm and cut him out of the harness. I requested the semi-rigid litter be lowered which would immobilize his legs.

12. "After trying to move him to a standing position, I found he couldn't remain upright because of the very little space and lack of support leverage. I asked that the rescue sling, with which I could work, be lowered. The pilot said he could make it on the thing (penetrator) if I strapped him on. After pulling him out of the crevice into a standing position with the sling, I decided that using the penetrator would be too painful to him and would injure his exposed legs. The semi-rigid^{litter} would be best, but it was very difficult to work him in because of the sloping, rocky terrain and very little maneuvering room. He couldn't use his left arm and could hardly move his legs; too much movement would slide him back in the crevice.

13. "I managed to get him back in the litter the best way I could, but it was not possible to get him fastened in a horizontal position. I then gave the signal to the hovering helicopter that he was ready for pickup. I guided the litter through the opening in the trees."

14. Because of the injured pilot's awkward litter position, Sgt Thompson found it was not possible to bring him into the helicopter. He directed me to an open field so we could land and maneuver the survivor in. We told Airman Krause what we were going to do over the public address

loudspeakers and told an Army gunship to stay over him and give him protection while he remained in the jungle. We landed in the field about one quarter mile away; Maj Worsech got out and, with Sgt Thompson, was able to get the rescued pilot aboard the helicopter. We then returned and hoisted Krause back into the aircraft. He splinted the survivor's right leg and administered first aid while we headed home.

15. We were in a hover for 50 minutes. The delay was caused by the almost complete inaccessibility of the rescue site, but the success of the mission was due primarily to the expert hoistmanship of Sgt Thompson and the magnificent performance of Airman Krause. Pedro 24 and Pedro 83 departed the area at 0220Z. The rescued pilot was turned over to medical personnel at the 91st Med. Evac. Hosp. located four miles south of Tuy Hoa AB at 0240Z. The mission was terminated at 0250Z. Sometime during the recovery operation the left rotor blades contacted some tree branches causing slight damage which was discovered after landing.

Crew Members Were:

Pedro 24

Capt James A. Darden Jr., RCC

Maj Delmar G. Worsech, RCCP

Sgt Robert F. Thompson, FE

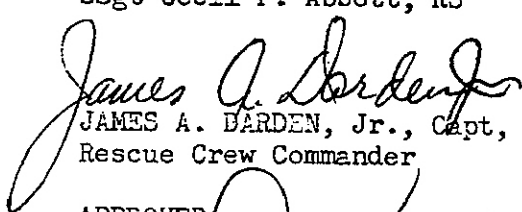
A1C Harry M. Krause, PJ

Pedro 83

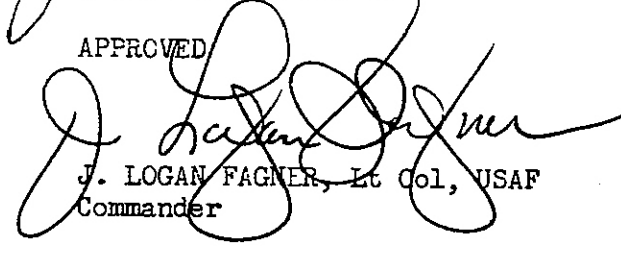
Maj Herbert G. Gates, RCC

Capt Robert E. Dely, RCCP

SSgt Cecil F. Abbott, RS


JAMES A. DARDEN, Jr., Capt, USAF
Rescue Crew Commander

APPROVED


J. LOGAN WAGNER, Lt Col, USAF
Commander

DECLASSIFIED

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



REPLY TO
ATTN UP.

370

~~CONFIDENTIAL~~

SUBJECT: Mission Narrative Report (1-3-57, 1 Jun 68) (U)

TO:

37C
JSARCA
IN TURN

Classified by
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 ARRS 55-2/3 ARRGp Sup 1, dated 15 Apr 1968.

2. (C) JG 33 was getting ready to shut down at Quang Tri after 8.8 hours of searching the gulf for a downed pilot. The scramble was received at 0900Z. At this time the low bird had just shut down to replenish his engine oil. The initial report indicated an aircraft had crashed near the beach east of Camp Evans. No contact had been established with the crew since the original "Mayday" prior to the crash. JG 33 proceeded down the coast at low level while the RCCP attempted to determine the exact location of the crash site. Power required for CGE hover was computed by the RCCP and fuel was dumped to this level (availability of JP-4 at Hue Phu Dai permitted this). At approximately 0910Z, JG 07 departed Quang Tri as high bird. A position of 345/10/Ch 69 was obtained by the RCCP. The hostile area penetration checklist was completed and a search commenced. The intelligence briefing received that morning had indicated VC and NVA activity in the general area. However, a low altitude, high speed search was deemed best. On the first pass down the beach the FE located the survivors in the 3 o'clock position, the beach at 0913Z. They had no significant contact with them. The FE did an excellent job of finding them. A tactical approach was entered and no hover landing was made due to deep soft blowing sand. The approach and landing were made to the north to provide the RS the maximum coverage of the sand dune area to the west in the event of hostile activity. The four survivors did not proceed directly to the aircraft but removed some electronic equipment from the wreck. A Huey arrived on scene overhead while JG 33 was on the ground. At 0926Z, a maximum performance takeoff was executed to the east over the water to avoid flying over a village area 500 meters to the north. There had been some people moving around the area and their status was not known. The survivors were checked by the RS and treated for shock. There were no apparent injuries. They were taken to Camp Evans as directed. RTB was at 1035Z. The Spad RESCAP that was launched from DaNang encountered IFR conditions and were vectored 30 miles to sea. It was determined that an immediate attempt would be best rather than wait.

3. (U) Weather was 500' broken enroute; 1000' broken on scene.

4. (U) Radio discipline was good.

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.

DOI DIR 5200.10

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HURRY

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~~CONFIDENTIAL~~

5. (C) Radar vectors around friendly artillery accounted for excessive time enroute, Camp Evans and RTB.

6. (C) Names of survivors:

Major H.W. Halterman
068556, HHC 1st Air Cav

Major Dean Wartick
04055720, HHC 11th AVN Gp

WO1 James H. Rice
W3158924, 11th Gen Sup AVN Gp
1st Air Cav

WO1 Preston B. Dasher
W3159960, 11th Gen Sup AVN Gp
1st Air Cav

7. (U) Other aircraft: Jaguar 806 (Huey) - Pilot unknown.

8. (U) Crew of Jolly Greens:

JOLLY GREEN 33 (Low)

Lance A. Eagan, Lt, (USCG) RCC
Capt George W. Greer RCCP
Sgt William L. Carroll FE
Sgt Vincent E. Deets RS

JOLLY GREEN 07 (High)

Major Billy J. Wingfield
Major Albert D. Wester
SSgt John Enriquez
A1C Douglas J. McGill

L A Eagan

LANCE A. EAGAN, Lt, USCG
Rescue Crew Commander

DOWNGRADED AT 3 YEAR INTERVALS:

DECLASSIFIED AFTER 12 YEARS.

EOC 12858-10

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DECLASSIFIED

~~SECRET~~

341

Mission Narrative 1-3-59

89

1 June 0845Z

Crown 4 was enroute to assist Crown 2 on Paksane orbit as directed by Queen. Jaguar 858 came up on Guard with Mayday call. Going down on the coast east of Camp Evans. No report of ground fire. Unable to raise Jaguar 858 on Guard. Jaguar 806 also was attempting contact.

0847Z

Crown 4 requested Queen scramble Jolly Greens on alert Ch 103.

0858Z

JG 33 airborne. Request Spads from Ch 77. Crown 4 directed JG33 to most probable position 345/10/69 to attempt contact with Jaguar 858.

0912Z

JG 33 found survivors at estimated position and landed. Jaguar 858, Army HU 1 helicopter, landed on beach due to loss of tail rotor (battle damage not a factor). 4 survivors were picked up by JG 33. JG 33 directed to drop survivors off at Camp Evans by Queen.

0930Z

RTB Jollys 33/07 to Ch 77, Crown 4 directed back to Paksane orbit to assist Crown 2. Spads 11, 12, 13 directed to Crown 2 to assist in mission in progress.

RENALDS D. SALVADOR, Maj, USAF

RCC, Crown 4

AC Salvador
CP Richardson
N Coffland
RO Bourne
FE Nowland
FE Coe
LM Taylor

~~SECRET~~

39ARRS/0
68-6-001

DECLASSIFIED

~~SECRET~~

341

Mission Narrative 1-3-59

89

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RENALDS D. SALVADOR, Maj, USAF
RCC, Crown 4

AC Salvador
CP Richardson
N Coffland
RO Bourne
FE Nowland
FE Coe
LM Taylor

~~SECRET~~

39ARRS/0
68-6-001

37ARRSq Hist, Apr-Jun 1968

16.

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. JG C7 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. Lantz, 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. JG 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, WOL James R. Rice, and WOL Freston B. Dasher, 1st Air Cav, USA and Major Dean Wartick, 11th Avn Co, 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 REBORNE down 15 miles

enroute, the Camp came under mortar and automatic weapons fire. Due to the hostile action, the steadily diminishing fuel supply, and adverse weather moving into the area, the mission was terminated. After returning to the base, it was discovered that while hovering in the ravine, the rotor blades had struck the tree tops and were punctured in several places.

THE APC FIRE: On 2 June 68, the U.S. Army called with an urgent request for assistance. An Armored Personnel Carrier had been hit by a recoilless rifle round, and was burning, with the crew trapped inside. The Alert Helicopter, crewed by Captain D.A. Adenson, RCO; Major R.W. Hastings, RCOF; SSgt A.J. Williams, Fireman; ALC Thompson, PJ; and SSgt D.L. Stevens, Flight Engineer proceeded to the site, about 20 miles Southwest of Pleiku AB. Upon arriving at the site, which had been secured by a ring of armored vehicles, the Fire Suppression Kit was expended in an unsuccessful attempt to subdue the flames and gain entry into the vehicle. Due to the intense heat, the hostile environment, and the fuel state, the helicopter and crew returned to Base.

THE A-1 INCIDENT: On 23 June 68, an A-1 returning from a mission with a full load of ordnance, crashed one mile East of Pleiku AB. Pedro 98, crewed by Captain D.A. Adenson, IP; Lt Col H.O. Hoppe, Pilot; Sgt F.M. Barnes, Flight Engineer; SSgt W. Heart, Jr., Fireman; SSgt G. Murray, Fireman; and ALC D.H. Wichman, Pararescuer was on a local training flight and observed the crash. Within one minute the helicopter had landed beside

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~~CONFIDENTIAL~~

FROM: 1-40/O

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

Classified by 7 June 1968
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/16/84 *g*

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

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

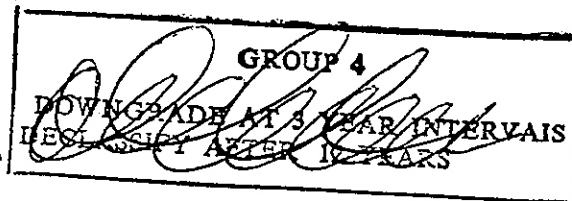
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(Date)

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68-AD-1537

REC'D # 681200

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

JOLLY GREEN 36 (LOW)

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

JOLLY GREEN 37 (HIGH)

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


RICHARD A. WAGNER, Maj, USAF
Rescue Crew Commander

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UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE

37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)

AFSSAN-FRANCISCO-86337

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON 3/18/94

REPLY TO
ATTN OF 370

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

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.

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

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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

RCC
RCCP
FE
RS

JOLLY GREEN 27 (High)

Eagan, lance A., Lt. (USCG)
Dillon, Joseph J. Capt
Carter, Odell, Sgt
Locker, James D., Sgt

Lonnie L. Mixon

Lonnie L. Mixon, Lcdr, USCG
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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~~CONFIDENTIAL~~

85

R
B
Z

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 2016 16
ARRM 55-2, 3rd

1. (U) This report is submitted in accordance with 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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18 AUG 1971
(Date)

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~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years

68 AD-1652

68 AD-1657

440-0024

ARO DC # 681201

UNCLASSIFIED

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~~CONFIDENTIAL~~

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/1020 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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68-AP-1652

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68-AP-1652

4/80-0024

SECRET

FROM: 40A005/Aspt Taylor/26E7

12 June 1968

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

TO: 40A005 (C) *Wally*
 40A005 (C)
 3rd AHCop (JNARC)
 IN TUNE

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

2. (S) At 0330Z on 7 June 1968, Jolly Green 68 was notified by JNARC to launch from Ubon to a location 104/3300 from CHANAL 85 (Eko Sanh) to recover the aircrews of Hobo 16 and 17. Jolly Green 68 requested A1E escort aircraft to provide protective cover from CHANAL 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 Eko Sanh. Jolly Green 68 rendezvoused with the Spads approximately 30 miles north of CHANAL 72 (Saravane TIGAH). Scattered layers of clouds and isolated thunderstorms were encountered enroute to the recovery area. Jolly Green 68 arrived in the Eko 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. Upon advised that fuel was available at Eko 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. VHF 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 Eko Sanh. The extended hover reduced fuel to a critical stage, although enough remained to recover at Eko Sanh. Enroute to Eko Sanh, the rescue helicopter was informed by Spad 11 that fuel was not available at this

GROUP 4

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Downgraded at 3 year intervals;
 Declassified after 12 years

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location, but a landing zone (LZ) at 72/1750 from CHANNEL 85 (The Bank) 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 crewman 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 (KIP) 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 KIP, Queen directed Jolly Green 68 to deliver the wounded Marine to The Bank 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 Fang) 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 0230Z. The deceased crewman and wounded Marine were turned over to medical authorities. After landing, the SSG 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 2300Z. 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 (Udon) 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 11E/1020 from CHANNEL 69 tracers were observed on the right side of the aircraft. The helicopter was at 10,000 ASL at this time. Evacuee maneuvers were initiated and a border crossing into Thailand accomplished at 0300Z. The mission was terminated at Udon RTAFB at 0300Z.

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

4. (U) Crew of Jolly Green 66:

RCC, Captain Russell L. Caylor
RCCP, Captain Joseph A. Panna Jr.
FE, Sergeant Robert F. Winblad
RE, Sergeant Tony E. Meyer
RS, Sergeant Michael M. Dodd
AP, Sergeant Stephen Jacobs

Russell L. Caylor
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 valley 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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39ARRS/O
68-6-002

37ARRSq Hist, Apr-Jun 1968

16.

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 C7 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. Lantz, 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

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 DaKang, were scrambled to recover two pilots of an Army Mohawk downed the previous evening 35 miles southwest of DaKang. 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 3PL 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 DaKang 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

FROM: RCC

8 Jun 68

86

SUBJ: Mission Narrative Report (10-38-35, 7 Jun 68)

TO: 10-38C
38C
3rd ARRGp (JSARG)
IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1 dated 15 Jun 67.

2. One combat save - US Navy. Det 10, 38th ARRS was notified by Binh Thuy Navy Operations at 0950Z 7 June that one seaman aboard River Patrol Boat (PBR) Good Form R1 required immediate medical evacuation. The man was suffering from a serious head wound. The PBR was located 15 miles SE of Binh Thuy AB proceeding to an outpost at Tra On 2 miles NW of their present position. Tra On is a semi secure location. At 0955 Pedro 39 departed Binh Thuy and rendezvoused with Good Form R1 as it reached Tra On. A hoist pickup utilizing a stokes litter was accomplished at 1015Z from a moored position in the river adjacent to Tra On. The casualty was released to the US Army 3rd Field Hospital at 1035Z. The head wound appeared minor. Termination landing accomplished at Binh Thuy AB by Pedro 39 at 1115Z. Two sorties, 1.2 hours flown by Det 10 HH-43F. No ground fire encountered. Weather was high overcast, 8 plus visibility.

3. The name of the survivor was: Michael J. Nathle, SN, River Division 51, River Section 514 Binh Thuy RVN.

4. Crewmembers of Pedro:

Pedro 39

RCC Maj James F. Okonek
RCCP Capt Leslie E. Johnson Jr.
FE A1C James E. Tarantino
RS A1C Lonnie N. Davidson

James F. Okonek
JAMES F. OKONEK, Major, USAF
Rescue Crew Commander

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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 87

37C 140C
TO: JSARC
IN TURN

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 14
AFRSM 55-2/3 ARRGP

1. (U) This report is submitted in accordance with 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: BEYTON, HUBERT F. MAJOR 097460 USA
15B: BAIRD, JAMES H. SF/4 RA56932474 USA

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

GROUP 4

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

Downgraded at 3 year
intervals; declassified
after 12 years

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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 P. Benton, USA and 3PL 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

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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 the 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 pick-up 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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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.

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Crown 01 worked with Jake 75 O-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.

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See attached crew orders

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68-6-004

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39th ARRSq Hist., Apr-Jun 68

picked up the pilot injured in his ejection and landing and more recently by bomb fragments from Rescap working close to him. Altogether 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 28

10. Mission Narrative (Medevac Swift 5-1) (S) Page 8c

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39th ARRSq Hist., Apr-Jun 68

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, Laos, near the Laos-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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39 ARRSq Hist., Apr-Jun 68

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

58

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?)

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

37AR3Sq Hist, pr-Jun 1968

20.

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 R. 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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344

92

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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345

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 01'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 10, 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 & 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

~~SECRET~~

PC 2 OF 2 PAGES

39 APR 90
68-6-003

SECRET

UNCLASSIFIED 344

Mission Nr 1-1-61

92

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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1610F2K5 68-6-003

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345

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4. Crown 4 Crewlist

RCC Capt Boatright

CP Capt Uln

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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68-6-003

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343

91

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

Downgraded at 3 year intervals.
Declassified after 12 years.

~~SECRET~~

39 ARRS/0

68-7-0009

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~~UNCLASSIFIED~~

343

91

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

Downgraded at 3 year intervals.,
Declassified after 12 years.

~~SECRET~~

39 ARRS/0

687-0009

DECLASSIFIED

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



REPLY TO
ATTN: 370

~~CONFIDENTIAL~~

SUBJECT: MISSION NARRATIVE REPORT (1-3-61, 9 June 1968)

37C

JSARC
IN TURN

Classified by
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 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. (G) JG 22 & JG 27:

JG 22 and JG 27 were scrambled from Quang Tri at 0915Z 8 June to Part-
icipate 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 RE'd all forces. JG 22 & 27 returned to CH 77

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

JG 07 and JG 28 were scrambled from Quang Tri at 0055Z 9 June to part-
icipate 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 posi-
tions around the downed pilot. At 0255Z JG 28 experienced a primary
servo failure and returned to Quang Tri for maintenance, and subsequent-
ly 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' be-
tween 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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Downgraded at 3 year
intervals; declassified
after 12 years

DECLASSIFIED

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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 4NM, JG 31 turned left to a southeasterly heading for another 4NM to reach the survivor. The RCCP dumped fuel to 800, 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

Downgraded at 3 year
intervals; declassified
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>RCGP</u>	<u>FE</u>	<u>RS</u>
22	Maj Dander	Capt Wiegard	SSgt Bowers	Sgt Casbeer
27	Lt Eagan	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

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

DECLASSIFIED

1	T.	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
2					
3					
4					
5					
6					
7	CS	BGen			
8	VC	MGen			
9	C	Gen	<i>[Signature]</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.

3. (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 ^{William} ~~Jane~~ 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

DOCC-8-37551
 Log *[initials]* 09/1830

Det 14, 38th ARRSq
Hist, Apr - Jun 1968

16

and their equipment to Di An. The mission was terminated at 0930Z. The Army crew advised us that the area several meters north of the crash scene was occupied by a large enemy force of division size. Later investigation revealed that the area was hot, however, neither helicopter received ground fire during the operation. Two combat saves are claimed. Crew Members: RCC - Captain P.D. McComb
RCCP - Major D.L. Jordon; MT - TSgt R. Rodriguez; FR - Sgt G.J. Wiersma. Pedro 79: RCC - Major P.L. Rice; RCCP - Captain H.L. Pierce; RS - Sgt J.L. Ball.

4. Rescue/Recovery Mission. 14-38-07-13 Jun 68. 3 Sorties - 1+20 hours. Det 14 was notified by JSARC, at 0910L, that an Army UH-1 helicopter had gone down 22 nm from Tan Son Nhut on the 220 degree radial of Tan Son Nhut TACAN. Pedro 46, low bird, and Pedro 79, high bird, launched at 0920L. No difficulty was encountered enroute. Weather was 2000 scattered. Paris Control relayed information to us enroute including artillery advisories and notification that UH-1 gunships had arrived on scene. The two helicopters arrived on scene at 0940. Although we were notified of enemy activity in the vicinity, the area of the crash site was quiet. The four crewmembers of the downed helicopter were uninjured and were waiting beside their aircraft with a considerable amount of guns and ammunition. Both helicopters landed and on-loaded two crewmembers each, 2 M-60's and several hundred pounds of ammunition. The two helicopters took off again at 0945 and proceeded to Tan An AB, where the survivors and cargo were off-loaded. The Pedros then returned to Tan Son Nhut. The mission terminated at 1040. Four

Det 14, 38th ARRSq
Hist, Apr - Jun 1968

17

combat saves claimed. Crew Members: Pedro 46 - RCC - Captain P.J. Kerrigan; RCCP - Major D.L. Jordan; FE - Sgt G.J. Wiersma; MT - W.J. Hallock. Pedro 79 - RCC - Captain L.E. Bielstein; RCCP - Major R.B. Vaughan; RS - SSgt E. Green; RS - Sgt G.B. Courts; FE - D.J. Nason.

5. Rescue/Recovery Mission. 14-38-8-19 Jun 68. 2 Sorties - 0435 hours. At 1405L, Det 14 was notified via primary crash circuit that an explosion had occurred in the bomb dump area and a light aircraft crash was suspected. Det 14 immediately scrambled the alert crew in Pedro 46 with the FSK. Upon arrival at the scene, it was found that an U.S. Army truck loaded with munitions was on fire and the munitions were exploding. It was subsequently learned that these munitions were captured VC munitions including 82 mm shells, B-40 rockets and hand grenades. A fire truck had just arrived on scene so Pedro 46 maneuvered into position to support the fire truck with rotor wash. The exploding ordnance forced us to hover fairly far back and one larger explosion forced us to take evasive action from flying debris. When the fire had been suppressed, Pedro 46 backed off, released the FSK and landed. The crewmembers disembarked and began rendering first aid to several casualties. The crew attended four casualties and assisted in loading the two most seriously wounded into a base ambulance which arrived on scene. One deceased was also evacuated by the ambulance. Two casualties were loaded on Pedro 46 for evacuation. At this moment, we received notification from TSN Tower that a U-21A had crashed on the runway. We took off almost immediately but did not delay to hook up the FSK because we

90A

FROM: RCC

17 Jun 68

SUBJ: Mission Narrative Report (10-38-36, 14 Jun 68)

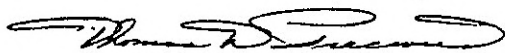
TO: 10-38C *RES*
38C
3rd ARRGp (JSARC)
IN TURN

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.
2. On 14 Jun 68, Det 10 was notified by Binh Thuy Navy Operations at 1045GMT that a US Navy diver was suffering from an apparent case of the bends. The patient was waiting for us at a soccer field in the town of Sa Dec. Pedro 91 scrambled at 1055GMT and flew direct to Sa Dec. Heavy thunderstorms were encountered enroute and portions of the flight were conducted under IFR conditions. Pedro 91 landed at Sa Dec at 1105GMT and, after the patient was loaded on board, flew direct to Dong Tam. Again heavy thunderstorm activity was encountered. Pedro 91 offloaded the patient at Dong Tam at 1135GMT and returned to Binh Thuy at 1215GMT. No ground fire. One non combat save.
3. The name of the survivor was: Phillips, William F., 6864622, PBR S24 CTF 116.1.

Crewmembers of Pedro:

PEDRO 91

RCC	Capt Thomas D. Precious
RCCP	Lt Col Roland E. Speckman
FE	SSgt Gordon L. Browning
RS	ALC Larry D. Nicholson



THOMAS D. PRECIOUS, Capt., USAF
Rescue Crew Commander

95A

13
K

FROM: RCC

21 Jun 68

SUBJ: Mission Narrative Report (10-38-38, 20 Jun 68)

TO: 10-38C *023*
38C *2/2*
3rd ARRGp (JSARC)
IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.

2. Det 10, 38th ARRS was notified by JSARC of a US Navy Seaman who had amputated his finger and needed medical evacuation from his ship located at 09 deg 32 min N, 106 deg 31 min E. Pedro 39 scrambled at 0900GMT and arrived at Tra Vinh at 0935GMT for refueling. Pedro 39 departed Tra Vinh at 0940GMT and visual contact was made with the ship at 1000GMT after several bearings had been taken with the UHF ADF. A hoist pickup was made using the stokes litter as the patient was in shock. Pedro 39 departed the ship and landed at Dong Tam 3rd Field Hospital at 1100GMT. Pedro 39 departed Dong Tam and landed at Vinh Long AAF at 1120GMT to refuel. Pedro 39 terminated at Binh Thuy at 1155GMT. 2 sorties, 2+55, 1 non combat save.

3. The name of the survivor was: Peters, Terry, Seaman Apprentice USS White River.

4. Crewmembers of Pedro:

Pedro 39

RCC	Capt Thomas D. Precious
RGGE	Capt Leslie E. Johnson
FE	Sgt Archelaus Whitehead
RS	ALC Richard C. Stiefken


THOMAS D. PRECIOUS, Captain, USAF
Rescue Crew Commander

UNCLASSIFIED

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 (1-3-64, 23 June 68)

370 *W*
TO: JSARC
IN TURN

Classified by
EXEMPT TO 25-JUNE-1968
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

1. (U) This report is submitted in accordance with ARRSN 55-2/3 ARRGp SUP 1, dated 15 Apr 68.
2. (C) On the morning of 23 June 1968, JG 10 launched at 2250Z, 22 June, to assume the fragged morning orbit. JG 10 arrived on station and the orbit was uneventful until 0035Z when a distress call from Dolphin 2 (an F105) was heard. JG 10 immediately headed for the general area at maximum safe speed. JG 21, a Quang Tri alert aircraft, was proceeding westward into Quang Tri when they also heard and responded to Dolphin 2's distress call. Misty 21 (an F100) and Dolphin Lead were able to give JG 10 DF steers and a visual description of the area. Dolphin 2 ejected about 10 NM South of Dong Hoi and 4 NM offshore. He had a good chute and established radio contact with Dolphin Lead during the descent. Upon entering the water the survivor deployed and boarded his raft. He then established voice contact with JG 10. Three excellent UHF/DF steers were obtained from Dolphin 2's beeper. When the survivor spotted the helicopter he popped a red smoke flare, and was immediately sighted by all crewmembers of JG 10 from a distance of 3/4 NM. A circling approach to a water landing was made by JG 10. The survivor deployed his LPU, donned his helmet, and reentered the water. The helicopter water taxied up to the survivor at a quartering angle and at 0055Z he was assisted aboard the aircraft by the Rescue Specialist and the Flight Engineer without difficulty. JG 21 destroyed the raft with gunfire and then returned to Quang Tri. JG 10 returned directly to Danang and landed at 0205Z.
3. (U) Dolphin 2 made excellent use of his water survival training, thereby greatly contributing to the successful completion of this aircrew recovery mission. Crew coordination aboard JG 10 was outstanding.
4. (C) The survivor was: Maj James W. Alder, USAF, FV3040814, 333 TFW, APO 96273.
5. (U) Crews of the Jolly Greens were:

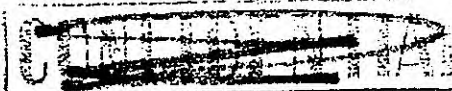
Jolly Green 10
CAPT PAUL D. ASHLEY
CAPT HARRY W. HAGEN, JR.
SSGT WINDELL L. STUMBAUGH
SGT DONALD K. CLAUDIUS, JR.

RCC
RCCP
FE
RS

Jolly Green 21
MAJOR DON P. OLSEN
CAPT JOSEPH J. DILLON
SGT HERBERT H. HONER
SGT DONALD J. BOUSHELLE

GROUP 4

Paul D. Ashley
PAUL D. ASHLEY, CAPT, USAF
Rescue Crew Commander



Downgraded at 3 year
intervals; declassified
after 12 years

DECLASSIFIED

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~~SECRET~~

FROM: Capt. Larry J. Brandt

97

SUBJECT: Mission Narrative for DOLPHIN TWO (F-105) (Mission 1-3-64) 23 JUN 68

TO: Commander, 39th ARRSq

1. This mission narrative is submitted IAW ARRS Manual 55-2, and 3rd Gp Supp. 1 to ARRS Manual 55-2.

2. At approximately 0035Z, CROWN 4 heard DOLPHIN 2 report on WATERBOY frequency that he had been hit and was heading toward the water. CROWN 4 requested from WATERBOY where DOLPHIN FLT. was located? He reported 330°, 50 Mi. Ch. 109, heading 090°. At this time CROWN 4 heard MISTY 11 (F-100F) call MAY DAY on guard for DOLPHIN 2. CROWN 4 went to guard and called DOLPHIN FLT. DOLPHIN LEAD immediately reported to CROWN 4 that DOLPHIN 2 had bailed out and had a good chute. CROWN 4 requested a TACAN read out of the area which DOLPHIN LEAD reported as 334°, 42 miles Ch. 109. After CROWN 4 gave JOLLY GREEN 10, who was at orbit point ECHO, the above information on VHF 142.7, the JOLLY GREEN began proceeding toward the area giving an ETA of 0050Z. WOLF AND OZARK FLTS. (4F-105) reported they were in the area and available for SAR CAP. Also MISTY 11 & 21 (F-100F) reported they were in the area and could provide low coverage of the survivor if DOLPHIN LEAD had to depart the area for fuel. At approximately 0040Z DOLPHIN LEAD established guard contact with DOLPHIN 2 who was still airborne in his chute. DOLPHIN 2 reported he was in good shape and approximately 4 miles at sea. Shortly thereafter he reported he was preparing to hit the water. DOLPHIN LEAD maintained visual contact with 2 in the water and gave JOLLY GREEN 10 hold downs for vectors into the area. At approximately 0050Z JOLLY GREEN arrived on scene and had the survivor pop a smoke. After visual contact was established, JOLLY GREEN 10 landed in the water and made a successful pick up. At 0100Z JOLLY GREEN reported he had DOLPHIN 2 on board and was in good shape. All forces were RTB'd with JOLLY GREEN 10 proceeding to DaNang with the survivor.

3. The following crew members were aboard CROWN 4:

RCC	BRANDT, LARRY J.	CAPT
CP	NELSON, ROBERT J. JR.	CAPT
CP	STEINER, CHARLES J.	CAPT
NAV	MARSHALL, GEORGE E.	MAJ
NAV	SPARGUR, ROBERT E.	CAPT
RO	FORD, THOMAS E.	TSGT
FE	ALDRIDGE, WILLIAM E.	TSGT
FE	SUTTER, WILLIAM M.	TSGT
LM	ATERS, JOHN W.	SSGT
ACM	KIRSCHNER, DUANE W.	CAPT

Larry J. Brandt
LARRY J. BRANDT, Capt, USAF
Rescue Crew Commander

~~SECRET~~

39 ARRS/0
68-6-006

37AR33q Hist, pr-Jun 1968

20.

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 (IC), and 1LT David A. Willett (Nav) from the F-4 and Major Carl R. 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

37ABRSq Hist, Apr-Jun 1968

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survivor's beeper to guide Jolly Green 10 to a water landing for the pickup. The survivor, Major James W. Alder, USAF was taken to DaNang.

9. PERSONNEL.

a. Introduction. The 37ABRS Administrative Section provides all administrative and personnel services for all the assigned personnel, with the exception of Accounting and Finance.

b. Assigned Strength. The average strength of permanently assigned personnel decreased to one hundred eighty seven (187) from two hundred last quarter. During this period, twelve (12) officers and twenty seven (27) enlisted personnel reported to the unit while eighteen (18) officers and forty (40) enlisted personnel departed for the CONUS. The total authorized strength was two hundred forty seven (247) at the end of the quarter and the total assigned strength was one hundred seventy five (175) at the end of the quarter. The percent manned at the end of the quarter was seventy (70) %.

10. MAINTENANCE.

a. Discussion:

(1)(U) The second quarter began on a good note when the squadron moved into its new long awaited hangar facility. All finishing touches such as tile, paint and the construction of furnishings were done on a self-help basis. The field maintenance

enroute, the Camp came under mortar and automatic weapons fire. Due to the hostile action, the steadily diminishing fuel supply, and adverse weather moving into the area, the mission was terminated. After returning to the base, it was discovered that while hovering in the ravine, the rotor blades had struck the tree tops and were punctured in several places.

THE APC FIRE: On 2 June 68, the U.S. Army called with an urgent request for assistance. An Armored Personnel Carrier had been hit by a recoilless rifle round, and was burning, with the crew trapped inside. The Alert Helicopter, crewed by Captain D.A. Adamson, RCC; Major R.W. Hastings, RCCP; SSgt A.J. Williams, Fireman; ALC Thompson, PJ; and SSgt D.L. Stevens, Flight Engineer proceeded to the site, about 20 miles Southwest of Pleiku AB. Upon arriving at the site, which had been secured by a ring of armored vehicles, the Fire Suppression Kit was expended in an unsuccessful attempt to subdue the flames and gain entry into the vehicle. Due to the intense heat, the hostile environment, and the fuel state, the helicopter and crew returned to Base.

THE A-1 INCIDENT: On 23 June 68, an A-1 returning from a mission with a full load of ordnance, crashed one mile East of Pleiku AB. Pedro 98, crewed by Captain D.A. Adamson, IP; Lt Col V.C. Hoppe, Pilot; Sgt F.M. Barnes, Flight Engineer; SSgt W. Heart, Jr., Fireman; SSgt G. Murray, Fireman; and ALC D.H. Wichman, Pararescueman was on a local training flight and observed the crash. Within one minute the helicopter had landed beside

UNCLASSIFIED

FROM: 40A2ESq(Capt Oliver/2727), APO 96237

25 June 1968

SUBJECT: Mission Narrative Report (No Mission Number). (U)

TO: 40A2ESq(O) *Jur*
 40A2ESq(C)
 3rd A2ESp (JSARC)
 IN TURN

1. (U) This report is submitted in accordance with AFPM 55-2, 3rd A2ESp Supplement 1, dated 15 June 1967.

2. (S) At 0300Z on 23 June 1968, the crew of Jolly Green 69 was briefed by Air America personnel on the retrieval of one H-34 that had been shot down in a hostile area at an elevation of 400 feet at 147°/39NM from Channel 72. Jolly Green 69 departed Udorn RTAFB, Thailand at 0445Z enroute to Ubon RTAFB, Thailand to brief Jolly Green 67 who would act as armed escort to Jolly Green 69. Upon completion of the briefing, a complete weather briefing was obtained at TJCC. Jolly Green 67 and 69 departed Ubon at 0745Z to rendezvous with Spad 35 and 36 at 194/343N from Channel 72. After rendezvous, the four aircraft proceeded to FS 22 located 155°/34NM from Channel 72. In route, Jolly Green 69 requested and received the actual weather conditions at the crash site from Raven 52. At 0845Z, one pararescuer and all the parachutes were offloaded at FS 22 to lighten the helicopter and facilitate ground marshalling upon return with the H-34. Jolly Green 67 orbited with Spad 35 and 36 until Jolly Green 69 was airborne enroute to the crash site. An evaluation of wind and the crash site was made as soon as Raven 52 pointed out the area at 0900Z. During the entire pick up, the Spads and Jolly Green 67 orbited the area checking for possible ground fire. When Jolly Green 69 came to a hover over the H-34, the Flight Engineer lowered a lanyard to an Air America hookup man sitting astride the H-34. Assisted by the second pararescuer, he pulled the lanyard and nylon sling up to the cargo hook. Jolly Green 69 lifted the H-34 straight up to a 40' height, necessary to clear the trees in the immediate vicinity. Forward flight was established with the H-34 suspended on a 60 foot nylon line. Jolly Green 69 carried the H-34 to FS 22 at an elevation of 2500 feet. Due to a slow acceleration, the stabilizing chute failed to deploy. Forward and aft movement of the load was negligible; however, it swayed laterally in an arc of approximately 15 feet. At 40-50 knots, the oscillations were at a minimum. Upon reaching FS 22, the pre-positioned pararescuer ignited a smoke flare for wind direction and provided ground marshalling to the site selected by an Air America representative. After releasing the load, Jolly Green 69 landed on the runway. Air America personnel indicated that they wanted the H-34 moved to a different location. Jolly Green 69 hovered over the helicopter and the pararescuer on the ground made the hookup. Jolly Green 69 picked up and moved the H-34 to the new location. At approximately 0715Z, Raven 52 requested Jolly Green 67 to exfiltrate the rigging party and perimeter defense force from the crash site. To facilitate a safe withdrawal, Jolly Green 67 made two

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 Declassified after 12 years

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trips to the area exfiltrating 14 one time and 18 the next for a total of 32 personnel. Jolly Green 69 reloaded the parachutes and pararescueman and waited at PS 22 until fuel requirements dictated immediate rendezvous with Crown 7 for air to air refueling. After refueling, Jolly Green 69 was rejoined by Jolly Green 67 and both proceeded to Channel 51 arriving there at 1040Z. After refueling and picking up one maintenance man, Jolly Green 69 and 67 proceeded to Udon ATAFB and terminated the mission at 1250Z.

3. (C) Recovered was one H-34.

4. (U) Jolly Green crews:

a. Jolly Green 67

- | | |
|-----------------------------------|------------------|
| (1) MCC, Robert E. Rockel, Major, | 40AHS |
| (2) MCCP, Robert E. Huddick, | PV312C384, 40AHS |
| (3) FE, Junior Cazares, TSgt, | 40AHS |
| (4) ES, Larry E. Palmer, Sgt, | 40AHS |
| (5) ES, Thomas Devine, Sgt, | 40AHS |
| (6) AP, Stanley J. Hagrocki, Sgt, | 601st Photo Flt |

b. Jolly Green 69

- | | |
|--------------------------------------|-------|
| (1) ACC, Carl W. Oliver, Captain, | 40AHS |
| (2) MCCP, Sharon Sharcnien, Major, | 40AHS |
| (3) FE, Robert E. Hollen, TSgt, | 40AHS |
| (4) ES, Albert W. Foster, III, SSgt, | 40AHS |
| (5) ES, Charles D. Morrow, AIC, | 40AHS |

Carl W. Oliver

CARL W. OLIVER, Captain, USAF
Rescue Crew Commander

~~SECRET~~

hostile fire nineteen miles south of Tuy Hoa Air Base. Notified by a UHF Guard "Mayday" call relayed by Tuy Hoa Tower, the Pedro aircraft launched and sighted a personnel chute in dense jungle. While the aircraft hovered over the hostile territory for fifty long minutes, A1C Krause treated the injured crewmember so he could be hoisted to the helicopter. The second pilot struck the ground before his chute had time to open. All rescue crewmembers have been recommended for appropriate decorations (mission #11-38-7). On 25 June, two Detachment aircraft launched to a position over the jungle forty miles north of Tuy Hoa AB to aid in the search for the pilot of a downed F-100. One of the Pedro aircraft, crewed by Capt Dely, Maj Worsech, Sgt Soden, and A1C Krause, found and recovered remains of the deceased pilot (mission #11-38-8). Two Pedro aircraft also launched on 26 June when a CH-47 called that it was going down, but rescue assistance was not required. The aircraft had suffered mechanical failure and landed safely (mission #11-38-9).

FLYING OPERATIONS

The following is a breakdown of missions and operations for the calendar quarter April through June 1968.

	<u>Sorties</u>	<u>Flying Time</u>
Intercepts	100	17
False Missions	5	3
Miscellaneous (Support	294	124

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Mission 2-3-50

25 June 1968

Crown 1 was notified at 1830Z/25 Jun 68 and took off at 2020Z/25 Jun 68 on mission number 2-3-50 for the recovery of two downed crewmembers from Aircraft Petro and FAC from Channel 70. No problems were encountered during the whole mission by any of the SAR forces. The weather during launch and enroute was good. The weather in the SAR area was broken to overcast with the bases at 1700' tops 4000'. Crown 1 arrived on scene at 2140 and relieved Lamplighter 02 who had been orbiting over the survivors since their crash. The location was at 2215Z on the 080/28 miles off Channel 89. All SAR forces were one scene these included Jolly Green 37 low and 19 high, Sandies 9 and 10 escorting the Jolly Greens, Sandies 5 and 6 were used to locate the survivors, Nail 25 was not used and Shark flight 4 F105's were available at 2300 hours but were not used. Sandy 5 went below the cloud layer and located the survivors at 2223Z. Sandy said the area was safe and directed Jolly Green into the area. The front seater was picked up at 2238Z and the back seater was picked up at 2245Z. The back seater was in good condition and the front seater had a sore back. The survivors were returned to Channel 89 at 2315Z.

GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.**SECRET**39 ARRS/c
68-7-CC11

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93

FROM: 1-40/0

30 June 1968

SUBJ: Mission Narrative Report (2-3-50, 26 Jun 68) (U)

~~CONFIDENTIAL~~

TO: 1-40C W

3 ARRG (JSARC)

IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3 ARRG Sup 1. dtd 15 Jun 67.
2. (S) Jolly Green 37(L) and Jolly Green 19(H) launched at 0445L to be in position for a first light pickup of 2 aircrew members from an RF-4C (Petro). No difficulties were encountered enroute and weather was: Launch-clear skies, visibility- 5 plus miles, enroute-3000 scattered alto cumulus tops estimated 8000 feet, target-1500 feet scattered to broken 5 miles plus visibility - ridgelines in the clouds. Time of arrival in holding area 3 miles from pickup point was 0500. The initial position was 075°/25/89, later revised to 080°/29/89 (A-WEPQFJ, B-WEPQZF). During the night enemy small arms fire was reported by Lamplighter 2, who decoyed hostile action away from survivors by dropping flares south and east of their position. No hostile action was observed in the pickup area by either Sandy or Jolly Green 37 before or during pickup. Both survivors responded to the pickup by performing as to their survival training at Clark AFB. Both men had burns about the neck and face and lacerations or bruises on body and limbs. They were both recovered by jungle penetrator from a hover. Descent for pickup was 0515 with 1st pickup at 0536, 2nd at 0542, and Jolly Green 37 departed at 0545, landing at home base at 0605. Sufficient time had allowed the coordination and control to be set up thoroughly, resulting in exceptionally well controlled radio discipline. No new equipment or aerial refueling was used.

3. (C) The names of the survivors were: Capt Michael S. Jones and Major Francis J. McKenna, both of the 11th TRS, Udorn RTAFB, Thailand.

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

JOLLY GREEN 37(L)

RCC Capt Edward L. Heft
RCCP Capt Ronald McKinley
FE SSgt Carl L. Warmack
RS Sgt Richard A. Petroski

JOLLY GREEN 19(H)

RCC Maj Dale L. Oderman
RCCP Maj Raymond P. Sancton
FE TSgt Jarvis E. Peele
RS Sgt Clifton L. Caffall

Edward L. Heft
EDWARD L. HEFT, Captain, USAF
Rescue Crew Commander

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1-40D-68-S-45

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 5/1/86

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

~~CONFIDENTIAL~~

Downgraded to CONFIDENTIAL
18 AUG 1971

IAW AFR 205-2

(Date)

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68-AD-1727

DET 1 40 ARRS HISTORY APR-JUN 68

SUMMARY TABLE OF RESCUES

DATE	RESCUE NO.	SURVIVOR	TYPE ACFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
1 Apr	300 301	Maj Dwyer TSgt Owen	02	USAF	Laos	Capt Oliver Capt Greer Sgt Grau Sgt Harding	No
7 Apr	303 302	Capt Jones Maj Tapman	F-100	USAF	Laos	Capt Walker Maj Yuhas Sgt Grau Sgt Fraboni	No
21 May	304	LtJG Ganner	P2V	USN	Thai	Capt Oliver LC Brown ALC Otero Sgt Beasley	No
25 May	305 306	Capt Amkeny 1Lt Turner	F-4C	USAF	Laos	Capt Walker Maj Yuhas Sgt Warmack ALC Curry	No
1 Jun	307	Maj Palank	A-1	USAF	Laos	Capt Richardson Maj Reagan Sgt Calhoon Sgt Harding	No
1 Jun	308 309 310 311	Maj Oderman Maj Weeden Sgt Price ALC Smith	HH-3E	USAF	Laos	Capt Conant Capt Heft Sgt Warmack ALC Curry	Yes
2 Jun	312	LtJG Fields	A-7	USN	Laos	Capt Richardson Maj Yuhas Sgt Calhoon Sgt Harding	Yes
26 Jun	313 314	Capt Jones Maj McKenna	RF-4C	USAF	Laos	Capt Heft Capt McKinley Sgt Warmack Sgt Petroski	No

observed a fire truck approaching the crash. Our medic reported the casualties on board were in satisfactory condition so Pedro 46 maneuvered into position to support the fire truck with rotor wash. From our vantage point, we observed that the U-21A had collided with a USAF ambulance. The ambulance was crushed under the nose of the U-21A and both the ambulance and the nose of the U-21A were engulfed in flame. Pedro 46 maintained its supporting hover until several more trucks arrived and the fire was brought under control. No persons were observed being evacuated from the U-21 but we subsequently learned the pilot and co-pilot were unharmed. The two medical technicians in the ambulance perished in the crash. When the base fire chief released Pedro from the crash scene, we started to take off to deliver our casualties to the hospital. At this moment, an ambulance was observed traveling along a nearby taxiway. We flew to the ambulance and advised him with the loud hailer that we had two casualties on board. When the ambulance stopped, Pedro 46 landed and transferred the two patients to the ambulance. Pedro 46 then proceeded back to the first location to retrieve our FSK. The hoist was utilized to bring the hookup man on board. Pedro 46 terminated at the Pedro alert pad at 1440L. Crew Members: RCC - Captain P.J. Kerrigan; RCCP - Major D.L. Jordon; MT - TSgt R. Rodriguez; RS - SSgt E. Russell; RS - Sgt G.B. Courts.

6. Rescue/Recovery Mission. 1438-10-29 Jun 68. 3 Sorties - 0425 hours. The detachment was notified by JSARC at 0902L that an Army UH-1B helicopter gunship had made a forced landing approximately one (1) mile west of Tan Son Nhut AB, while on a combat mission. Another

gunship was reportedly orbiting over the scene to suppress possible hostile fire and secure the area. Pedro 46 scrambled at 0905L and proceeded to the scene. Weather at the time of launch and enroute was 1700' scattered with seven miles visibility. No difficulties were encountered enroute. Paris Control put us in UHF contact with the airborne gunship (Razorback 42) which directed Pedro to the site and relayed the information that the downed aircraft was Razorback 41 with four (4) persons aboard and no apparent injuries. The Razorback crew deployed a green smoke grenade to pinpoint the position and give wind direction. The actual coordinates of the site were 10°50'N, 106°38'E. Pedro 46 landed at the scene and unloaded two of the crew members, with a number of weapons including two M-60 machine guns. The two remaining crew members stayed with the aircraft to secure the area until replacements could be brought in. The two unloaded crew members were taken to the Saigon Heliport for debriefing and Pedro returned to the alert pad, landing at 0930L. Two combat saves claimed. Crew Members: RCC - Captain L.E. Bielstein; RCCP - Captain H.L. Pierce; RS - TSgt R. Rodriguez; FE - TSgt C. Ezell.

COMBAT LOSSES

Sgt Wilber J. Hallock Jr. was killed in the performance of duty with the 377th USAF Dispensary on 19 June 1968. Sgt Hallock was attached to Detachment 14 for flying as an Aeromedical Technician.

SAFETY OF OPERATION

During the period 1 April 1968 to 30 June 1968, Detachment 14 recorded