

97A

FROM: RCC

2 Jul 68

SUBJ: Mission Narrative Report (10-38-39, 1 Jul 68)

TO: 10-38C *EEH*

38C

3rd ARRGp (JSARC) *EEH*
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 asked by Binh Thuy Navy Operations 1245Z 1 Jul to recover a casualty with unknown injuries. The casualty was aboard a PBR that had come under attack at a position 15 miles SE of Binh Thuy AB. At 1300Z Pedro 39 departed Binh Thuy AB and rendezvoused with the PBR at a semi secure outpost 17 miles SE of Binh Thuy. Recovery was effected by landing at the site. Shortly after the man was loaded he regained consciousness. He was flown to Binh Thuy AB for medic treatment. A enemy rifle grenade had exploded very near the boat rending the man unconscious though he suffered no wounds. Mission accomplished at night in good weather. No ground fire encountered. Termination landing accomplished at 1340Z, 1 sortie 0+40 hours flown.
3. The name of the survivor was: Paul H. Glass, E6, PBR 514 Binh Thuy.
4. Crewmembers of Pedro:

Pedro 39

RCC Maj James F. Okonek
RCCP Lt Col Roland E. Speckman
FE ALC James E. Tarantino
RS ALC Richard C. Stiefken

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

COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

13

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE			
1	DOC COL	<i>[Signature]</i>	3 Jul 68	DOCC	4114	3 Jul 68
2	DO MGEN	<i>[Signature]</i>	4 Jul 68	TYPED NAME/GRADE/SIGNATURE ACTION OFFICER		
3				<i>[Signature]</i> Col.		
4				W. ATKINSON, Colonel, USAF		
5				Asst Chief, Command and Control Division		
6				TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR		
7	CS/1/SGT			<i>[Signature]</i>		
8	NC/1/SGT			WILLIAM H. STEWART, Colonel, USAF		
9	C/1/SGT			Chief, Command and Control Division		

Initial Debriefing of Lt. Col. Modica, Pilot of Scotch 3, Rescued on 2 Jul 68

1. At the request of 7AF CC Lt. Col. Modica was interviewed at the Navy Hospital, Danang, on 2 Jul by 366 TFW Intel officer. Purpose of the interview was to glean information relating to his recent experience for impact on future SAR operations.
2. In regard to suppression by strike aircraft, the survivor stated that one CBU exploded in the canopy over his head, but there was no apparent effect at ground level. The only other ordnance which came close was another CBU within 100 yards. His impression was that the strikes were being concentrated on ridges to the north, south, and east.
3. Enemy action consisted only of sporadic small arms fire in his immediate area. Small ground parties seemed to be moving in a line past his position approximately 100 yards away. He assumed there was a trail or road in that area, and there was some beating of the bushes. At one time he heard two people talking, again from the area he estimated was a trail at the point it passed nearest his location.
4. Lt. Col. Modica had no specific recommendations regarding SAR techniques or procedures. A minor comment was that his pen gun flare was inoperative. In addition he experienced great difficulty getting on penetrator even with the assistance of the paramedic. His back injury is confined to tissue and muscle, with no damage to vertebrae.

SCOTCH 3 FOLLOWER

1 JULY / TML

UNCLASSIFIED

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COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

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ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
	TO	GRADE	SIGNATURE	DATE		
1	C		<i>[Signature]</i>	JUL 02 1968	Lt Col Newton DOCC	4114 2 Jul 68
2					TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER	
3					<i>William H. Stewart</i>	
4					WILLIAM H. STEWART, Colonel, USAF	
5					Chief, Command and Control Division	
6					TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR	
7	68	BGen				
8	VC	XGen				
9	C	Gen				

Aircraft Loss - 1 July 1968 (U)

1. (S) Scotch 03/F105D/TKL was reported down at 1635H, 18 miles WNW of Dong Ha, due to AW fire received while expending ordnance on a SAM transporter in Tally Ho. The pilot reported smoke in the cockpit, ejected and landed in the DMZ.
2. (S) The flight of four F105's had departed Takhli at 1513H to strike a 37 mm gun site, NW of Dong Ha; but was diverted by Hillsboro (ABCCC) to the more lucrative SAM target.
3. (S) SAR forces were immediately executed but held short of the area due to no beeper or voice contact. When voice contact was established, the pilot reported having back injuries and he would need the assistance of a para-rescueman. Jolly Green 29 and 22 made an attempt to recover the pilot, but had to pull back because of ground fire. Seven F105's, four F4's and 4 A1's were on the scene suppressing the ground fire until darkness set in. At 1944H, the effort was called off by 7AFCC.
4. (S) A first light effort is planned for 2 July. Forces to be utilized, as required, are:
- Crown 4/C-130.
 - Jolly Green 21, 22, 24, 28, 31/5 HH-3.
 - Spad 11, 12, 13, 14/4 A1.
 - Sandy 3, 4/2 A1.
 - Lizard/Falcon/Buick/Honda/16 F-4.
 - Gunfighter 1, 2, 3, 4, 7, 8/6 F-4.
 - Pistol/Simmer/8 F-105.
 - Misty 11, 21/2 F-100.

In all cases, the same pilots who flew in the abortive afternoon effort of 1 July will again pilot the aircraft to attempt this 2 July effort. Their familiarity with the area should help expedite the recovery. The SAR force will arrive on scene at approximately 0615H on 2 July 68. (The weather is forecast to be 3,000 scattered, 10,000 scattered and 7 miles visibility).

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.

CWA-9-68-579

7AFHQ FORM 4
MAY 67

PREVIOUS EDITION OF THIS FORM IS EXHAUSTED

DOD DR 5200.40

DOCC-8-42326

UNCLASSIFIED

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5. (S) SEQUENCE OF EVENTS:

- 1645H - 7AFCC was advised that Scotch 03/F105/TKL, was down 18 miles WNW of Dong Ha.
- 1648H - Jolly Green 22 and 29 launching from Dong Ha.
- 1650H - Crown 04 reports that visual contact has been made with the pilot. Spad 11, 12, 13 and 14/ALE/DNG are airborne, ETA at the scene is 1735H.
- 1655H - Weather in the area is 12,000 overcast, visibility 7 miles. Sunset will be 1913H.
- 1701H - Scotch flight/3 F105's and Misty 41/F-100 are on the scene.
- 1707H - Dagger/4 F4D's and Bass/4 F105's estimating the area at 1725H.
- 1712H - Misty 41 is talking with the pilot and receiving ground fire. The pilot reports having back injuries and requests para-rescue assistance.
- 1739H - Marlin/4 F105's and Stormy/2 F4D's are on the scene. Spad 11 relieving Misty 41 as on-scene controller.
- 1748H - Border clearance approved.
- 1810H - Spad 11 and 12 over the area and reports no ground fire, beeper or voice contact with the pilot.
- 1850H - Jolly Green 22 and 29 ETA is 1900H.
- 1910H - Jolly Green 22 and 29 going in. Spad 11 suppressing ground fire.
- 1920H - Jolly Green 29 has voice contact, but receiving ground fire. Pulling back. Jolly Green received hits. Jolly Green 22 remaining in the area.
- 1938H - All forces pulling back awaiting flare ship. Observing AA burst in the area.
- 1944H - SAR directed to RTB by 7AFCC. A first light effort at 0618H will be launched on 2 July.

6. (S) AIRCRAFT AND CREW DATA:

a. Aircraft.

- (1) Call sign - Scotch 03.
- (2) Type - F105D.
- (3) Serial Number - 610118.

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UNCLASSIFIED

b. Crew.

- (1) Name - Jack Modica, Lt Col,
- (2) Total flying time - 4800.
- (3) Total fighter time - 1872.
- (4) Total F105 time - 215.
- (5) Total missions - 40.
- (6) Total counters - 33.
- (7) Total time as flight leader - 4.0.
- (8) Squadron position - Squadron Operations Officer.

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COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

8

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
1	TO	GRADE	SIGNATURE	DOCC		
1	C	WILLIAM W. MOMYER, General, USAF	DATE	Lt Col Newton	4114	3 Jul 68
2		Commander	JUL 03 1968	TYPED NAME/ GRADE/ SIGNATURE OF ACTION OFFICER		
3				WILLIAM H. STEWART, Colonel, USAF		
4				Chief, Command and Control Division		
5				TYPED NAME/ GRADE/ SIGNATURE OF DCS/DIRECTOR		
6						
7						
8						
9						

Aircrew Recovery, 2 July 1968 (U)

1. (S) BACKGROUND: At 1635H, 1 July 68, Scotch 03/F105D/TKL, was hit by AW fire after expending ordnance on a SAM transporter in Tally Ho. The pilot ejected 18 miles WNW of Dong Ha. He reported that he was immobile because of back injuries. SAR forces were executed; however, the 1 July rescue attempt was unsuccessful due to enemy defenses and the onset of darkness. The SAR mission was terminated at 1944H, and plans were formulated for a first light effort, 2 July 68.
2. (S) At 0613H, 2 July, the FAC, Misty 11, established voice contact with the F-105 pilot. He stated that he was in a box canyon and would require assistance mounting the jungle penetrator. Considerable suppression forces were executed to the area with additional forces alerted. In all, 48 F-4 sorties and 12 F-105 sorties were tasked for RESCAP; however, the ordnance of 14 F-4s was not required and these sorties were released to expend ordnance on fragg targets. At 0920H, Jolly Green 31 was hit by ground fire while over the downed pilot. This helicopter withdrew from the area and landed safely at Quang Tri. Spad 11/PKU/ALH, the on scene commander, was hit by ground fire at 0924H in the objective area. At 0929H, this AL crashed at a point 13 miles NW of Dong Ha while egressing the area. No SAR was initiated because the aircraft exploded on impact and the pilot did not eject.
3. (S) Due to scheduled Arc Light missions in the Thor area, approximately 10 miles from the downed pilot, all forces were pulled from the SAR area at 1006H. Plans were made to re-enter at 1100H. During this period a report from the downed F-105 pilot revealed that the enemy was so close that he could hear their movements. At 1059H, the Arc Light force was clear of the area and forces were recommitted to the SAR mission. The F-105 pilot reported some hard ordnance impacting as close as 30 meters from his position. At 1517H Jolly Green 21 and 28, escorted by Sandy 5 and 6, started in for the pick-up. Sandy 03, already in the area, had the survivor pinpointed. By 1532H, Jolly Green 21 was over the survivor and a pararescueman was lowered on the jungle penetrator. At 1541H the survivor and the pararescueman were on board Jolly Green 21. No ground fire was reported immediately prior to or during the hover; however, Jolly Green 21 received 21 hits from ground fire while egressing the pick-up area. The survivor was taken to Dong Ha where he was met by a Flight Surgeon. He was subsequently flown to Da Nang for treatment. The survivor was suffering from a badly sprained back, bruises, and minor cuts.

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

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DOCC-8-42440

UNCLASSIFIED

COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

1

ROUTING/COORDINATION				DATE	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE			
DECLASSIFIED						
SEA Declassification & Review Team						
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 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2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195						

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DOC 6-1-42, 42, 42

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VV AFSP
ZZ RUEDJFA RUHKA RUHCAA
DE RUMSDF 13 1844333
ZNY 05000 207 JPOCO
A 0 020000Z JUL 67
FM 355TFW YAKULI DTABO THAI
TO RUEDJFA/THGO
RUHKA/CINCPAC
RUHCAA/PAOAF CC
RUMSAL/7AF CC
RUMBDP/7/13AF CC
INFO RUEFHQA/CSAF
RUHKB/CINCPACAF T
RUMUHFA/COMUSMACV
RUMOTLA/COMUSMACVTHAI
RUMTBK/AMEMB BANGKOK
RUEDAS/135 GP
RUMFUE/OTF 77
RUMNAF/312FW TUY HOA RVN
RUETJJA/USAFCS
RUMJAGA/AFIAS MORTON AFB CALIF
RUOSBB/HQ SAC
RUMSAK/121FW CAN FAWH BAY RVN
RUMFUD/CIB 77.3

FLASH

4-2
6-1
6-1
2-1
7-0
1-1
2-1
1-0

PAGE 2 RUMBDP 13 1844333
RUMJIR/AMEMB SAIGON
RUMFNA/AF WFPAC
RUMGUL/COMSEVENTHFLT
RUMFDS/355 ANDERSEN AFB GUAM
BT

SECRET 1/1/000/10PREP JIFFY/355TFW PREP-3/PANBATT 132-
A. REFERENCE: 355TFW OFREP-3/611/JUL 67
A1 RECOVERY OF DOWNED PILOT.
A2 2 JULY 67.
H. AT 02/0744Z 7AF & 7/13AF ADVISED THAT LT COL JACK MODICA, JR.
FR42799 WAS PICKUP AND TAKEN IMMEDIATELY TO LONG HOA HOSP
WHERE INITIAL MEDICAL EXAM WAS CONDUCTED. HE IS NOW ENROUTE TO VCS
SHIP SANCTUARY FOR FURTHER TREATMENT. LT COL MODICA WAS REPORTED
DOWNED BY GROUND FIRE 31% 55%.
GP-4
BT

NNNN

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17011-8-42345

PRIORITY: IMMEDIATE

DTG: 01/23352 JUL 68

FROM: 7AF TAN SON N HUT AB RVN

TO: ALL DAI ADDRESSEES

SCOTCH 03
LOSS FOLDER

DISTRIBUTION 3
1 cy Msg Cen
1 cy SSG DET
1 cy DOOR-E
1 cy DO (ALPHA TEAM)
1 cy DOE
1 cy DDI
1 cy DOA
1 cy TACDAL
1 cy SAC ADVON
1 cy HLO
1 cy AFOP
1 cy DOCC
1 cy TACO
1 cy 12 RITS
1 cy DIT (INFO)
1 cy 460 TFW
1 cy 97th Arty Gp
1 cy DIO File

SECRET/NOFORN/DIO JUL 68. NO FORN RECEIPT AUSTRALIA.

ASD (ASFE-1), FID (TACD), XAWC (DB), DIA (DIEST), 2AF (DI),

22AF (COPIN), 27TFW, 4510 COMBING, 4510 COMBING (DIA), 67 TFW,

AFOP, WRAHA (WHEER). ALL OTHERS FOR INTELL. SUBJ: (U) DEFENSE

ANALYSIS INTELLIGENCE REPORT NO 136. THIS MSG IS II PART(S).

PART I. DOWNED AIRCRAFT REPORT

CALL SIGN: SCOTCH 03

DATE: 1 JUL/1635H

TYPE ACFT: F-105

SPED: UNKNOWN

MISSION: STRIKE

ALTITUDE: UNKNOWN

WEAPON: POSSIBLE AN

READING: UNKNOWN

LOCATION HIT: 170315N/106523E

WEATHER: UNKNOWN

LOCATION DOWN: 1707N/10654E

CREW STATUS: MIA

This msg is classified
SECRET because it
reveals areas of
defense systems.

MISSION TRAFFIC

"ECHO"

NO COORD:

AT 1635H, SCOTCH 03, ONE OF A FLIGHT OF FOUR F-105S STRIKING
A SAM ON TRANSPORTER, WAS HIT BY POSSIBLE AN FIRE. THE PILOT
PULLED OFF TARGET, AND HEADED WEST. HE CALLED SMOKE IN COCKPIT,
AND EJECTED WHEN THE AIRCRAFT WOULD NOT STABILIZE. HE HAD A
GOOD CHUTE AND WAS OBSERVED TO IMPACT IN TREES. AFTER TWO
HOURS OF SILENCE, CONTACT WAS MADE WITH THE PILOT AND HIS POSITION
ESTABLISHED. AT LAST WORD SAM WAS TERMINATED FOR THE NIGHT DUE
TO DARKNESS. FLIGHT IN COL MORTAL, 334 TWS.

2/1200H
INFO: DOCC

SDO

INTEL

Cyrus J. Richards

CYRUS J. RICHARDS, Captain, USAF
Defense Analysis Division, 810/2502

John F. Powers

JOHN F. POWERS, LT COL., USAF
Chief, SAM ELINT Section C, DIO

7DIO-68-1122

CP-3

PG 1 OF 4 PGS

2 JUL 68

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7AF TAN SON NHUT AB RVN

7AF DI COMMENT: IN THE PAST SIX MONTHS, EIGHTEEN AIRCRAFT HAVE BEEN HIT, FIVE OF WHICH (INCLUDING SCOTCH 03) WERE DOWNED WITHIN AN EIGHT NAUTICAL MILE RADIUS OF SCOTCH 03'S HIT LOCATION. FLIGHTS HAVE REPORTED THE FOLLOWING REACTIONS SINCE 22 JUNE WITHIN A FOUR NAUTICAL MILE RADIUS OF THE SAME LOCATION: FIVE 57MM, FORTY-ONE 37MM, AND SEVEN AN.

PART II. ROCKET FIRING IN RP-I - 1 JULY 68

SAWYER, TWO F-4DS, OBSERVED A TOTAL OF TEN UNGUIDED ROCKETS FIRED DURING THE PERIOD 0425H-0435H.

SAWYER WAS STOPPING TRUCKS OFF ROUTE 137 AT 1725N/10612E WHEN IT OBSERVED THE ROCKETS FIRED. THE ROCKETS, WHICH TRAILED RED PLUMES, SHOT STRAIGHT UP TO 8-12,000 FEET AND BURNED OUT; NO DETONATIONS WERE OBSERVED. THE ROCKETS APPEARED TO BE DIRECTED AT SAWYER 2 DURING TARGET PULL OFF, BUT THEY DID NOT GUIDE OR TRACK, AND THE CLOSEST MISS DISTANCE WAS AN ESTIMATED 300 FEET.

DURING THIS SAME TIME PERIOD SAWYER 2 HAD STROBES AND SEVERAL LAUNCH LINES ON ITS REAR GEAR. HOWEVER, ALL INDICATIONS POSITIONED TO AREA OF VN-302. AND SAWYER 2 DID NOT NOTE ANY CORRELATION BETWEEN THE RHAW INDICATIONS AND THE ROCKETS. CP-3

7DIO-68-1122

CP-3

PG 2 OF 2 PGS

2 JUL 68

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PAGE 2 RUMHPO 21 CONFIDENTIAL

USMOSRA/602 FSCD UDORN RTAFB THAI

CONFIDENTIAL JOPREP JIFFY RESCUE/OL-1, 3 ARRG/JUL 68

RESCUE; 400 RESCUE INFORMATION REPORT

1. RESCUE CLOSING REPORT

2. 1-3-65/01 JUL 68

3. 02 JUL 68

4. B. NO FACTOR.

5. MISTY 41, 0849Z/01 JUL 68.

6. 37ARRS/HH-3E/FOREST PENETRATOR/0743Z.

7. A. 1/0/1/1/0/0 BY 1/1/0/0/0/0.

8. TAKEN TO DONG HA.

9. 7/14:40/37ARRS/HH-3E; 18/20-20/GACB/A-1E; 7/16:15/602FSCD/A-1E;

10. 10:20/39ARRS/HH-130P.

11. A. ALL OF 37ARRS: RCC--EAGAN, L. A. LT. (USCG); RCCP--BOOTH, R. E.

MAJOR; FE--HONER, M. H. SGT; PJ--TALLEY, J. E. AIC.

12. MONTICA, JACK, JR., LT. COL./333TRW, TAKHLI RTAFB THAILAND

13. A. 16-55N 106-48E, EFFECTIVENESS S/E. B. LOCATED. H. ONE ARRG

COMBAT SAVE/NO AIR REFUELING/AIRCRAFT WAS DOWNED BY HOSTILE FIRE/ONE

USAF CREWMEMBER/ONE PJ DEPLOYED/FOLLOWING A MAJOR GROUND FIRE SUP-

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ANAL

CONFIDENTIAL

PAGE 3 RUMHPD 21 C O N F I D E N T I A L
SUPPRESSION EFFORT, JG 31 ATTEMPTED TO MAKE THE PICKUP OF SCOTCH 3 PILOT
AT 0114Z. WHILE IN THE HOVER, HE RECEIVED GROUND FIRE AND WAS DRIVEN
OFF. WHILE ESCORTING JG31 OUT OF THE AREA, SPAD 11 WAS HIT AT 0122Z.
HE ATTEMPTED TO GET SOUTH, BUT CRASHED AT POSITION 16-45N 126-57E.
SPAD 12 REPORTED THAT THE PILOT OF SPAD 11 DID NOT GET OUT OF THE
AIRCRAFT AND COULD NOT HAVE SURVIVED THE CRASH; HOWEVER, ELECTRONIC
SEARCH WILL BE CONTINUED. JG 31 RECOVERED TO QUANG TRI WITH MAJOR
BATTLE DAMAGE. AFTER ANOTHER MAJOR GROUND FIRE SUPPRESSION EFFORT,
JG 21 DEPLOYED HIS P. J. AT 0732Z. THE PICKUP WAS COMPLETED AT
0743Z. THE SURVIVOR HAD SUSTAINED A SEVERE BACK INJURY AND WAS
TAKEN TO DONG HA FOR IMMEDIATE MEDICAL ATTENTION. DURING THE
RECOVERY OPERATION, JG 21 RECEIVED CONSIDERABLE BATTLE DAMAGE. }

(P)-
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DE RUMHPD 12 1831730

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O 011715Z JUL 68

F ZFD

FM OL-1 3ARRGP SON TRA RVN

TO RUCIEUA/HQ ARRS SCOTT AFB ILL

INFO RUEFHQA/CSAF/AFCP/AFXOPFH

RUCIEUA/MAC/MCP/MAOCSA

RUEBABA/TAC/DOOS-LR

RUMTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RUMHABA/PACARRC/PROCP/HICKAM AFB HAWAII

RUMSAL/7AF/DOO/DO/DP/DI/BDPMP/CP/TAN SON NHUT AB RVN

RUMUFKA/3ARRGP/JSARC/TAN SON NHUT AB RVN

RUMUHFA/MACV SAIGON RVN

RUMFCR/CTE SEVEN ZERO PT TWO PT ONE PT ONE

RUMFCR/CTU SEVEN SEVEN PT ZERO PT ONE

RUMFCR/CUT SEVEN SEVEN PT ZERO PT TWO

RUMOSRA/OL-2 3ARRGP UDORN RTAFB THAILAND

RUMLJHA/39ARRS TUY HOA AB RVN

RUMHPB/37ARRS DANANG AB RVN

RUMNTB/6ACS PLEIKU AB RVN

RUMBDFE/333 TFW TAKHLI RTAFB THAILAND

RUMNAD/612 TSS PHU CAT AB RVN

BT

2 JUL '68 9:15 Z

DAN/3ARRGP

DO

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DP

PAGE 2 RUMHPD 12 C O N F I D E N T I A L

2-O N F I D E N T I A L/JOPREP JIFFY RESCUE/OL-1 3ARRGP/JUL 68.

SUBJ: (U) RESCUE INFORMATION REPORT.

1. RESCUE OPENING REPORT.

2. 1-3-68/01 JUL 1968.

4. A. F-105/1 POB.

B. TACTICAL.

C. CLASSIFIED.

D. USAF/SCOTCH 3/610118.

E. USA.

F. USAF, 333 TFW.

G. NOT RELEASABLE.

H. 1 POB.

I. USAF STANDARD.

3. WATERBOY (GCI); 01/0843Z

1. 1049Z.

2. 2/HM-3E/37 ARRS/0843Z; 4/A-1H/6ACS/0849Z; 1/HC-130P/39ARRS/0843Z

2/HM-3E/37ARRS/0945Z.

4. SCRAMBLED JOLLY GREENS 31 AND 27 FROM FOL AT 0843Z. DIVERTED CROWN

FROM NORMAL ORBIT AT 0843Z. AND SCRAMBLED SPADS 11, 12, 13, AND 14

FROM DANANG AB AT 0849Z.

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[Handwritten signature]

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PAGE 3 RUMHPD 12 C O N F I D E N T I A L

9. 16-55N 106-48E.

10. A. NO FACTOR.

C. 1000 BROKEN, VISIBILITY 6 MILES, FOG IN VALLEYS.

11. OL-1, 3ARRGP, MAJOR ROY P. SNELL, MAJOR JOE B. MARSHALL JR.

12. PANAMA (GCI) WATERBOY (GCI), 366 TFW, 333 TFW, 421 TFS, TACC,

7AFCC, SAC, 1-DASC, DONG HA DASC, 1ST MAW, USN.

20. C. VICINITY OF 16-55N 106-48E.

D. 5/HM-3E/37ARRS, 4/A-1H/6ACS, 2/A-E/9FS (C), 1/HC-130P/39ARRS

AVAILABLE FAC AND FIGHTER AIRCRAFT.

H. NO ARRS SAVES/NO AIR REFUELINGS/OBJECTIVE DOWNED BY HOSTILE ACTION/
ONE USAF CREWMAN/NO PJ DEPLOYMENTS. SCOTCH 3 WAS FORCED TO EJECT AFTER
HIS AIRCRAFT WAS DISABLED BY HOSTILE ACTION AT 0843Z. THE SURVIVOR
WAS SEEN BY MISTY 41 TO DISAPPEAR INTO DENSE FOLIAGE AFTER SUCCESSFULLY
EXITING THE AIRCRAFT. JOLLY GREENS 31 AND 27 ALONE WITH SPADS 11, 12
13, AND 14 PROCEEDED TO THE AREA. JOLLY GREEN 29 AND 22 JOINED THIS
FORCE AT 0945Z. NO BEEPER OR VOICE CONTACT WAS MADE WITH THE SURVIVOR
UNTIL 1042Z, WHEN MISTY 41 HEARD A BEEPER. AT 1049Z, MISTY 41 MADE
FIRST VOICE CONTACT WITH THE SURVIVOR, WHO INDICATED HE HAS SUSTAINED
A BACK INJURY AND COULD NOT BE RECOVERED BY HOIST. THE ENEMY THEN
BEGAN SMALL ARMS AND AUTOMATIC WEAPONS FIRE AT THE FORCES IN THE

PAGE 4 RUMHPD 12 C O N F I D E N T I A L

THE AREA. SPAD 11 BEGAN TO DIRECT SUPPRESSION EFFORTS AND AT 1104Z,
JOLLY GREEN 27 ATTEMPTED TO GO NEAR THE OBJECTIVE, BUT WAS DRIVEN
OFF BY GROUND FIRE, TAKING 2 HITS. AFTER MORE SUPPRESSION, JOLLY
GREEN 29 ATTEMPTED TO GO TO THE OBJECTIVE, BUT WAS HIT BY HEAVY
SMALL ARMS AND AUTOMATIC WEAPONS FIRE AT 1120Z AND HAD TO DEPART
THE AREA. JOLLY GREEN 22 THEN STARTED TO DESCEND TOWARD THE
OBJECTIVE, BUT BECAUSE OF DARKNESS, HOSTILE ACTION--INCLUDING 23MM
AND 37MM AIR BURSTS, AND LACK OF A PINPOINT POSITION OF THE
SURVIVOR, AFCC RTB ALL FORCES AT 1144Z. THE SAR EFFORT WILL
CONTINUE AT 2220Z.

GP-4

BT

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HENRY ALBERT TIPPING

COL - O6 - Air Force - Regular
44 year old Single, Caucasian, Male
Born on Feb 18, 1924
From PHILADELPHIA, PENNSYLVANIA
His tour of duty began on Jul 02, 1968
Casualty was on Jul 02, 1968
in QUANG TRI, SOUTH VIETNAM
Hostile, died while missing
FIXED WING - PILOT
AIR LOSS, CRASH ON LAND
Body was not recovered
Religion
BAPTIST

Panel 54W - - Line 39

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Mission Narrative 1-3-65
Crown 4

1 July 1968

At 0836Z Scotch lead (F-105) reported Scotch 3 hit by ground fire heading for feet wet E of CH109. C-4 proceeded to CH109 area to intercept. Scotch lead advised Scotch 3 bailed out at approx 290/18-109, 1658-10644. JG 22-27-29-31 launched CH103, SPAD 11-12-13-14 CH77. Misty 51 with Misty 41 and Covey 171 in area with Scotch 1-2-4 sighted chute. No beeper or voice. Chute later disappeared (No explanation). JGS held feet wet E CH109 and later repositioned to "Rockpile" approximately 10 minutes from scene awaiting voice contact with survivor downed in multiple layered tree canopy. SPAD 11 on scene commander had no contact with survivor but elected to have JG27-31 led in by Covey 171 for low level looksee with only ground fire reported. Ground fire rapidly intensified as JGS entered area. Considerable time was spent in directing JGS to suspected site while avoiding ground fire and rendezvous with on scene commander. Misty 31 reported white smoke in area and possibly the survivor. Later voice contact with survivor proved this negative. JGS 27-31 advised 10 minutes to Bingo and taking ground fire. SPAD 11 reported voice contact with Scotch 3, injured and requires help to get on penetrator. C-4 moved in JG 22-29 and RTBD JG 27-31 to CH103 for fuel. JG 22-29 met heavy ground fire in area and were taking hits. JG29 reported hydraulic or transmission oil leak and pulling out to check battle damage. JG22 reported taking hits and maneuvering to avoid ground fire. C-4 pulled all SAR forces out for battle damage and darkness, recommending first light effort in concurrence with SPAD 11. JGS RTB CH103, SPADS to CH77, C-4 to CH83. Mission open.

P Major Benson
CP Capt Tenhoor
N Major Parten
N Major Nelson
RO TSgt Ford
FE TSgt Bryant
FE SSgt Mehl TDY 36 ARRS
LM ALC Sherrer TDY 55 ARRS

Fredrick J.R. Benson
FREDERICK J.R. BENSON, Major, USAF
Rescue Crew Commander

GROUP-4

Downgraded at 3 year intervals,
Declassified after 12 years.

~~SECRET~~

Copy 2 of 2
39 ARRS/0 3965-324
68-7-007

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Additional Comments Crown 4 1 July 1968 (Major Benson)

The following problem areas were noted during the mission.

1. SAR Forces:

a. SPADS, JGS, FACS and Scotch flight (low cap) all on guard, creating a great deal of confusion. Only one aircraft should be working the survivor on guard.

b. FAC (initial on scene commander) and SPADS not familiar with SAR procedures. IE: JGS will not be cleared into SAR area until the survivor is pinpointed or voice contact established, nor will they be utilized for low level search over hostile terrain. Further, Crown cannot order them in. This must be coordinated between the SPAD/Sandy on scene commander and JGS.

c. Controlling agencies should limit their traffic to HF rather than UHF/VHF.

d. JGS were directed to orbit "Rockpile". Neither Crown, SPADS or FACS were familiar with this position.

e. Crown requested and received control of one CAP flight on a specific frequency. Subsequently four more flights reported in on guard that they were directed to Crown control.

f. A tanker was assigned the CAP force under GCI control then RTBD without advising Crown. Had Crown accepted the four additional CAP flights relying on the nonexistent tanker the situation could have become rather tense.

g. JGS were pre-positioned in force at CH103 for the current operation but the nearest SPAD support was :45 minutes away at CH77.

h. A flight of badly needed helo gunships (seaworthy) were assigned for mission support and never materialized. Crown was unable to locate them through any agency.

i. A controlling agency assigned a flareship and suggested a night SAR effort after Crown had pulled off the forces due to darkness, ground fire and battle damage.

2. All Forces:

a. Excessive use of guard, both mission aircraft, non mission aircraft and controlling agencies volunteering assistance.

b. One rescap flight holding high did not remain on assigned frequency ~~and~~ using guard to check progress of SAR.

GROUP-4
Downgraded at 3 year intervals.
Declassified after 12 years.

~~SECRET~~

CP-4

39-68-324

39ARRS/O

68-7-007

On 1 July at 2200Z (2 July 0600 Local) a preplanned major Search and Rescue (SAR) effort commenced to recover the pilot from Scotch-03 (USAF F-105), shot down by hostile ground fire late the day before without enough day-light remaining to effect his recovery. His position was 295/18/Ch-109 in a heavily defended dense jungle area of North Vietnam. He had a badly sprained back and could hardly move.

Crown-4 was Airborne Mission Commander and was on orbit at 2200Z to control the SAR. Two Misties (F-100 Forward Air Controllers (FAC's)) arrived on scene at 2220Z. Misty-11 was appointed On Scene Commander with Misty-21 as alternate so as to keep a Misty FAC on scene at all times, allowing them to cycle one at a time to their tanker for fuel. They made radio contact with and located the survivor almost immediately. Covey-171 (USAF O-2 FAC) joined them to assist in marking targets. From 2230Z until 0030Z the FAC's directed high performance fighter strikes on suspected enemy ground fire positions near the survivor.

Spad's- 11 & 12 (USAF A-1) were sent in to check the SAR scene at 0030Z and they recommended the Jolly Greens (USAF HH-3E's) come in for a pick-up. They also reported negative ground fire. Crown-4 then appointed Spad-11 On Scene Commander and directed Jolly Greens-24 low and 31 with their Rescort, Spads-13 & 14 and Sandies-1 & 2 (USAF A-1), from their orbit position (Rock Pile Orbit) to the scene for a pick-up. Jolly Green-24 then reported that he would not have enough fuel to hover, so Crown-4 sent the Jolly Greens and their Rescort back to orbit and RTB'ed (Return To Base) Jolly Green-24 to Ch-103 for fuel. Jolly Green-22 was on the ground at Ch-103 refueling at that time to join the SAR forces. Jolly Green-22 arrived over Rock Pile Orbit at 0055Z. Crown-4 then directed Jolly Green-31 low and 22 to the SAR scene for the pick-up based on Spad-11's recommendation. He had reported weather moving in so Crown-4 held the fast movers high under Panama's (GCI) control.

At 0115Z Jolly Green-31 was hovering over the survivor and started receiving heavy ground fire from directly underneath. The pilot reported fuel fumes in the cockpit and that number 1 & 2 boost pumps were out, he also reported rotor vibrations. At about the same time Jolly Green-22 reported rotor vibrations from mechanical difficulties. Crown-4 directed all SAR forces away from the scene. The Jolly Greens were RTB'ed to Ch-103 escorted by Sandies-1 & 2, who RTB'ed Ch-77.

While egressing from the SAR scene at 0124Z, Spad-11 received ground fire and reported "0" oil pressure, And that he was headed for a clear area to leave the airplane. No further radio transmissions were heard from Spad-11. Spad-12, his wing man, followed him and repeatedly called on guard frequency for him to bail out because of excessive smoke coming from his aircraft. When Spad-12 got no response from his call, Crown-4 also called for Spad-11 to bail out. There was still no response. Spad-12 followed Spad-11 until he crashed, and reported that he crashed with his cockpit closed. No chute was observed and no beeper was heard. Spads-12, 13 & 14 searched the area for about 25 minutes for signs of a survivor and concluded that the pilot perished in the crash. The Spads were RTB'ed Ch-77 and the Misties to Panama Control. The Covey RTB'ed home plate for fuel. At this time all high performance strike aircraft were under Panama Control.

4

Arc Light strikes were scheduled to commence within a few miles from the survivor at 0205Z and would last until approximately 0230Z. During this pause in the SAR effort, Queen asked Crown-4 for a recommendation whether or not another attempt should be made to rescue the survivor, and for an explanation of why this was Crown's recommendation. Crown-4 answered with the following statement without recommendation; "It appears to be a trap to shoot down the Jolly Greens, since we have had aircraft working in the area all morning and none have been fired on until the Jolly Green was in a hover for the pick-up, and that fire came from directly underneath the Jolly Green. I believe that the probability of losing at least one more aircraft is far greater than the possibility of recovering the survivor. Then if we do recover the survivor we still have a far greater than normal probability of losing at least one more aircraft in the process."

No decision was ever relayed to Crown-4 as to whether or not another attempt would be made, however at 0245Z Misties-11 & 21 joined by Misty-31 arrived back on scene and requested more high performance aircraft to direct against the suspected ground fire positions around the survivor. Crown-4 then requested additional flights of high performance aircraft to work with the Misties. Several flights were turned over to Crown from Panama, and the strikes began again. While these strikes were going on Blue Chip directed, through Panama, that three of the flights turned over to Crown not be used. One of the flights, Love Bug, was on the target at that time and had expended almost all of his ordnance. Crown-4 tried for several minutes without success to contact the Misty On Scene Commander, to pass on this information. In the meantime Crown-4 had determined through Queen, that it would be impossible for several hours to get more Jolly Greens and Spads to the scene because of battle damage and mechanical difficulties. When Crown-4 finally made radio contact again at 0340Z with the Misty, he directed that all forces pull away from the SAR scene to re-organize. The Misties and high performers were again turned over to Panama Control. Spads-31 & 32 had arrived over Rock Pile Orbit to support the SAR but would bingo for fuel before the Jolly Greens could arrive on scene. Queen directed that Crown-4 hold the Spads on orbit.

Crown-4 asked for conformation from Blue Chip, through Queen, whether or not another SAR effort was planned and what forces would be available for the mission. No confirmation, pro nor con, was received. At 0410Z Panama relayed to Crown that Blue directed all SAR forces RTB. Crown-4 asked Queen to confirm this message from Blue Chip, but again no confirmation was received.

At 0438Z Queen directed that Spads-31 & 32, who would bingo for fuel in 30 minutes, expend their ordnance on the suspected ground fire positions near the survivor, and to check the situation on the ground for another attempted recovery. The Spads were sent in and expended their ordnance. They reported negative ground fire, but the survivor could hear people moving around and could not see them. After the Spads cleared the target Queen directed that several flights of Gunfighters and Phantoms expend their ordnance and RTB, since they had been airborne all day cycling off the tankers. Misties 11 & 21 had RTB'ed so Misty-31 joined by Misties-41 & 51 returned to the scene to take over as On Scene Commanders. They were joined by Coveys-112 & 172 to assist in marking targets. Crown-4 still had no information that another recovery attempt would be made.

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At this time Crown-4 requested from Queen: "If another recovery attempt is to be made, request a firm ETA for the Jolly Greens and their Rescort, also request that since the high performance strikes have started again, they be continued until the Jolly Greens and their Rescort arrive on scene, holding one flight of high performers high, to use if necessary during the pick-up." Crown-4 did continue to receive high performance flights approximately every 15 minutes. They were sent to the Misties and bombed suspected ground fire sights in the area.

Queen advised that there were no Spads nor Sandies available from Ch-77, but they had launched Sandies-3,4,5 & 6 from Ch-89. Crown-4 then requested that the Jolly Greens, which were back in commission, be launched from Ch-103 to join-up with the Sandies over Rock Pile Orbit at the Sandies ETA of 0700Z to that position. Jolly Green-21 low & 28 were launched.

The Sandies were not familiar with the area of Rock Pile Orbit so Crown-4 directed Covey-112 to intercept them on a discrete frequency, and lead them to Rock Pile Orbit. The Sandies nor the Jolly Greens were familiar with the area of the survivor so Covey-112 was instructed to remain with the Sandies over Rock Pile Orbit and lead the forces to the SAR scene on Crown-4's command. Sandies-3 & 4 were briefed that they would precede approximately $\frac{1}{2}$ mile ahead of the Jolly Greens and Sandies-5 & 6, and all these forces would remain on the same frequency, which was different from the one being used by the Misties and the high performers. Sandy-3 was briefed to go to guard frequency as soon as he arrived on scene and take over On Scene Commander from Misty-31. Sandies-3 & 4 were to check the area over, while the Jolly Greens and Sandies-5 & 6 held clear of the area until called for by Sandy-3.

Misty-31 was briefed that Sandy-3 would take over upon arrival, and the Misties and high performers were to hold high at that time in case they were needed during the pick-up. At 0705Z Rustic flight (High performers) were cleared to the Misties by Crown-4. At this time all forces had been briefed what to do. At 0710Z the Sandies and Jolly Greens led by Covey-112 were directed to depart orbit for the SAR scene. At 0720Z Sandies-3 & 4 and Covey-112 arrived on scene and Sandy-3 took over On Scene Commander just as Rustic flight was clearing the target. One flight of high performers (Bear Flight) was orbiting high and were instructed to go to Misty-31 on a discrete frequency and standby in case they were needed. Sandies-3 & 4 and Covey-112 located the survivor and called in the Jolly Greens and Sandies-5 & 6.

Jolly Green-21 was in a hover at 0730Z and lowered their Pararescue man to assist the survivor on to the penetrater. At least two anti-aircraft gun positions opened fire on Jolly Green-21, but they received no hits. Misty-31 immediately directed Bear flight in on the gun positions, which silenced them. The Jolly Green had lowered the Pararescue man only a few feet from the survivor, but the jungle was so thick they had to hoist him back in and move that few feet to lower him again. At 0740Z the Pararescue man had the survivor on the penetrater and the recovery was made successfully. The Jolly Greens and the Sandies egressed along a route recommended by Covey-112 and all forces were RTB'ed. Jolly Green-21 delivered the survivor, who was in critical condition, to the hospital at Ch-109.

~~REF~~ UNCLASSIFIED

P-3

Summary Report 1-3-65, 1 Jul 68

(C) At 0850Z, 1 Jul 68, Jolly Greens 27 and 31 were scrambled from Da Nang AB, RVN, to intercept an F-105 which had received battle damage and was heading for the Gulf of Tonkin. The F-105 pilot was unable to reach the sea and ejected northwest of Dong Ha, North Vietnam. Misty 41 (an F-100 FAC) had established a visual reference of the location of the F-105 pilot entering heavy forest. At 1045Z Misty 41 established voice contact with the survivor who stated he was injured. Spads 11, 12, 13, and 14, and Covey 171 arrived on scene and commenced a visual search for the survivor with Misty 41 assisting. Although the survivor's position had not been pinpointed, Jolly Green 27 was cleared for ingress because of the nature of injuries to the F-105 pilot. Jolly Green 27 was driven off by ground fire. Since he had disposed of external tanks it was necessary to depart the rescue area with Jolly Green 31 escorting. Back-up forces, Jolly Greens 29 and 22, were cleared for ingress at 1120Z. Jolly Green 29 approached the location of the survivor but sustained battle damage and was forced to withdraw temporarily. Jolly Green 29 made a second attempt to ingress the area but was again driven off by ground fire. Darkness had approached therefore all SAR forces were withdrawn for the night. On 1 Jul 68 at 2215Z Jolly Greens 24, 22 and 31 were launched for the rescue area. At 0045Z on 2 Jul 68, Jolly Green 24 departed the scene for refueling. Jolly Green 31 was cleared for an attempt at rescue at 0055Z but received extensive battle damage and was forced to withdraw to home plate. Spad 11 had received battle damage, lost oil pressure and crashed with the canopy in place. Jolly Greens 24, 22 and 31 were replaced by Jolly Greens 21 and 28 at approximately 0145Z. SAR forces were withdrawn temporarily while other missions were performed in the area. At 0700Z SAR forces (Jolly Greens 21 and 28), Spads 13 and 14, Sandy 3, 4, 5 and 6; and Covey 112) were reformed in the area of the survivor. Jolly Green 21 penetrated to the survivor's position at 0730Z, confirmed that help was essential, and lowered the rescue specialist. After a difficult ground search the survivor was located, placed aboard the forest penetrator with the rescue specialist, and hoisting into the helicopter began. As the penetrator departed the ground at 0745Z intense ground fire was experienced with resultant battle damage to the helicopter. Upon the penetrator clearing the trees a successful egress was made. Survivor was Lt Col Jack Medica Jr., 333rd Tac Ftr Wg.

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18 JUL 1968

370

MISSION NARRATIVE REPORT (1-3-65, 1 July 68)

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SCHEDULE OF EXECUTIVE ORDER 11652

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IN TURN

1. (U) This report is submitted in accordance with ARRSN 55-2/3 ARRGp SUP 1, dated 15 Apr 68.

2. (C) At 0850Z on 1 July 1968 JG 27 and 31, on strip alert at CH103, were scrambled for an F-105 reported hit and heading feet wet. Approximately five minutes after take-off, Crown 4 informed JG 27 and 31 that the F-105 pilot (Scotch III) was in fact downed and his position was 290/18/109, or feet dry, northwest of Dong Ha in North Vietnam. JG 27 and 31 elected to continue heading for feet wet and establish a holding orbit until the Spads departed CH77 and were able to provide RESCORT for the JGs. At 0910, JG 27 and 31 were directed to depart orbit and proceed to the "Rockpile" (263/15/109) and await arrival of the Spads. At 1030Z, JG 27 and 31 established an orbit in proximity of the "Rockpile" and began communicating with Misty 41 (F-100 FAC). Misty 41 reported that he had visual contact with the chute and watched the survivor enter the trees. The parachute had hung up in the trees for approximately three minutes then disappeared. Misty 41 estimated the height of the trees to be 50 feet high. JG 27 asked if voice communication or some positive form of communication had been established with the survivor. Misty 41 reported to the negative but reaffirmed that he knew the exact location of the survivor and requested JG 27 enter the area and attempt to locate the survivor. JG 27 informed Misty 41 that the JGs would not enter the area until some form of positive communication was established with the survivor. At approximately 1045Z, Misty 41 reported a beeper, then voice contact with the survivor. Further inquiry revealed that the survivor believed his back to be broken and that he would be unable to mount a penetrator unaided. Spads 11, 12, 13 and 14 arrived on the scene in the meantime and joined Misty 41 and Covey 171 in an effort to positively locate the survivor. After a discussion between JG 27, Misty 41 and Spad 11, JG 27 elected to leave the orbit and penetrate into the rescue area. JG 31 experienced ground fire upon departure from the "Rockpile" but received no hits. Covey 171 led JG 27 and 31, giving direction and altitude instructions in an effort to avoid known 37 and 57MM anti-aircraft guns in the area. JG 27 descended to 3000' MSL and continued to follow Covey 171 while JG 31 remained west of the rescue area. Misty 41 marked the area with a smoke rocket while JG 27 continued to descend, dropping tip tanks and preparing the Rescue Specialist for possible lowering to the ground. JG 27 crossed the marked area from the west at approximately 150 AGL. The area was a moderately deep ravine having a NW-SE axis with high embankments on three sides and 75 to 150 trees. As JG 27 crossed over the ridgeline on the east side of the ravine, ground fire was seen and heard. JG 27 immediately departed the area to the west and elected to orbit until ordnance was delivered to suppress the fire. Because of terrain features, it was extremely difficult to pinpoint the location of the survivor causing a delay in delivering ordnance. JG 27 notified Misty

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41 and Spad 11 that JG 27 and 31 would have to leave the area because of minimum fuel and recommended JG 29 and 22 be called in immediately. With JG 29 and 22s arrival, JG 27 and 31 returned to CH103 for fuel and aircraft inspection. JG 27 had received one round through the right sponson and a round through a rotor blade pocket, but was determined to be safe for flight. JG 27 and 31 again departed for the rescue area to assist JG 29 and 22 but were RTB'd by Crown 4 after 10 minutes of flight. JG 27 and 31 subsequently returned to CH77 at 1500Z with no further incident. At 0930Z JG 29 and 22 departed CH77 enroute CH103 for night alert duty. Prior to reaching CH103, Crown 4 was queried for information and instructions on the existing SAR mission. JG 29 and 22 were directed to orbit over the "Rockpile" as backup SAR forces. JG 29 and 22 penetrated the border at 1100Z and JG 29 was cleared in for a rescue attempt at 1120Z. The approach was made from the southwest to the smoke. A150ft hover was established and Misty 41 reported Scotch III's position to be 25 meters SE of the smoke. JG 29 made a turn on the spot and air-taxied to the new position. Upon arrival in the near vicinity of Scotch III, JG 29 began taking heavy ground fire. Departure was taken to the SW and after moving approximately 300 meters another barrage of ground fire was taken from directly below. Damage was evaluated as No. 2 generator, No. 2 TR, No. 2 boost pumps and the forward fuel gage being inoperative. There was a difference in torque between 0 and 80%. There was a hydraulic leak near the transmission. Both engines were determined to be operating properly. JG 29 climbed to 2500 feet and determined that the helicopter was still airworthy. The Spads put down smoke on the east ridge. JG 22 was preparing to make a rescue attempt although it was dusk and nightfall was rapidly approaching. At this point it was decided that JG 29 would make the attempt since JG 22 was still unscathed and would be of greater value as high bird. JG 29 made an approach from the NW in an effort to avoid the previously sighted ground fire area. Just as JG 29 reached a hover, heavy ground fire was received. Muzzle flashes were sighted on both ridge lines and from directly below the aircraft. JG 29 commenced a climbout when JG 22 began taking airbursts at 1000ft JG 22 had to make violent flight maneuvers to avoid being hit. The Spads joined the Jolly Greens in escort to the "Rockpile." 50 cal ground fire was encountered with no hits until all aircraft were clear of the DMZ. JG 29 and 22 landed CH103 at 1210Z. A "first light" effort was fraged for 2 July. JG 24 and 22 were airborne at 2215Z from CH103 and was joined by JG 31 at the "Rockpile." After 2 hours of orbiting, JG 22 was directed to RTB CH103 to remove the external auxiliary fuel tanks. At 0045Z, JG 24 and 31 were directed into the area by Crown. Prior to arriving in the area Spad 11 had assumed OSC and directed the helos to hold off while the Spads made ordnance deliveries in close proximity of Scotch III. JG 24 was 15 minutes past bingo fuel and RTB CH103 to refuel. JG 22 arrived on scene as relief of JG 24. At 2120Z, 1 July 1968, JG 31 departed CH77 with instructions to proceed to CH103. Upon initial contact with Queen JG 31 was directed to proceed to the "Rockpile" and rendezvous with JG 24 and JG 22. While enroute JG 31 attempted to transfer fuel from external auxiliary fuel tanks but when pressurized the right tank leaked around the filler cap. JG 31 landed at CH103 at 2220Z and by re-adjusting the

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filler cap the leak was stopped. Departing CH103 at 2230Z, JG 31 rendezvoused with JG 24 and JG 22 over the "Rockpile" at 2245Z. While JG 22, 24 and 31 orbited Misty 21 established contact with Scotch 03 at approximately 2320Z and began directing high performance aircraft in their strikes around Scotch 03's position. Crown 4 called at 2335Z and directed JG 31 to return to CH103, remove the external fuel tanks, refuel and return to the "Rockpile" orbit point. JG 31 landed at CH103 at 2350Z, removed tanks, refueled and departed at 0015Z arriving orbit point 0030Z along with Spads 11, 12 and 13 who had departed from CH77. JG 22 then left the orbit point to proceed to CH103 to remove the external tanks, refuel and return to the orbit point. The high performance aircraft attempted to sterilize the area until 0020Z. The Spads then moved into the area to try to neutralize the area close to the survivor. Spad 13 then brought JG 24 and 31 into the area of the downed pilot. JG 24 was too low on fuel for a rescue attempt and returned to CH103. JG 31 returned to orbit point to wait for JG 22 who was enroute from CH103. At 0055Z JG 22 returned to the "Rockpile" and the decision was made to attempt a rescue. Cloud cover was moving into the area and any further delay would force the rescue aircraft to abort the rescue effort. JG 31 assumed low bird position and under the direction of Spad 13 was guided into the survivor's area. As JG 31 entered the area from the southwest, Covey 171 requested Scotch 03 to begin directing JG 31 to his position, JG 31 initiated a slow descending left turn and after 180 degrees of turn, moderate ground fire was encountered. JG 31 climbed to 300 AGL and continued to turn left. The Spads put in more ordnance while JG 31 prepared for another approach to the survivor. While JG 31 was still in the turn the Co-pilot spotted the smoke from the survivor's flare coming up thru the trees. Continuing the left turn JG 31 established a hover with the survivor on the right side of the aircraft. The Flight Engineer and Rescue Specialist commenced firing the two M-60 machine guns. Immediately JG 31 began receiving intense ground fire and sustained several hits. Both forward boost pump fuselage warning lights and the forward fuel by-pass lights, illuminated. JG 31 climbed out to the southwest over a ridge about 100 meters from the survivor and received more ground fire. Spad 13 gave heading directions to assist JG 31 in remaining clear of 37MM and 57MM positions. While JG 31 was climbing out the forward fuel quantity gauge indicated a rapid low of fuel. Spad 13 and JG 22 advised JG 31 he was streaming fuel from the bottom of the aircraft. JG 31 continued to climb to 4000 feet MSL and proceeded to CH103. The tower was advised that JG 31 had sustained battle damage. The tower operator cleared the traffic pattern and had fire fighting equipment standing by to assist JG 31. JG 31 landed at 0135 and without further incident. JG 24 landed CH103 at 0100Z for fuel and was airborne at 0110Z enroute to the "Rockpile." JG 31 reported that he was rapidly losing fuel. JG 22 was having slight control problems at this time. JG 24 proceeded on an intercept course for JG 31 and 22. At 0120Z Spad 11 stated that he had lost oil pressure and was heading feet wet. JG 24 and 22 diverted in his direction since JG 31 was south of the DMZ at this time. JG 24 and 22 rendezvoused approximately 3 miles south of the Spad 11 crash site. Spad 12 reported that Spad 11 went in with his canopy still on. JG 24 and 22 reversed course for SVN. JG 24 and 22 landed CH103 at 0215Z. JG 21 and JG 28 departed Channel 77 at 0140Z to relieve the other Jolly Green crews who had sustained battle damage during recovery attempts. Prior to arriving at Channel 103 the SAR communications were monitored and shortly after the loss of Spad 11, the SAR forces were RTB'd due to a fragged ARC Light strike

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in the area. At this time Crown 4 and Queen recommended termination of the effort. JG 21 and JG 28 assumed the alert at Channel 103. At 0530Z Queen advised another recovery attempt would be made. JG's 21 and 28 were to rendezvous with Spads 13 and 14 and Sandies 3, 4, 5, 6 over "Rockpile" at 0700Z. JG's 21 and 28 departed CH103 at 0640 and arrived over "Rockpile" at 0700Z. Sandy's 3,4,5,6 arrived to provide RESCORT. At this time Crown 4 briefed that Covey 112 would lead the Sandys and Jollies into the area and TAC air strikes would cease when the Jollies were 3/4 miles out. At this time JG 21 stated Sandy 3 would be the only clearing authority for the JG's to make an approach. At 0710 JG 21 dumped fuel for the penetration. Hostile area descent was performed by the CP. At 0715 Covey 112 led Sandy 3 and 4 to the area. Sandy 5 and 6 escorted JG 21 and 28 about 2 miles behind. At 0720 JG 21 commenced dumping the buffer of fuel he had retained for a wave-off. About one minute later JG 21 received 6-10 bursts of 37/57MM AAA fire close aboard the right side from the Fingers Lake region. As the helicopter was shaken by the concussion, evasive action was taken and vectors from Covey 112 were utilized in the descent to the area previously marked by smoke. The area was approached from the south and voice contact was made with the survivor at 0725Z. A spiraling descent was made trying to sight the survivor. He popped smoke, and giving vectors, managed to direct us to a point 50 meters west of him. Two 40Kt 360 degree turns were used in locating his smoke. The FE saw the smoke and directed the helicopter into a position over a clearing in the jungle 30-50 meters south of the survivor. JG 28 meanwhile held high. The survivor confirmed at this time he could not move and would require a Rescue Specialist to get him in the hoist. The hover was established at 0730Z. No ground fire was received. Sandys and Coveys were holding overhead. The RS was lowered to the ground on the penetrator. The survivor could not be seen from the helicopter; only his smoke was visible. The RS had to search the jungle for the survivor. The CP and FE maintained constant vigilance for enemy forces and directed the pilot in maintaining the hover. The RS had extreme difficulty in locating the survivor. The CP directed the survivor to fire a flare and to shout to assist the RS. He fired a pen gun and the RS observed the flash. The RS finally saw the survivor's foot and was able to reach him. At this time the RS requested the penetrator be moved closer to this position due to the extreme density of the jungle. Extreme crew coordination between all members of the crew resulted in placing the penetrator about 10m south of the survivor. The hover was about 130 feet AGL and a tall tree prevented moving any closer. The rotor blades contacted the tree in an effort to get as close as possible. A ridge extended 150 feet above on the left side, 200 feet in front, and 150 ft above and on the right side. The wind and terrain forced a heading into the ridge. The penetrator was again lowered and the RS carried the survivor to it. While the RS was undoing the straps on the penetrator, the survivor fired two tracers. The RS relieved him of his .38 revolver. He then placed the survivor to be raised on the penetrator and secured himself. At 0745Z he called for the penetrator to be raised. At that instant it appeared that the NVA had been monitoring the radio conversation and extremely heavy ground fire began. The first round entered the cockpit from the ridge directly ahead and penetrated the center windshield. The hover was maintained as the penetrator was raised through the trees. Heavy fire struck the helicopter and the No. 2 TR and associated equipment were lost. The CP attempted to return fire and then monitored the controls as the penetrator broke the canopy and

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a climb was initiated moving forward and up to clear the area of ground fire and prevent the personnel on the hoist from being hit. The CP recommended a left turn, which was entered to clear the lowest point of the ridge. During approximately 90 degree of turn the hoist was brought up and the FE pulled the penetrator in the aircraft while directing the pilot in hoist operations. The RS extracted himself from the penetrator and he and the FE got the survivor into the aircraft at 0752Z. The survivor was given water and treated for shock by the RS and FE. Covey 112 led JG 21 back across the DMZ around the 37/57MM AAA sites to the Dong Ha Med Evac pad. Since JG 21 had lost his gyro compass the survivor was transferred at 0810 and JG 21 returned to CH103 with JG 28 as escort. Inspection of the aircraft indicated ground fire was received from all quadrants, ranging in size from AK47 and 30cal, to 50cal. Four of the five main rotor blades were hit.

3. (C) SURVIVOR: LTCOL JACK MEDICA JR, 333rd TAC FTR WING.

4. (U) Other aircraft participating are too numerous to mention.

5. (C) CREW LIST:

	JG	RCC	RCCP	1 July	FE	RS
27	Maj Robey		Capt Hagen	SSgt Stumbaugh		A1C Thompson
31	Maj Wingfield		Capt Griffiths	Sgt Malone		Sgt Stanaland
29	LCDR MIXON		Capt Wiegard	Sgt Mangrum		Sgt Boushelle
22	Maj Green		Capt Spray	Sgt Beland		Sgt Klenovich

	JG	RCC	RCCP	2 July	FE	RS
31	Capt Oliver		Maj Stafford	Sgt Rodriquez		SSgt Miller
24	LCDR Mixon		Capt Wiegard	Sgt Mangrum		Sgt Boushelle
22	Maj Green		Capt Spray	Sgt Beland		Sgt Klenovich
21	Lt Eagan		Maj Booth	Sgt Honer		A1C Talley
28	Capt Ashley		Maj Wicker	SSgt Bowers		SSgt Spears


LANCE A. EAGAN, Lt, USCG
Rescue Crew Commander

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A1C Joel Talley receives the Air Force Cross from Gen. Howell M. Estes Jr. at Da Nang AB, South Vietnam, in 1969.

A1C Joel E. Talley

On July 2, 1968, A1C Joel E. Talley, a 37th ARRS pararescueman, entered the jungle at Dong Hoi, North Vietnam, to rescue an injured F-105 pilot. The pilot had landed in the midst of enemy forces that had immediately established gun positions to ensnare rescue helicopters. Three rescue attempts were thwarted, and a supporting attack aircraft was shot down. Finally, chopper Jolly Green 21 was able to penetrate the area and lowered Talley, who had to conduct an extensive search to locate the injured pilot. The PJ determined the pilot had a broken pelvis and decided he would have to direct the helicopter to their location. As soon as he strapped the pilot on the forest penetrator and gave the radio signal to hoist away, enemy fire erupted again. When Talley and the pilot cleared the treetops, the chopper departed the area with him and the pilot dangling, then slowly brought them aboard the aircraft.

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During the SCOTCH 3 SAR effort, 42 F-4s were allocated to the mission, and 32 were used. Twelve F-105s were also used. Additionally, there were five Misty (F-100) FACs and one Covey (O-2) FAC used; two FACs were on-scene almost continuously. When the primary SAR aircraft, consisting of eight A-1s, four helicopters and two Crown aircraft are added, the total number of aircraft involved totals 74. During the nine-hour mission, 121 tons of ordnance were expended.^{10/}

An examination of the STREETCAR 304 mission revealed that 44 F-4s and 42 F-105s were involved for a total of 86 support aircraft. Additionally, six Nail (O-2) FACs were used, and approximately eight A-1s, six helicopters, and three Crown primary SAR aircraft were used during the 28-hour mission. The total number of aircraft involved was approximately 109. The figure becomes "approximate" because the total number of primary aircraft was estimated from incomplete records. Eighty-six tons of ordnance were expended.^{11/}

During the HELLBORNE 20 mission, 38 F-4s, 11 F-105s, five A-6s, two A-4s, and seven A-7s were involved, for a total 63 support aircraft. Additionally, four Misty FACs were used with an estimated 14 primary SAR aircraft to make a grand total of approximately 81. The mission lasted 10 hours and a total of 118 tons of ordnance were expended.^{12/}

The totals of all aircraft and tons of ordnance used in just three missions are depicted here:

SECRET

[REDACTED]

from the rescue aircraft by cable, rope or parachute to the survivor whether on land or in the water. After bringing the survivor aboard the rescue aircraft, it is his job to render necessary medical attention to insure survival pending evacuation to a hospital. The variety of possible contingencies in which the PJ may be required to provide aid is virtually endless. And yet, the record of performance by those young men in the SEA war has proven their dedication and 'can-do' spirit hundreds of times over. The following July 1968 account is only one of dozens of examples of courageous action by the pararescuemen.

SCOTCH 03 SAR
1 JUL 68

At first light on the second of two successive days of effort, a rescue task force approached the scene of a F-105 pilot down in the jungle-covered mountains just north of the DMZ. As expected, the task force met a heavy concentration of ground fire. One helicopter was driven away with battle damage and an A-1 rescort aircraft was shot down and its pilot killed. Descending into the valley between steep hills, the JOLLY GREEN crew headed for the survivor's smoke signal rising faintly through the dense jungle canopy.

Not knowing precisely where the downed pilot was lying, but aware that he could not move because of a broken back, the PJ was lowered through the trees to search for the survivor and assist him. Rough terrain impeded the PJ as he scrambled through vines, jagged rocks, and heavy undergrowth for ten minutes before finding the survivor. Having secured the 'THUD' pilot and himself to the rescue sling, the PJ gave the signal to hoist them aboard. Just as the cable began to ascend, threading the two through the tall trees, enemy guns opened up. Holding fire until this most vulnerable moment is a familiar tactic of the enemy and the main reason for mounting guns on rescue helicopters. Miraculously, although the JOLLY GREEN pilot was obliged to hold the chopper motionless while the survivors were hoisted through the trees, none of the crew or the survivors was hit. This despite the fact that 66 bullet holes were found in the helicopter upon landing.

Although the JOLLY GREEN crewmen were cheered by the successful outcome of their mission,

[REDACTED]

for the pararescueman the event had particular significance -- it was his first mission with the JOLLY GREEN unit.[50]

On many occasions in SEA the PJ, having been lowered to the ground to aid a survivor has had to remain overnight or for extensive periods of time due to the helicopter being driven away by ground fire. On one such occasion in South Vietnam the PJ joined a surrounded Army unit and fought bravely until his death in a vain attempt to hold off the enemy until rescue could take place. The Air Force Cross was awarded posthumously to this gallant airman. On another occasion, after his own rescue helicopter had been shot down during a recovery mission just off Tiger Island in the Gulf of Tonkin, and with automatic weapons fire impacting all around him, the PJ recovered an F-4 pilot who had fallen under the disabled helicopter and became entangled underwater in his survival equipment.[51]



SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol II No. 6

JUNE 1969

PACAF HP 64-

A1C TALLEY SAVED INJURED JET PILOT

A1C Joel E. Talley wears the Air Force Cross because of his heroism in the July 2, 1968, rescue of Lt. Col. Jack Modica, an F-105 Thunderchief pilot.

Colonel Modica parachuted into a concentration of North Vietnamese troops who surrounded him and set up gun positions to trap the 37th ARRSq HH-3E rescue helicopters. Four attempts were driven off by ground fire.

Despite full knowledge of the well-laid enemy trap in the dense North Vietnamese jungle, a Jolly Green Giant rescue crew volunteered to make yet another attempt.

As the chopper crossed the DMZ into North Vietnam it was shaken by a concussion from bursts of enemy anti-aircraft artillery fire. The pilots con-

tinued while establishing voice contact with Colonel Modica, who said he could not move because of his injuries.

The crew spotted smoke from the pilot's survival flare and located him in a small U-shaped valley.

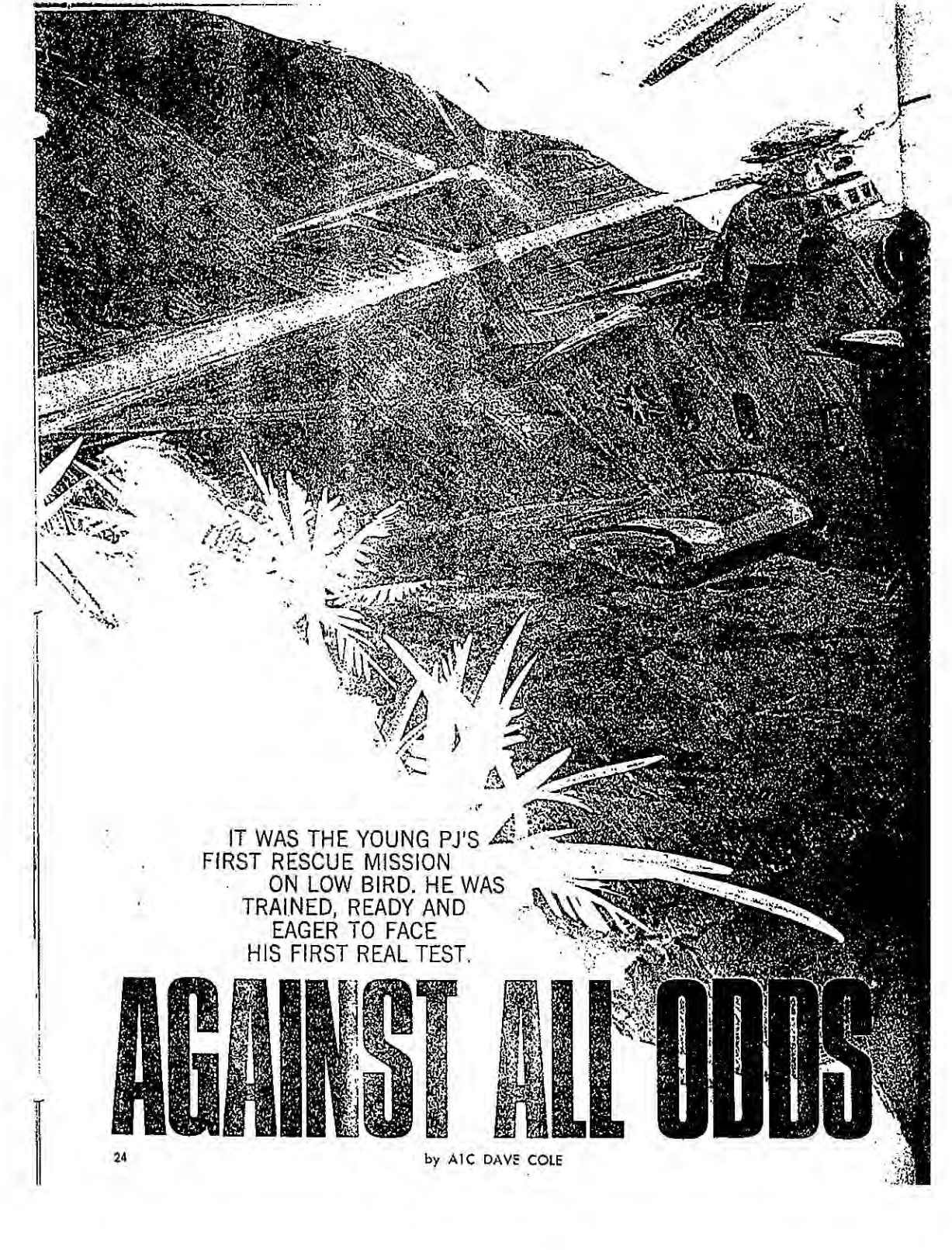
Airman Talley was lowered on the forest penetrator hoist

"The underbrush was really thick and it took about 10 minutes to locate the pilot," Airman Talley said. "Once I found him, I asked the chopper to come in a little closer because of his injuries.

As Lieutenant Eagan maintained the hover, Airman Talley carried the helpless pilot to the hoist. The North Vietnamese waited until the Jolly Green was most vulnerable, the moment when the survivor and the pararescueman were being raised to safety.

A fusillade of automatic weapons fire erupted around the helicopter.

Holding their position until the pair on the hoist were above the trees, the pilots then moved out of the area. After landing, the crew found 66 enemy bullet holes in the aircraft.



IT WAS THE YOUNG PJ'S
FIRST RESCUE MISSION
ON LOW BIRD. HE WAS
TRAINED, READY AND
EAGER TO FACE
HIS FIRST REAL TEST.

AGAINST ALL ODDS

THE PRESIDENT OF THE UNITED STATES OF AMERICA . . .

A1C Joel E. Talley was a newcomer to the aerospace-rescue business on July 2, 1968. He wasn't a rookie in terms of know-how or ability — he had been through a year of intensive training, earning the right to wear the maroon beret of a pararescue specialist . . . a PJ.

AUTHORIZED BY TITLE 10, SECTION 8742, UNITED STATES CODE . . .

But, he was a newcomer to Vietnam. Less than a month had passed since he stepped off the aircraft and into the heat of his first Southeast Asian afternoon.

AWARDS THE AIR FORCE CROSS . . .

Looking out of the briefing room window at the HH-3E, *Jolly Green Giant* helicopter warming up on the pad, he thought about the year before—the year of training—that had prepared him for the mission he was about to fly.

"One helluva year," he silently recalled.

TO AIRMAN JOEL E. TALLEY . . .

It all began in basic training, during career counseling. Talley had been classified in the mechanics field, but was looking for something special.

FOR EXTRAORDINARY HEROISM . . .

So he was really tuned in that day in the big, green-walled classroom at Lackland when an NCO talked about some career fields that were open to volunteers. One of them was pararescue, and there was even a team of three PJs there to explain their jobs.

"It sounded fantastic," Talley explains now, "so I thought I would try to get into the field." A week later, he and 19 other volunteers began to test. Physical fitness, mental aptitude and a variety of other tests were required. Not everyone can cut it as a PJ.

IN MILITARY OPERATIONS . . .

Five of the volunteers were selected to begin training. Talley was one of them. With a single stripe freshly sown on their new, green fatigues, the five airmen proceeded to the Aerospace Rescue and Re-

covery Service Headquarters, then in Orlando, Fla., for three weeks of intensive physical training. Three tough weeks. And that was only the beginning. "A team of seasoned PJs was there to prepare us for the schools to come," he recalls, pauses, then adds, "and they did."

AGAINST AN OPPOSING ARMED FORCE

Jump school at Ft. Benning, Ga., was next. "It was rough but really interesting at the same time," Talley recalls. "PJs have a reputation for being gung-ho."

AS RESCUE SPECIALIST . . .

From jump school, the fledgling pararescuemen went to Fairchild AFB, Wash., for Air Force survival school, back to Orlando for more physical fitness training and then to Navy Scuba School in Key West, Fla. "That was the toughest of them all," he explains. "We stayed there a month and went back to Orlando."

ON AN HH-3E HELICOPTER . . .

After a ride in the altitude chamber "for our flying status," it was on to Sheppard AFB, Tex., for medical training. "Essentially," Talley explains, "we are parachuting medics and they really crammed a lot of medical knowledge into us during that school."

Completing medical training, they went on to Eglin AFB, Fla., for transition training. "This is where we got it all together," he recalls, with a quick laugh. During the Eglin school older, seasoned pararescue experts teach the neophytes how each phase of their training will be used to complete a very important mission—aerospace rescue and recovery.

IN SOUTHEAST ASIA ON 2 JULY 1968 . . .

During their three months of transition the new PJs learn effective use of their unique equipment, advanced survival techniques—under many conditions—and continue physical training.

January 18, 1968, Airman Talley donned the maroon beret of pararescue specialist, a full-fledged PJ. After putting on the trademark he would wear with distinction during the next three years, he

and his fellow PJs returned to Orlando to pick up their personal gear and await assignments.

Talley wasn't surprised at all to get orders to Da Nang AB, Republic of Vietnam. He took some leave, returned to Orlando for a familiarization course on helicopter operations and then headed for the West Coast and a ride to SEA.

He stepped off the aircraft in early June and began duty with the 37th Aerospace Rescue and Recovery Sq. A local checkout and he was ready to go.

ON THAT DATE . . .

A few days less than a month had passed since his first day in Vietnam. Today, July 2, 1968, he would have to put his training to use—in the jungle. It would be his first rescue mission on low bird, the primary rescue chopper that would go in for a survivor. *Numero uno*. Number one. It wouldn't be just another training exercise where only a grade or perhaps the scorn of an evaluator counted. There would be no room for a rookie in the rescue bird today—no room at all, and he knew it.

The word had come in the day before. A *Thud* jock was down in the jungle. Worse yet, it was in North Vietnam, just inside the Demilitarized Zone (DMZ).

To further complicate the situation, the F-105 pilot, Lt. Col. Jack Modica, was right in the middle of a hornet's nest of North Vietnamese regulars. But instead of taking Colonel Modica prisoner, or killing him, the soldiers had set a death trap—baited with the downed pilot!

After his F-105 had been blasted with 37mm ground fire, the colonel had punched out into a small U-shaped valley and the NVA troops had set up positions on the ridges and in the dense jungle which surrounded the airman. It was a common NVA trick, and they awaited the rescue forces, with a variety of small arms, .30 and .50 caliber machineguns, primed and ready.

During the afternoon and early evening the *Jolly Greens* and supporting A-1Es—the *Spads*—made several attempts to go

in for the colonel. Each time they had been driven away by walls of small arms fire and heavy machineguns.

Darkness comes quickly in the jungle, the red sun blinks and dies with little warning. And at dark, most of the rescue aircraft had to withdraw. But two *Jolly Green Giants* stayed, keeping a constant watch over the colonel.

Late in the evening, other rescue crews began planning for a first-light effort to pull the pilot out of the trap before it shut . . . permanently.

Jolly Green 21 would scramble before dawn and rendezvous with supporting A-1Es. They would gather below the DMZ.

Meanwhile, the two choppers that had stayed the night made another attempt to rescue the survivor and were again driven away by enemy fire. One of the A-1Es, attempting to cover the rescue attempt, was shot out of the sky.

The morning dawned hot and bright as the crew of *Jolly Green 21* prepared to make another attempt. Lt. Lance A. Eagan, an exchange pilot from the Coast Guard, Maj. Robert E. Booth, and flight engineer Sgt. Hervert H. Honer were ready to go.

So was Airman Talley—his year of pararescue training about to undergo a test of life or death.

The airmen aboard *Jolly Green 21* knew the risks. They knew that the soldiers surrounding the colonel had had time to reinforce their positions and were stronger than ever. They also knew there wouldn't be another chance. It was now or never.

Jolly Green 21 waited as the *Spads* flew in to soften the area. Raking the sides of the valley with rocket and machinegun fire, they tried to silence the formidable enemy positions.

After they had worked over the area for a time, *Jolly Green 21* was called. As the chopper moved into position, 37mm antiaircraft artillery began to burst around it, jarring and rocking the ship.

Diving violently to the left, the pilot took the bird down on the deck to avoid



A1C Joel Talley rides a hoist to the floor of South Vietnam's jungle during a rescue operation.



Talley donned the maroon beret of a pararescue specialist in January 1968 and has worn it with distinction ever since.

the exploding triple-A. Close to the trees they continued on their way toward the rescue point.

Lieutenant Egan, the crew commander, planned to make a pass over the area to see if they would draw ground fire and possibly to spot the colonel, pass over the area again and then repeat the maneuver. On the final pass, the jungle penetrator hoist would be lowered from the chopper and the survivor would strap himself on and be pulled to safety. They hoped!

It was considered too risky to lower a rescuer with the penetrator because of the concentration of enemy troops surrounding the area. Much too risky.

But Airman Talley was willing to take the risk. Again and again he volunteered to ride the penetrator down into the jungle trap.

On *Jolly Green 21*'s first pass, Talley and Sergeant Honer spotted the smoke from a survival flare filtering through the dense growth of trees. It was then that Lieutenant Egan made a decision.

There had been no ground fire on the first pass—maybe, just maybe, the A-1Es had really cleaned up the area and the North Vietnamese soldiers had pulled out. It was a chance. And since they also had spotted the survivor's smoke, they knew where he was—or at least pretty close.

They also knew that the *Spads* had hit only the ridges surrounding the survivor, but not close in. The ground could still be crawling with the enemy—even if they had left their position on the hill—just waiting for the rescue specialist to be lowered into their sights. Talley agreed to go in for the colonel and Lieutenant Egan decided to attempt rescue on the first pass.

Talley checked his equipment, adjusted the harness and started down on the jungle penetrator. Down—70, 60, 50, 40, 30 feet above the ground in the cover of the trees and heavy foliage.

Before leaving the helicopter, Talley had oriented himself to the survivor's suspected position in relation to that of the hovering chopper. But on the way down, the penetrator began to spin around and around. When he reached the ground he

had lost the positions he had set for himself and had to call back to *Jolly Green 21* for a bearing. The flight engineer pointed toward the direction where they had hoped the survivor was located.

Pistol in hand, Talley began his search. He crouched low and began inching his way through the heavy underbrush.

Dense jungle had turned the terrain into a dim background of shadows. Talley searched on, looking for both the enemy—who may have been lurking in the darkened corners—or the colonel who was so close to rescue.

Hovering above, *Jolly Green 21* had still not taken any ground fire. *Was the enemy waiting? Were they about to spring the trap?*

After a few minutes of searching and following the smoke of a flare, Talley lost radio contact with the colonel. He then slowed his pace and continued moving slowly through the underbrush, looking, watching, concentrating on finding another point of reference.

Then he spotted the glow of a night flare Colonel Modica had ignited. He quickened his pace toward the spot where the flare burned. He could only catch quick glimpses of the sizzling signal through the deep green growths. But at least he was going in the right direction.

The problem now was to keep a bearing on the flare and locate the colonel. Easy enough? But the night flare would only burn a short time and then the jungle would quickly darken and close. Time was critical.

He continued moving through the underbrush, across a gully and toward a large tree.

Then he spotted him, lying on the side of a small hill.

Talley rushed to his side, checked him for wounds and began directing the helicopter toward the spot where they waited. Because of the pilot's injury—a broken pelvis—Talley decided it would be too much of a strain on the colonel to carry him to the penetrator, so he signaled the chopper to come in closer.

The dense canopy of trees made it im-

possible for the crew of the rescue bird to see Talley and the survivor, but from the ground the chopper was visible. Using Talley's radio directions, the pilot moved the bird into a good pickup position and dropped the penetrator about 30 or 40 feet from the men.

Still the jungle was silent. No small arms fire crackled from the green.

Talley carried the colonel to the penetrator, strapped him on and gave a signal to the chopper to pull them on board. But the injured man slipped from the hoist before they started up.

Again strapping him into the harness, Talley radioed that they were ready to go.

"Take us up," he called.

Almost before the electronically amplified words could reach the chopper, enemy fire erupted from the jungle. The enemy had monitored the rescue radios and the signal to "take us up," brought an instant response.

"All hell was breaking loose around us," Talley recalls.

Deadly accurate fire came from every angle as the crew began a desperate effort to pull Talley and the survivor on board the ship. One round, fired from a position on the side of the valley pierced the windshield of the chopper and passed between the two pilots.

Knowing that the most vulnerable time during a rescue operation was when the penetrator began its upward journey, the enemy had waited. When the survivor and the pararescueman were dangling in space, they opened fire on the bird.

From the jungle floor and the sides of the valley, the shots crackled.

Before the chopper could climb to safety, the men dangling below had to clear the tops of the trees. If not, the branches and limbs would tear them from the hoist and drop them into enemy hands.

They rose 10, 20, 30 feet. Ground fire continued to erupt from the jungle.

Forty, 50 feet. The hoist cleared the trees and the chopper raced to safety.

Talley and Modica still dangled below. Slowly the men were pulled into Jolly

G. 21.

On board, Talley and the flight engineer administered first aid to the pilot and made him as comfortable as possible as they sped to a nearby hospital.

After landing on the medical evacuation pad outside the hospital and seeing that the colonel was on his way to emergency treatment, the crew checked over the damage done to their helicopter.

More than 60 rounds had pierced her skin, four of the main rotor blades had been hit and nine holes had been punched in the fuel tanks.

On the way home, the flight engineer asked Talley to look to the rear of the chopper. "Sunlight beamed through the dozens of holes the ground fire had made in the aircraft," he explains. "It was amazing none of us was hurt or that the bird could still fly."

"You know," Talley recalls now, "you don't think about what is happening when it is all happening. You just do what you are trained to do and that is that."

Throughout the flight of *Jolly Green 21* on that day in July, Talley explains, he didn't think any of the crewmembers really thought about the dangers involved. "We were all fully aware of what had to be faced, but we just thought about the best ways of getting the job done."

"Even when I was on the ground, I was concentrating only on finding the man. Everything else was secondary."

Talley had spent 17 minutes searching the jungle floor for the survivor—a very, very long time when surrounded by the jaws of a well-laid death trap.

Now a Staff Sergeant, Talley is working for the 57th Aerospace Rescue and Recovery Sq., Lajes Field, Azores. Before leaving Southeast Asia, he flew a total of 276 combat sorties and logged 294 combat hours. But even if Talley were to fly a million hours, he probably won't forget his first life and death test.

Through his extraordinary heroism, superb airmanship and aggressiveness, Airman Talley reflected the highest credit upon himself and the United States Air Force.

□

Rescuemen Snatch Pilot From Enemy's Grasp

By Sgt. Mark Fleisher

SAIGON — Lt. Col. Jack Modica, Birmingham, Ala., an F-105 Thunderchief pilot shot down during a strike mission, was rescued from the dense jungles of North Vietnam's panhandle following a 23-hour search and rescue effort. The rescue involved more than 100 sorties of tactical fighters, helicopters, forward air controllers (FACs) and command and control aircraft.

The Thunderchief pilot was shot down 17 miles northwest of Dong Ha late in the afternoon just across the demilitarized zone. Regaining consciousness after bailing out he established voice contact with rescue forces that had rushed to the scene.

Initial search and rescue efforts were suspended at night-

fall because of the heavy ground fire and darkness.

At first light the next morning efforts to pick up the downed pilot were resumed but again were hampered by an intense barrage of enemy automatic weapons fire.

Air strikes were called in and O-2 Super Skymaster and F-100 Commando Sabre FACs directed 76 fire suppression sorties by Air Force, Navy and Marine Corps fighter-bomber aircraft.

In mid-afternoon, an HH-3E Jolly Green Giant rescue helicopter from the 37th Aerospace Rescue and Recovery Squadron at Da Nang AB arrived on the scene. "When we got to the point where the F-105 pilot was hiding, we were met by four A-1 Skyraiders and two FACs,"

(Continued On Back Page)

In North Vietnam

Capt. Stretcher Baltimore was on this rescue

Rescuemen Save F-105 Pilot

(Continued From Page 1)

said Coast Guard Lt. Lance Eagan, Old Saybrook, Conn., an exchange pilot attached to the Air Force. "The first two A-1s went in to pinpoint the location and they marked the area with smoke.

"I maintained radio contact with the Thunderchief pilot and he was very calm as he tried to direct us into position for the pickup. Then our flight engineer saw him in the undergrowth."

Sgt. Herbert H. Honor, Detroit, the flight engineer, commented, "I could see the man in the brush and guided Lieutenant Eagan over the spot. There wasn't any ground fire at the time and we had to lower the pararescueman since the downed man was reported to have an injured back and would need assistance to get into the chopper."

The pararescueman, A1C Joel Talley, Farmland, Ind., who was lowered down the jungle penetrator hoist, said, "I found the man and got him strapped into the hoist and we started up into the chopper when the enemy opened up with automatic weapons fire."

Ha, I counted 40 hits in the aircraft so I guess the enemy was intent on stopping us."

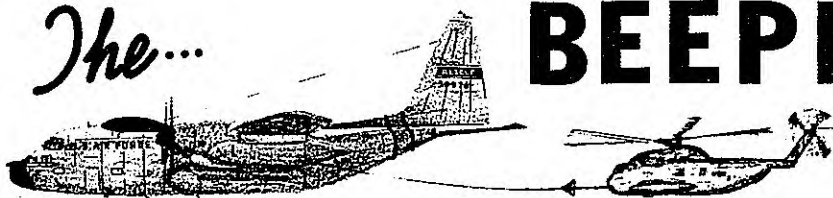
For both Airman Talley and the Jolly Green copilot, Maj. Robert E. Booth, Peekskill, N.Y., it was their first rescue in Vietnam.

"I thought I would worry about what to do on my first mission," said Talley. "It was kind of funny but I didn't have time to think about what happened until we were back safely at Dong Ha. It's a tremendous feeling to help someone."

Lieutenant Eagan continued, "We got the pararescueman and the pilot into the Jolly Green and then moved out. The pilot was brought to Dong Ha Hospital for observation and then to the Naval Support Hospital at Da Nang. When we got down on the ground at Dong

The...

BEEPER



Directorate of Information

Hq. ARRS Scott AFB, Illinois 62225

Ph. 256-4839

VOL. I, NO. 6

JULY 1969



AIC Joel E. Talley, the fourth living enlisted man to receive the Air Force's highest award for heroism, rides the forest penetrator from his Jolly Green over a hostile site.

Two Jolly Green Giant Crewmen Given Air Force Crosses for Vietnam Rescues

Two 3rd ARRGp Jolly Green Giant crewmen have recently been presented the nation's second highest award for "extraordinary heroism" for their actions during combat rescue missions in Vietnam.

AIC Joel E. Talley is the fourth living enlisted man to receive the Air Force Cross; Maj Joe B. Green became the tenth Rescue officer to receive the award.

Only seven enlisted men have ever received the Air Force Cross (including three posthumous awards), and six of the seven recipients were assigned to the 3rd ARRGp.

Talley, a 21-year-old PJ, was assigned to the 37th ARRSq, DaNang AB, where Gen Howell M. Estes, Jr., MAC commander, presented his award.

The PJ was cited for his role in the July 2, 1968 rescue of F-105 pilot LtCol Jack Modica following a 23-hour ordeal

in North Vietnam.

Modica had parachuted into a concentration of North Vietnamese Army regulars who immediately surrounded him and set up gun positions to trap the HH-3E helicopters. Four rescue attempts were

SEE AIR FORCE CROSSES, P. 2



Maj Joe B. Green reviews procedures in his HH-3E "Jolly Green Giant" helicopter. Green became the tenth ARRS officer to be awarded the Air Force Cross.



The Return of the Foot. Pictured erecting the foot are: (From Left to Right) Lt R.V. Butchka, Capt G.M. Hittle, Capt K.T. Kelley, Capt C.D. Langham, Capt H.I. Grossberg, and Lt J.M. Loomis.

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CITATION TO ACCOMPANY THE AWARD OF

THE AIR FORCE CROSS

TO

JOEL E. TALLEY

The President of the United States of America, authorized by Title 10, Section 8742, United States Code, awards the Air Force Cross to Airman First Class Joel E. Talley for extraordinary heroism in military operations against an opposing armed force as Rescue Specialist on an HH-3E helicopter in Southeast Asia on 2 July 1968. On that date, Airman Talley volunteered to be lowered to the ground from a hovering helicopter into the jungle of North Vietnam to rescue an injured pilot, who had ejected the previous day. The downed pilot had parachuted into a concentration of North Vietnamese Army regulars who immediately surrounded him and set up gun positions to trap the forthcoming rescue helicopters. Four rescue attempts were driven off, and a supporting fighter aircraft was shot down by the devastating ground fire which encircled the survivor's position. Despite full knowledge of the well laid trap, Airman Talley voluntarily descended to search the jungle floor. After an extensive search he found the helpless survivor, carried him to the rescue device, and signaled the helicopter to commence extraction. While Airman Talley and the survivor were being hoisted, a fusillade of fire raked the helicopter scoring more than forty hits, forcing the helicopter to exit the area, exposing both airmen to hostile fire. The rescue was successfully accomplished. Through his extraordinary heroism, superb airmanship, and aggressiveness, Airman Talley reflected the highest credit upon himself and the United States Air Force.

SUPPORTING DOCUMENT #17

1968 (cont)

- 30 May 68 (cont) pilot, who had a broken arm and leg. Sergeant Newman was later awarded the Air Force Cross and the Cheney Award for 1968.
- 20 Jun 68 HQ ARRS moved from Orlando AFB, Florida, to Scott AFB, Illinois.
- 2 Jul 68 Airman First Class Joel E. Talley, a pararescueman engaged in his first combat mission as a member of the 37th ARR Squadron, distinguished himself during a dangerous rescue mission near Dong Ha, Vietnam. A downed F-105 pilot was injured, and he was quickly surrounded by enemy forces who established a "flak trap" for the rescue forces. Rescue attempts on 1 July resulted in battle damage to an H-3. On 2 July another H-3 was heavily damaged and forced to withdraw, and an F-105 was shot down by ground fire. Finally, an H-3 penetrated the enemy defenses, and Airman Talley descended and found the injured pilot. While Airman Talley and the survivor were being hoisted, enemy fire raked the H-3, leaving more than 40 hits. The aircraft immediately exited, dragging the two men on the hoist. Both were successfully recovered, and Airman Talley was later awarded the Air Force Cross.



General Howell M. Estes, Jr., presents the Air Force Cross to Airman First Class Joel E. Talley.

- 4 Aug-
5 Aug 68 Late at night, the 33d ARR Squadron was alerted that a Japanese fishing vessel, the *Miya Maru*, was sinking in the East China Sea with 12 crewmen aboard. An HU-16 was dispatched, and two pararescuemen and a survival kit were parachuted to the survivors. The HU-16 alerted a surface ship, which picked up the sailors and the pararescuemen.

AIR FORCE

November 1990, Vol. 73, No. 11

Valor

By John L. Frisbee, Contributing Editor

A Distinguished First

A1C Joel Talley was called on to put his pararescue training to the test on his first and most difficult combat mission.

A disproportionately large number of extraordinarily heroic acts during the war in Southeast Asia were performed by crews of the Aerospace Rescue and Recovery Service, now the Air Rescue Service. The most decorated members of those crews were the pararescue jumpers (PJs), the link between a hovering helicopter and a survivor in the jungle or at sea [see Valor: USAF's Most Decorated PJ, "March 1989 issue].

Of the 2,039 combat saves credited to the 3d ARR Group in Southeast Asia between 1966 and 1970, more than a fourth (572) were in 1968. That was the year of Khe Sanh, the Tet offensive, another enemy offensive in May, and the continued infiltration of 22,000 North Vietnamese Army (NVA) troops per month during most of that year. To that combat environment A1C Joel Talley, fresh out of PJ training, was introduced when he joined the 37th ARR Squadron at Da Nang in the summer of 1968. Talley didn't wait long to put his PJ training to use.

On the afternoon of July 1, 1968, Lt. Col. Jack Modica's F-105 was heavily damaged by ground fire over North Vietnam. Modica bailed out northwest of Dong Hoi, some 50 miles north of the DMZ, in a heavily forested area occupied by NVA regulars. An F-100 Misty FAC fixed Modica's general position and made radio contact with the downed pilot, who was seriously injured. Four A-1 Spads were called in to pinpoint the survivor's location. An HH-3 Jolly Green Giant helicopter was cleared for a rescue attempt but was driven off by ground fire. Two backup Jolly Greens then approached the site but were forced to withdraw. At nightfall, the search-and-rescue (SAR) force was recalled. It now was imperative that Modica be reached as early as possible the next day.

The following morning, July 2, a SAR force returned to the rescue site. During the night, NVA troops had moved in more antiaircraft guns. On the first attempt, one HH-3 suffered extensive battle damage and was forced to leave. A supporting fighter was hit and crashed with the canopy in place. The mission was suspended temporarily until more support was available.

Several hours later, another SAR force was formed. Talley was the PJ on Jolly Green 21, the low helicopter that would be first into the rescue area. The crew of Jolly Green 21 knew this would be a

rough one, into the jaws of a well-established flak trap. Talley later recalled that before this first combat mission he had worried about measuring up to the standards set by such celebrated PJs as Bill Pitsenbarger and Duane Hackney. Now that the time had come, he was too busy to think about it.

Jolly Green 21 penetrated to Modica's position, saw his smoke, and made radio contact. Modica was unable to help himself. The HH-3 commander spotted a small opening in the jungle near Modica's smoke, and Talley was lowered on the forest penetrator. Once on the ground, blinded by the dense undergrowth and deafened by the HH-3s down-wash and by friendly and enemy fire, Talley could not determine where to search for the injured pilot. Looking up, he saw the flight engineer point in the direction of Modica's smoke. Although Talley was only a few yards from the survivor, it took more than 15 minutes to find the man, whose pelvis was broken, and determine that he must be moved as little as possible but quickly, before enemy soldiers zeroed in on the smoke.

Talley directed the pilot closer, secured Modica and himself to the penetrator, and radioed the crew to haul them up. As they reached the tops of the trees, intense enemy gunfire erupted, scoring more than 40 hits on the rescue bird. Before the two were aboard, the HH-3 broke away, "taking the tops of the trees with us," but the injured man was safe. Talley had done his job with professional competence. That save was the start of a lasting friendship between Modica and Talley.

Talley participated in many more rescues before the end of his tour in Southeast Asia, but none more dicey than his first, for which he was awarded the Air Force Cross, the fifth PJ to earn that distinction. In the years since Vietnam, Talley lived up to his early promise. He later became a chief master sergeant and senior enlisted advisor in the Azores.

Published November 1990. For presentation on this web site, some Valor articles have been amended for accuracy.

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DECLASSIFIED

~~CONFIDENTIAL~~

FROM: Detachment 7, 38th ARRSq

3 JUL 68

SUBJECT: Mission Narrative Report (Msn # 7-38-07 3 JUL 68)

TO: 38C

3rd ARRGp

IN TURN

1. This report is submitted iaw ARRSM 55-2 and 3rd ARRGp Sup 1.

2. Narrative: At 1120 Local (0320 GMT) 3 July 68, 366th Explosive Ordnance Disposal called Det 7, requesting assistance in extracting an ARVN soldier who had entered a nearby minefield and was injured. EOD was attempting to clear a path to the victim, but this was too slow, dangerous, and the man's injuries were apparently severe. We accepted the mission, and an EOD NCO was dispatched to Det 7 Operations where the best method of extraction was discussed prior to takeoff. Both the PJ and the EOD NCO volunteered to ride the hoist down to make a pickup, but we decided to use this method only as a last resort. The alert helicopter took off at 1130L and flew directly to the accident scene, $\frac{1}{4}$ mile north and slightly off to the side of runway 17R. We landed nearby to coordinate procedures. The victim, who was conscious, rational, and apparently not in deep shock, advised us he could ride the penetrator up the hoist. He was briefed on its use and our intentions. The NCOIC of the EOD team on the scene advised us that it would be necessary to hover at 100 feet to prevent rotor wash from detonating the extremely sensitive mines. We took off, established a 100 foot precision hover; the penetrator was lowered; the survivor climbed on and was lifted approximately twenty yards to the edge of the minefield where he was lowered to a waiting ARVN medical team. "Pedro" then returned to the field, terminating the mission at 1154L. Three sorties flown; 24 minutes. There were no problems of any kind. Weather was clear, wind calm. There were no hostilities in the area. All equipment functioned properly. The only communication was with the tower who cleared us to operate in the approach zone. A SAVE is claimed. The survivor had suffered a foot blown off and was bleeding profusely. Had rescue been delayed until EOD was able to clear a path, he probably would have bled to death.

3. Name of the survivor is unavailable.

4. Crew making the save:

Capt J. V. Leech, RCC, Det 7, 38th ARRS

Capt D. J. Jogerst, First Pilot, Det 7, 38th ARRS

Sgt W. P. Owens, FE, Det 7, 38th ARRS

Sgt R. D. Baker, Pararescueman, 37th ARRS

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 71

Sgt Owens was the hoist operator.

Joseph V. Leech
JOSEPH V. LEECH, Captain, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

miles from the end of the landing strip at Katum, a U.S. Army Special Forces camp 60 miles northwest of Saigon. After delivering a new tire to another C-130 immobilized with a flat at Katum, the Task Force Alpha plane had just taken off and was climbing for altitude. Suddenly a burst of 50-caliber machine gun fire erupted from the jungle below and ripped into the left wing. The left outboard engine burst into flames.

Aircraft commander 1st Lt. Fletcher A. Hatch, Weston, Mass., and loadmaster A1C Jerry T. Willard, Live Oak, Fla., spotted the fire as it began spreading along the wing. Lieutenant Hatch and copilot 1st Lt. Lee B. Blaser, Wichita, Kan., attempted to smother the flames by shutting down the engine and discharging the fire extinguish-

(Continued On Back Page)

AIR FORCE CROSS—Maj. Robert S. Beale is congratulated by Gen. Bruce K. Holloway, Air Force vice chief of staff, after the general presented him with the nation's second highest award—the Air Force Cross. (U.S. Air Force Photo)

Medal Winning Sgt. Seeks Unsung Hero

NHA TRANG — War has a way of making heroes and also of hiding them. The story of an airman who risked his life to save a combat aircraft came to light recently at an awards ceremony for another airman of the 14th Air Commando Wing at Nha Trang AB.

SSgt. Delton A. Bowman, Au-

rora, Colo., was presented the Bronze Star medal with "V" device for heroism by Lt. Col. Samuel E. Blessing, Alexandria, Va., 4th Air Commando Squadron commander.

For Sergeant Bowman, however, something was missing at the ceremony, and he told why.

On Nov. 26, 1967, enemy mortars shelled Nha Trang AB and set a fire adjacent to the AC-47 Dragonships of the 4th ACS.

The NCO was on night duty as a flight chief for his squadron. When the fire started to endanger the Dragonships, he left the safety of his bunker and ran through the fires and smoke to do what he could to move the aircraft.

He took it upon himself to taxi (Continued On Back Page)

Beale, stated many concentrations of heavy anti-aircraft artillery fire and . . . surface-to-air missiles as he successfully led his . . . flight in diverting the hostile defenses away from the main strike force.

"He contributed to the destruction of one missile site only three miles from the center of the heavily defended target area and damaged at least one other missile complex.

"As a result of his actions, the main strike force suffered no losses . . . and successfully destroyed this vital military target."

Major Beale was presented the award by Gen. Bruce K. Holloway, Air

AF Seeks Instructors

RANDOLPH AFB, Tex. (AFNS) — Men in grades sergeant through technical sergeant are being sought to fill military training instructor positions at Air Training Command's Lackland AFB, Tex.

Applicants must possess a high school diploma and have been rated in the top 40 per cent on their last three airman performance reports.

Selected airmen will be assigned to a three-year stabilized tour of duty with an option for a one-year extension.

Full criteria and application procedures may be obtained at local Personnel offices.

Eligibility Requirements Change for E-8 Stripe

WASHINGTON (AFNS)—Master Sergeants with a date of rank of Dec. 1, 1967, or earlier, will meet the time-in-grade requirements for promotion consideration to senior master

sergeant during the 1969 promotion cycle.

The change, among several in airman promotion eligibility requirements to be announced this month, was transmitted to all major commands this week to allow maximum number of master sergeants to make themselves eligible for promotion consideration.

Particularly affected are those masters who have not qualified on the Air Force Supervisory Examination. To assist those who are otherwise eligible and who normally would be tested, or retested in the September testing period, an off-schedule testing period has been authorized this month.

This will provide airmen with the opportunity to achieve a qualifying score by Aug. 20, cut-off date for the 1969 promotion cycle.

Master sergeants tested off schedule who fail the supervisory examination may be retested in December, next scheduled testing period.

Psywar Pilot Relates Experiences in Vietnam

DA NANG—"We know that you are trying to evacuate your sick and wounded. You know that you do not have the medical facilities to help these people.

"Why not save your life, and at the same time, get the care that your people really need. You can do this by rallying to the Government of Vietnam. Now is the time to start a fresh, happy life with the GVN," announced the voice in Vietnamese.

So went the message, one of many which Capt. Thomas F. Cartwright, Banning, Calif., broadcasts every day from his aircraft as he flies low over the jungles of I Corps, a mountainous area in the northernmost part of South Vietnam.

His objective, with the aid of a tape recorder and loudspeaker, is to communicate with the North Vietnamese and Viet Cong troops hidden below. For maximum effectiveness, Captain Cartwright frequently has to subject himself and his aircraft to enemy ground fire.

Since his arrival in Vietnam

11 months ago, he has flown more than 450 psychological warfare missions in his unarmed O-2B Super Skymaster. His unit, the 9th Air Commando Squadron (Continued On Back Page)

Chopper Crew Rescues ARVN Soldier

DA NANG—An Army of the Republic of Vietnam soldier, who inadvertently strayed into a mine field near Da Nang AB, was rescued from the grips of death recently by an HH-43 Huskie helicopter crew from Detachment 7, 38th Aerospace Recovery and Rescue Squadron at Da Nang.

The air crew commander, Capt. Joseph V. Leech, Waterford, Pa., was assisted in the daring rescue by Capt. David J. Jogerst, Cuba City, Wis., pilot, and Sgt. William P. Owens, Sacramento, Calif., flight engineer.

"We were called upon to assist the base Explosive Ordnance Disposal team in rescuing a South Vietnamese soldier who

had wandered into a mine field, stepped on a mine and had a foot blown off," said Captain Leech. "It was a matter of time since the man could possibly bleed to death before the EOD men could reach him. It was also risky for them.

"As we approached the scene," he continued, "we were waved away the first time and warned that the rotor wash from our helicopter could possibly detonate other mines in the area. This is when we decided to hover at 100 feet and make the pickup."

"This mission was a trifle different from the normal mission which mostly involves aircraft crashes and downed pilots," said Captain Jogerst.

"We were informed that the mines were of the pressure sensitive nature. That's why we had to hover at 100 feet. The mission worked like clockwork, and I hope the soldier recovers," he concluded.

"After we reached the right hovering height," commented Sergeant Owens, "the injured soldier indicated with his hands that he could help himself onto the rescue device. This meant no one would have to go down the rope to assist him."

When the injured soldier climbed on the rescue device, he was moved to safe grounds without being hoisted to the helicopter where a waiting Vietnamese ambulance rushed him to the hospital.

CHAPTER III

OPERATIONS

MISSIONS

1. 7-38-07, 3 Jul 68. The alert crew was notified at approximately 1125 that an ARVN soldier had wandered into a mine field and was subsequently injured when a mine detonated. Pedro crew scrambled with an EOD representative. As rotor wash was considered sufficient to detonate other mines in the area, a hundred foot hover was established and the forest penetrator lowered. The ARVN soldier was conscious and able to board the rescue device without assistance. His right foot had been blown off in the ordeal. One combat save was recorded.

2. 1-3-66, 4 Jul 68, Pedro scrambled on an F-100 with battle damage. Shortly after the aircraft had stopped and shut down on the runway a fire was noted in the aft fuselage. The aircrew firefighters were deployed and the fire extinguished using the FSK. One equipment save was recorded.

3. 1-3-075-8205. The Pedro crew was notified by OL-1 that an Army CH-46 was down three miles out in Danang harbor. Crew located the aircraft in the water proceeding under its own limited power toward Red Beach. The Pedro crew covered the CH-46's progress until it reached the beach and shut down. The CH-46 crew was then flown to the hospital ship Repose for examination. Three non-combat saves were recorded.

LASH

DECLASSIFIED

FLASH

~~CONFIDENTIAL~~

PT 0299

ZTTCZYUW RUMHCTA1243 1870000-CCCC--RUCIEUA.

ZNY CCCCC

DE RUMHPD 44 1871300

ZNY CCCCC

Z 0 051246Z JUL 68

FM OL-1 3ARRGP SON TRA RVN

TO RUCIEUA/HQ ARRS SCOTT AFB ILL

INFO RQA/CSAF/AFCP/AFXOFH

RUCIEUA/MAC/MCP/MAOCSA

RUEBABA/TAC/DOOS-LR

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEXAS

RUHHBBA/CINCPACAF/CC

RUHHABA/PACARRC/PROCP/HICKAM AFB HAWAII

RUMSAL/7AF/DOTO/DP/DO/DI/BDPMP/CP/TACCS/TSN AB RVN

RUMUFKA/3ARRGP/JSARC/TSN AB RVN

RUMUHFA/MACV SAIGON RVN

RUMSBB/NAV-FOR V SAIGON RVN

RUHHBRA/CINCPACFLT PEARL HARBOR HAWAII

RUMFSAA/COMSEVENTHFLT

RUMFSAA/ALL SEVENTH FLT CVA TG CRDS

RUMFSAA/CTE 70.2.1.1

RUMFSAA/CTU 77.0.1

RUMFSAA/CTU 77.0.2

RUMOSRA/OL-2 3ARRGP UDORN RTAFB THAI

Classified by _____
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS
 DECLASSIFIED ON 31 DEC 84

STAFF	ACT	INFO
ARCCO		
ARODC		
ARPDG		
ARBDG		
ARMDC		
ARDAS		
ARXDC		
ARFOI		
ARIIG		
ARASG		

PAGE 2 RUMHPD 44 C O N F I D E N T I A L

RUMIJHA/39ARRS TUY HOA AB RVN

INFO RUMHPB/37ARRS DANANG AB RVN

RUMNAD/37TFW PHU CAT AB RVN

BT

C O N F I D E N T I A L/JOPREP JIFFY RESCUE/OL-1, 3ARRGP/JULY 68

SUBJ: RESCUE INFORMATION REPORT.

1. RESCUE OPENING/CLOSING REPORT.

2. 1-3-67/5 JULY 68.

4. A. F-100F/2 P.O.B. B. TACTICAL C. CLASSIFIED. D. USAF/
 MISTY 31/226. E. U.S.A. F. 37TFW, PHUCAT RVN. G. CAPT. JENNY,
 37TFW. H. 2. P.O.B.

5. MISTY 31 ON GUARD, 05/0645Z.

6. 0645Z.

7. 3/HH-3E/37ARRS; 1/HC-130P/39ARRS.

8. DIVERTED JOLLY GREEN 10 AND CROWN 4 FROM NORMAL ORBIT. SCRAM-
 BLED JOLLY GREEN 27 AND 28 FROM FORWARD OPERATING LOCATION.

9. MISTY 31 PILOT 1648N 10741E. MISTY 31 COPILOT 1755N 10732E.

10. A. NOT A FACTOR.

11. OL-1 3 ARRGP/MAJ JOE B. MARSHALL JR, CAPT FLOYD W. WEAVER, TSGT
 WILLIAM L. SCHWENCER.

12. PANAMA (GCI), WATERBOY (GCI), USN.

OL-1-3-67
 Opening-Closing

1 NC ACM SAVE

PAGE 3 RUMHPD 44 C O N F I D E N T I A L

13. CROWN 4/0655Z/1648N 10741E (PILOT); CROWN 4/0714Z/1655N 10732E
 (COPILOT)

14. USN/CH-46/SLING/0705Z; 37ARRS/HH-3E/WATER LANDING/0720Z.

FLASH

~~CONFIDENTIAL~~

FLASH

* ~~CONFIDENTIAL~~ *

DECLASSIFIED

15. A. 2/2/1/1/0/0. B. 2/0/1/1/0/0.
16. RETURNED TO DANANG AB, RVN.
17. 3/4PLUS15/37ARRS/HH-3E; 1/0PLUS30/39ARRS/HC-130P.
18. 0/0/0/0/19/0/20/5.
19. A. ALL OF 37ARRS. RCC: LT L.A. EGAN, USCG; RCCP: R.D. GRIFFITHS; FE: SSGT G.T. GREEVER; PJ: SSGT J.F. SPEARS.
B. COL PRESTON B. HARDY, 37TFW (COPILOT)
20. H. ONE NONCOMBAT ARRS SAVE/NO AIR REFUELING/OBJECTIVE FOWN DUE TO MECHANICAL FAILURE/TWO USAF CREW MEMBERS/MISTY 31'S ENGINE SIEZED DUE TO LOSS OF OIL PRESSURE AND CREWMEN EJECTED SUCCESSFULLY. CROWN FOUR AND JOLLY GREEN 10 WERE DIVERTED TO SCENE. JOLLY GREEN 27 AND 28 WERE SCRAMBLED OUT OF FORWARD OPERATING LOCATION. LANDSLIDE 10, CH-46, RECOVERED THE PILOT AND DESPOSITED HIM ON TANKER CARBOLIC XRAY. JOLLY GREEN 10 PICKED UP THE COPILOT FROM A WATER LANDING. THE PILOT WAS RETREIVED FROM CARBOLIC XRAY BY JOLLY GREEN 10 AND BOTH CREW MEMBERS WERE RETURNED TO DANANG AB, RVN, IN GOOD CONDITION. GP-4
BT

NNNN#

5 JUL 68 13 46

FLASH

* ~~CONFIDENTIAL~~ *

M/K

Pacific Stars and Stripes information for 37 ARRS

For date 680707

MISTY 318 SAR
DOWNED 5 JUL 68
RESCUED 5 JUL 68

37 ARRS was a US Air Force unit
Primary service involved, US Air Force
Quang Nam Province, I Corps, South Vietnam
Location, Da Nang

Description: n Rescue 'Nice and Smooth' //Editor's note: This was a three column article on the top of a page but half of the first column was not copied from microfilm. Thus the narrative begins in mid-story.//.enemy gunfire before he swooped in to pick up an F105 pilot 17 miles northwest of Dong Ha in North Vietnam. Now, three days later, he was flying an offshore pattern when his radio picked up the distress call. A Supersabre from Phu Cat AB had gone down in the Gulf while returning from a mission over North Vietnam. The two crewmen were separated by about 10 miles of water. While a Marine Chinook helicopter picked up the pilot, Capt. David W. Jennie, Columbia, S.C., Eagan and his crew rescued Col. Preston B. Hardy, Tallahassee, Fla., vice commander of the 37th Tactical Fighter Wing at Phu Cat. "That's the way I like them," said Eagan. "Nice and smooth with nobody shooting at us." Eagan is a Coast Guard pilot assigned to the Air Force Aerospace Rescue and Recover Sq. at Da Nang AB under and exchange program. He is one of only two Coast Guard aviators in Vietnam. "We set down on the water," he said, "It was a little nasty out there, but we didn't have any trouble." The flight engineer, S. Sgt. Gordon T. Greever, Sidney, Iowa, who was also in Tuesday's search effort, said, "This was my eighth rescue, and my first over water. That's the way to make them; it was real easy. The colonel got out of his raft and paddled toward us. He was very cool; he did everything right. I just reached out and he grabbed my wrist. Then Spears (S. Sgt. James F. Spears, Homestead, Fla., the pararescue man) grabbed him and we pulled him in."

Comments: *** Eagan; CG pilot with 37th ARRS; ; SSG Greever, Gordon T.; flight engineer; ; SSG Spears, James F.; pararescue; ; CPT Jennie, David W.; rescued pilot; ; COL Hardy, Preston B.; rescued pilot;

The source for this information was 6807PSS.AVN supplied by Les Hines

Please send additions or corrections to:

Gary Roush Email address: webmaster@vhpa.org

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Last updated 10/04/98

17-3 WATER LANDED

COL PRESTON B HARDY F-105

A/C

EAGAN, LANCE A LT USCG

FE

GREEVER, GORDON T SSAT

AS

SPEARS, JAMES F SSAT

Summary Report 1-3-66, 5 July 1968

At 0648Z, Misty 31 (F-100 FAC) ejected with his rear seat crew member. At 0705Z the rear seat member was picked up by a Navy helicopter. Jolly Green 10, whom was on orbit in the Gulf of Tonkin, moved to the ejection area, arriving at 0720Z. Jolly Green 10 landed on the water and retrieved the survivor at 0720Z. While enroute to DaNang AB, RVN, Jolly Green 10 was directed to pick-up the rear seat member from a Navy ship. Both survivors (Col Preston B. Hardy, Vice Cndr 37TFW, plus one) were delivered to the DaNang area medical facility.

DECLASSIFIED

~~CONFIDENTIAL~~

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



REPLY TO
ATTN OF: 370

98

SUBJECT: MISSION NARRATIVE REPORT (1-3-66, 5 July 68) (U)

18 JUL 1968

TO: 37C
JSARC
IN TURN

1. (U) This report is submitted in accordance with ARBSM 55-2/3ARRGp SUP 1, dated 15 Apr 68.

2. (C) On 5 July 68, JG 10 was on fringed orbit in the Gulf of Tonkin. At 0646Z Misty 31 stated he was having oil pressure problems. JG 10 attempted to ascertain his position. At 0648Z Misty 31 reported he had bailed out. The Co-pilot of JG 10 immediately obtained vectors from "Waterbáy" to the scene. JG 10 proceeded at best possible speed. At 0705Z Misty 31A was picked up by Landslide 10, a Navy CH46. JG 10 continued toward the area. Two other JG's from Quang Tri had joined the search. Crown 4 established communications with Misty 31B commenced directing Crown to his position. Since the UHF/DF in JG 10 was inoperative, a visual intercept heading on Crown was flown. Just prior to Crown passing overhead, Misty 31B ignited a MK13. At 0720Z the RS, who had previously prepared himself for a water recovery, spotted the survivor at 11 O'clock, 1/4 mile. As JG 10 passed overhead heading upwind, the FE deployed a smoke. A 360 degree approach was made. After carefully evaluating the situation, a water landing was selected as the safest means of recovery. The helicopter was positioned so the wind and sea were from 10 O'clock. The aircraft was landed with the survivor at the 2 O'clock position, just outside the rotor wash. He was directed to leave his raft by the CP and FE. The aircraft was taxied to 10' from him; and he swam 3 strokes to the refueling boom. The FE assisted him in moving aft. The RS and FE lifted the survivor into the aircraft and cut his raft free (to be destroyed by one of the other helos in the area.) JG 10 lifted off at 0722Z. The RS treated the survivor for shock. Enroute to DaNang, JG 10 was directed to proceed to the USS Camden to recover Misty 31A. A ship landing was made and JG 10 was refueled while on deck. JG 10 returned to DaNang.

3. (C) Crew co-ordination was excellent. The survivor did everything properly, thus greatly assisting in his safe recovery. The recovery phase of this mission was straight from the book.

4. (C) SURVIVOR: Col Preston B. Hardy, Vice Cmdr, 37th TFW

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 JAN 81

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

5. (C) Crew of JG 10 were:

RCC	Lt Lance A. Eagan
RCCP	Capt Richard D. Griffiths
FE	SSgt Gordon T. Greever
RS	SSgt James F. Spears

L A Eagan
LANCE A. EAGAN, Lt, USCG
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (IMC)
APO SAN FRANCISCO 96337REPLY TO
ATTN OF:

370

10 JUL 1968

SUBJECT:

MISSION NARRATIVE REPORT (1-3-69, 8 July 68) (U)

99

TO:

37C

JSARC

IN TURN

1. (U) This report is submitted in accordance with ARRSM 55-2/3ARRGp SUP 1, dated 15 Apr 68.

2. (C) On 8 July 68, JG 24 was on airborne alert while conducting Hi-Drink practice with a navy destroyer call sign Astronaut. At 0256Z, the Rescue Specialist saw an aircraft crash in the water approximately 7NM from JG 24. A large column of smoke rose and JG 24 proceeded to the scene. Whale 534-1 (AH F-4B) transmitted on guard that he was circling the two survivors in the water. They both were in their rafts and appeared alright. Covey 263 (AF O-2) also arrived and orbited the position of the downed crew. JG 24 made a water landing and picked up the first survivor at 0301 and completed the pick up of the second survivor at 0305. The pick up of both survivors was made without difficulty. JG 24 landed at CH77 at 0321Z.

3. (C) The downed aircraft was an F-4B call sign Whale 534. The pick-up point was 050/12 CH77. Weather was clear and the sea state was 0.

4. (C) Crew coordination was excellent. Of special note was the alertness of the Rescue Specialist who contributed greatly to the rapid completion of the rescue by his sighting of the crash prior to radio notification.

5. (C) The survivors of Whale 534 were:

LTCOL E. R. Howard 052072

UMFA-122

Capt R. D. Hess 092082

UMFA-122

6. (C) The crew of JG 24 was:

RCC Capt Walter R. Blackwell

RCCP Capt Richard Griffiths

RCCP Capt Gerald W. Moore

RCCP Maj Russell G. Mills

FE SSgt James A. Bowers

RS Sgt Steve M. Northern

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 51 Dec 84

Walter R. Blackwell

WALTER R. BLACKWELL, Capt, USAF
Rescue Crew Commander

GROUP 1

Downgraded at
intervals, automatic
after 12 years

~~CONFIDENTIAL~~

Summary Report 1-3-69, 8 July 1968

At 0256Z, 8 July 1968, Jolly Green 24, while refueling from a Navy ship, observed an aircraft crash into the Gulf of Tonkin. An AH-F4 reported the position of the survivors while Jolly Green 24 was enroute. Jolly Green 24 landed on the water and picked-up the first survivor at 0301Z and the second at 0305Z. Survivors were delivered to the medical facilities at DaNang AB, RVN. Survivors were: LtCol E. R. Howard, 052072, UMFA-122 and Capt R. D. Hess, 092082, UMFA-122.

DECLASSIFIED

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 (1-3-68, 8 July 68) (U)

TO:

37C
JSARC
IN TURN

8 JUL 1968
3 C/REPR b/ARRS/DOA
dest: 1 C/TOUSAF HQ 916 pul
1 C/TO " " 11 wrot pot
1 " " et Belvoir VA

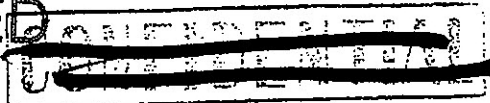
1. (U) This report is submitted in accordance with ARRS 55-2/3ARRGp SUP 1, dated 15 Apr 68.
2. (C) On 5 July 1968 JG 27 was on station at Echo orbit position. At 0950Z Misty 41 (an AF F-100 FAC) called on guard that Cheetah Lead (an AF F-4) was down at 315/53/109. Misty 41 reported two good chutes and established radio contact with the survivors on the ground. Misty 41 said that the survivors were in good shape and that he had advised them to proceed to the west to the low foot hills, since it would provide a better possibility for rescue. Misty 41 at this time said he recommended no SAR effort at this time because of the limited time prior to sunset. Crown 4 stated they wished to attempt an effort at this time.
3. (C) JG 28 was scrambled from Quang Tri and JG 07 and Spads 11, 12 and 13 were scrambled from CH77. JG 27 requested Crown 4 to ask Misty 41 the best route into the area, whether it was from the east or the west. Crown 4 was unable to immediately get this information. A new position of the survivors was passed by spotlight code, but this position proved invalid. JG 27 evaluated the best entry to the area could be made from the west and proceeded from orbit to fly south of the DMZ to rendezvous with JG 28, JG 07 and the Spads prior to proceeding up the western border of North Vietnam along the mountains.
4. (C) At 1005Z JG 28 lost No. 2 engine and proceeded CH77. JG 28 landed safely at 1110Z.
5. (C) At 1020Z 7th AF advised that the best entry into the area could be made from the east and advised JG 27, JG 07 and the Spad to proceed to a position 340/50 CH109 and that Jolly Greens from NKP were proceeding for a possible entry from the west.
6. (C) JG 27, JG 07 and the Spads rendezvoused a beam CH109 and proceeded feet wet up the coast. 1045Z all rescue forces were RTB'd and were advised there would be a first light effort. The Spads landed at CH77 at 1115Z and JG 27 and JG 07 landed at 1140Z.

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 JAN 74

GROUP 4

Downgraded at 5 year
interval; declassified

DECLASSIFIED



7. (C) Crewmembers of Jolly Greens were:

Jolly Green 27

RCC Capt Walter R. Blackwell
RCCP Capt Don W. Wiegard
FE SSgt Jimmy L. Dodgen
RS Sgt Robert D. Baker

Jolly Green 28

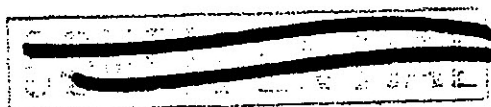
RCC Maj John W. Robey
RCCP Capt John L. Lenamon
FE Sgt Alvin A. Malone
RS ALC Joel E. Talley

Jolly Green 07

RCC Maj Don P. Olsen
RCCP Capt Ronald G. Spray
FE ALC Hoyle L. Sykes Jr.
RS Sgt Roger A. Klenovich

Walter R. Blackwell

WALTER R. BLACKWELL, Capt, USAF
Rescue Crew Commander



GROUP 4

Downgraded at 5 year
intervals; declassified
after 25 years

COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE			
1	C	WILLIAM W. MOMYER, General, USAF		DOCC/Lt Col Newton	4114	9 Jul 68
		Commander		TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER		
				WILLIAM H. STEWART, Colonel, USAF		
				Chief, Command and Control Division		
				TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR		
7	CS	BBgn		SAC		
8	YE	VRgn				
9	H	RF7				

Aircraft Loss, 8 July 1968 (U)

1. (S) Background: Roman 02/F4D/UBN was reported down from unknown causes while attacking a target during armed reconnaissance 35 nm NW of Dong Hoi. No defenses were observed. Contact was quickly established with the pilots, who had landed in karst jungle area. Both crewmembers reported themselves in good physical condition and in a relatively secure area. Due to darkness (sunset 1935H), SAR was not initiated, however, a "first light" effort has been directed and coordinated (sunrise 0625H). Weather for the pick-up area is forecast 3000 scattered, 12,000 scattered, and visibility 7 miles.

2. (C) Sequence of Events:

- a. 1930H - Roman 02/F4D/UBN reported down at 1745/10605 (35 nm NW of Dong Hoi).
- b. 1938H - Misty 51 in area. Has voice contact with both pilots, pilots in good shape.
- c. 1945H - BRL (Bomb Release Line) established around pilots.
- d. 1957H - Gen Sweat directs no SAR tonight, to make a first light effort (first light at 0601H).
- e. 2005H - Alleycat to monitor guard channel, in case ground party should attempt to capture the pilots.
- f. 2040H - Compress (UDN) will handle the first light effort.
- g. 2158H - Misty 51 reports crew separated by about a mile.

3. (S) Line-up for First Light Effort (0601H).

- a. In target area: 0600H - Misty 11/F100/(at PHC).
- b. Holding 090°/60-70 nm (Ch 89/NKP).

0610 - Honda/4 F4D/UBN	3x750/5xCBU24
0620 - Dipper/4 F4D/UBN	3x750/5xCBU24
0630 - Bison/4 F4D/UBN	6x750/2xCBU24

DOWNGRADED AT 3 YEAR
 DECLASSIFIED AFTER 1
 DOD DIR 5200.1

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

c. Holding on tanker: 0650 - Dallas/4 F105/TKL, 6x750/2xCBU24.

d. On alert (DNG):

0700 - Gunfighter 1,2/2 F4D/DNG	6x750/4xCBU24
- Gunfighter 3,4/2 F4D/DNG	6x750/4xCBU24
- Gunfighter 5,6/2 F4D/DNG	6x750/4xCBU24

e. SAR Forces - poised at Border:

0600 - Crown 01/C-130/TUY	
0610 - Sandy 1,2/2 A1/NKP	
- Sandy 3,4/2 A1/NKP	
- Jolly Green 19,37/2 HH-3/NKP	19 - Low, 37 - Hi.

f. SAR Control Agency: Compress (UDN).

g. Radar Control Agencies: Hemlock (UDN), Invert (NKP).

4. (C) Aircraft and Crew Data:

a. Aircraft.

- (1) Call sign: Roman 02.
- (2) Type: F-4D.
- (3) Tail number: 66-7671.

b. Aircrew data:

(1) Aircraft Commander.

- (a) Name - 1st Lt Charles w. Mosley, FR3172875.
- (b) Total Flying Time - 581.1.
- (c) Total Fighter Time - 361.1.
- (d) Total Time in Aircraft - 361.1.
- (e) Total Missions - 132.
- (f) Total Counters - 92.
- (g) Unit Position - Aircraft Commander.

~~SECRET~~

DECLASSIFIED ~~SECRET~~

(2) Pilot.

(a) Name - 1st Lt Don M. Hollenbach, FR3195072.

(b) Total Missions - 3.

(c) Total Counters - 3.

NOTE: Pilots Form 5 not available until morning (9 Jul 68).

Cys to: VC
DO
DOC
DSA
DOT
DAR

~~SECRET~~

~~DECLASSIFIED~~

✓

Crew Recovery, 9 July 1968 (U)

a. Roman 02/F-4D/UBN was downed by ZPU or 37MM at a point 35 miles NW of Dong Hoi at 1935H. (Note: The cause of this loss was reported in telecon with 8TFW debriefer). Voice contact was established; however, SAR operations were not initiated due to darkness.

b. SAR efforts began at first light 9 July and were successfully completed at 0658H.

c. Debriefing of the crew indicates they had completed a pass on two trucks and were about to roll in on ten other trucks on another section of the road when all stick and rudder control was lost at an altitude of about 9,000 feet. The rear seat pilot reported seeing possible muzzle flashes from 37MM guns during the strike on the first target. Roman Lead had previously reported ZPU fire in the target area.

d. Both pilots were reported to be in excellent condition, having received only cuts and bruises.

2. (U) SEQUENCE OF EVENTS:

0558H Sandy 1,2,3,4 were on station in the SAR area. Two more A-1s were on ground alert at NKP.

0559H Voice contact established with both survivors.

0600H Border clearance was passed to SAR forces.

0603H Crown reported weather in SAR area was good for pickup.

0620H Sandy 1 & 2 ETA over survivor at 0632H.

DOC-8-43826

DOWNGRADED AT 10 YEAR INTERVALS;
DECLASSIFIED AFTER 25 YEARS.

~~SECRET~~

DECLASSIFIED ~~CONFIDENTIAL~~

- 0623H Sandy 1 & 2 reported picking up light ground fire.
- 0630H Sandy 3 & 4 and J6 19 & 37 were 14 miles out from pilots.
- 0640H Sandy laid screening smoke & Jolly Greens went in.
- 0642H One pilot was reported on top of Karst and the other near the base.
- 0644H Jolly Green over front seat pilot.
- 0653H Front seat pilot was on board the helicopter. Misty reported light ground fire.
- 0655H Jolly Green was over rear seat pilot.
- 0658H Rear seat pilot recovered. Both pilots were returned to Nakhom Phanom and subsequently to Ubon.

~~CONFIDENTIAL~~

~~SECRET~~

DECLASSIFIED 42

Mission No. 2-3-51

Crown 1 was alerted 8 Jul for a 2030 take off the following morning for recovery of 2 man crew downed by ground fire that evening. Location of survivors was 076/84/89; Call Sign Roman 02, an F4. Take off was at 2020 & contact was established with FAC Misty 11 upon arrival in the SAR area. He reported contact with both survivors who report no activity around their area. Wx is 2/8 cumulus at 1500 ft. SAR forces Sandy 1 & 2 off Channel 89 at 2130Z & Sandy 3 & 4 escorting Jolly Green 37 & 19 off at 2145. Border clearance obtained at 2204. 4 flights of fast movers report ready if needed 2209 & are held by Invert. Authentication questions given to both persons & correct answer received. At 2220 Sandy 1 & 2 arrived on scene reporting 1t ground fire when crossing Rt 101 but no factor for pick up. Survivors positions are pinpointed by Sandy 1 & marked by smoke. Jolly Green 19 in the area at 2243 & Misty 11 directs him to first survivor. Survivor displays smoke & Jolly 19 makes pick up at 2254. Pilot in good condition. Jolly 19 moves to second survivor approximately 1800 meters east of first site & is vectored into position by survivor. The second pick up made at 2259; & survivor is in good condition. Forces RTB Channel 89 arriving 2400. Crown 1 RTB channel 83 at 0715.

Crew list.

RCC Maj Paul G Wert Jr AO3040980

CP Capt Charles Steiner

N Capt Robert Spauger

FE T/Sgt Otto Nowland

FE T/Sgt William Sutter

LM Sgt Robert L Mortell

RO S/Sgt Philip A Fitzpatrick

PAUL G. WERT JR, Major, USAF
RCC, Crown 1

GROUP-4
Downgr dec at 3 year intervals,
Declassified after 12 years.

~~SECRET~~

39 ARRS/C 39-68-322
68-7-0013

DECLASSIFIED ~~SECRET~~

100

FROM: 1-40/0

14 July 1968

~~CONFIDENTIAL~~

SUBJ: Mission Narrative Report (2-3-51, 9 July 1968)(U) Classified by

TO: 1-40C *JSAR*
3 ARRGp (JSARC) *llg*
IN TURNSUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF E.O. 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 76*

1. (U) This report is submitted IAW AHRSM 55-2/3rd ARRGp Sup 1, dtd 15 Jun 67
2. (S) At 1830L 8 Jul 1968, Jolly Green 19(L) and 37(H), while on ground alert at Ch 89, were notified of a downed aircraft, call sign Roman 2. Position of the survivors was 077/78/89. Contact with the survivor had been established by a Misty aircraft in the area; they reported they were both in good condition and in very heavy jungle. At 1855L word was received that SAR forces would attempt a first light effort to recover Roman A/B. Jolly Green 19 and 37 launched at 0445L 9 Jul 68, arriving at the initial holding point at 0535. At that time Sandys 1 and 2, who had arrived in the target area at 0515 had located the survivors and called for a pickup attempt. Misty 51 then led Jolly Green 19 and 37, and Sandys 3 and 4 into the area. Jolly Green 37 remained south of the area in orbit, and Jolly Green 19 descended for the pickup at 0542. Sandy 1 called for smoke from Roman 2A and it was observed by Jolly Green 19 on the first pass. A hover was established directly over Roman 2A through directions supplied by him on the RT 10 survival radio, and he was brought aboard at 0551L. Sandy 1 then directed Jolly Green 19 to the general area of Roman 2B, who discharged smoke and directed the aircraft overhead with the RT 10 radio. Pickup of Roman 2B was completed at 0559L. Survivors were uninjured and in excellent condition. Although the pickup was completed within an antiaircraft fire area, no antiaircraft fire was observed. Small arms fire was observed by Misty 51 and Sandy aircraft and heard by Roman 2A while he was on the ground, however, no battle damage was incurred by Jolly Green 19. Radio discipline was excellent. Conduct of the mission by Sandy 1, and the directions and information given by Misty 51 were truly outstanding. Jungle cover was very dense in the pickup area and the correct use of survival radios was a great aid in pinpointing the survivor's location, allowing pickup without delay. Weather enroute was overcast, bases at 3 thousand with tops at 8 thousand. In the pickup area, the weather was clear with unlimited visibility. Method of recovery was by use of the forest penetrator; termination landing was at 0705L.
3. (C) Names of the Survivors: 1st Lt Charles W. Moseley, FR3172875 and 1st Lt Don M. Hallenbeck, FR3195072, both of 433rd TFS, Ubon RTAFB, Thailand
Downgraded to CONFIDENTIAL
4. (U) Crews of the Jolly Greens were:

18 AUG 1971

IAW AFR 205-2

JOLLY GREEN 19(LOW)JOLLY GREEN 37(HIGH)

RCC Maj Dale L. Oderman
RCCP Capt George W. Greer
FE SSgt Coy W. Calhoun
RS Sgt Peter S. Harding

RCC Capt James E. Oliver
RCCP Lt Col William G. Cameron
FE SSgt Carl L. Warmack
RS ALC Leonard C. Johnson

Dale L. Oderman
DALE L. ODERMAN, Maj, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 4
Exempt 2
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

~~SECRET~~

ACD# Cy 1 of 9 Cys

681374 ARDCC 681374

1-40D-68-S-47

68-AD-1838

Roman 02 SAR

8 July 68

(Tape courtesy of George Marrett and Don Condra, A-1 drivers)
Additional data provided by Mr. William Forsyth



(If you can provide additional information, please do so.)

Roman 02

68/07/08 F-4D 66-7671 8th TFW Ubon

"Alpha" 1Lt Charles W. Mosley Pilot Rescued

"Bravo" 1Lt Don M. Hallenbeck Copilot Rescued

Roman 02 was hit while pulling up from a rocket pass. The aircraft climbed and then lost hydraulic pressure and controls, the crew then ejected in North Vietnam, 13 miles east of Mugia Pass (vic XE 060 589).

These recordings were made in the cockpit of an F-100F (two seater). Much of the context of the mission can be gleaned from the two crewmember's interphone conversation. Profanity is sometimes used.

Day 1

The tape begins with Misty 51 putting in air strikes in the SAR area. Misty 51 is advised by Roman 01 that Roman 02 has gone down in the area known as Delta 25. (If my reference is correct this is just north of Mu Gia Pass along Route 101 in North Vietnam.)

Misty 51 gets all necessary information from orbiting flight member, Roman 01 who is talking to the crew of Roman 02 on the ground. Both the pilot (Alpha) and the other crewmember (Bravo) can be heard on the radio. Since daylight is fading fast, the decision is made to "bed down" the survivors and they are advised that a "first light" effort will be made the following day.

Day 1 Players

Misty 51 - on scene Fast FAC in an F-100F two seater

Roman 01 - Flight lead of aircraft shot down (type unknown)

Crown - command and control HC-130

Waterboy - GCI site at Dong Ha

Play Roman 02 SAR Tape - Day 1 **(22:57) RealAudio**

Day 2

Day 2 begins with Misty 51 (same crew as the previous day) arriving in the area to reestablish radio contact with the two survivors. They are properly "authenticated" and the SAR force is directed to proceed into the SAR area.

After a handoff of "on scene command" from Misty 11 to Sandy 01, the rescue force is committed. Both survivors are picked up and the forces egress the area.

Day 2 Players

Misty 11 - on scene Fast FAC in an F-100F two seater

Sandy 01-04

Jolly Green 19 - pickup Jolly

Crown - command and control HC-130

Misty 12 - replacement Fast FAC who shows up toward the end

Bison - strike flight of F-105s

Play Roman 02 SAR Tape - Day 2 **(43:05) RealAudio**

All aircrews in Southeast Asia completed an authentication card as part of their inprocessing prior to their first flight in theater. The crewmember could list five questions along with their answers. The answers to these questions could supposedly only be answered by the person who completed the card. For example, one of my questions and its answer was, "What is the name of your favorite dog?" and my answer was "Grover".

These authenticator cards were kept on file at wing intelligence for use if the crewmember was shot down. The theory was, if the guy on the ground could not correctly answer the question, he must not be a genuine survivor, but rather an imposter who was attempting to lure the rescue forces into a trap.

DECLASSIFIED

COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE			
C		<i>[Signature]</i>	JUL 10 1968	DOCC/Lt Col Newton	4114	10 Jul 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		
7	LS	Green				
8	AC	Green				
9	AC	Green				

Aircraft Loss, 9 July 1968 (U)

1. (S) Background: Firefly 15 and 16/2 A1/NKP departed NKP at 1326H on a special escort mission for Durax helicopters from Udorn. At 1512H, Firefly 16 was reported down at a point 14 nm NNE of Lima Site 36 in Barrel Roll. Firefly 16 was hit by small arms fire. Raven 47, the FAC, reported 10 active AK-47 positions. Firefly 15 reported a good chute, and contact with the pilot on the ground was quickly established. The pilot, Lt Colonel William R. Buice, reported he had a broken arm. At 1546H, information was received that Durax 401 had the survivor on board, and was transporting him to LS 36. Jolly Green 68, enroute to the crash scene, was diverted to LS 36 to pick up the survivor and transport him to Udorn. Jolly Green 68 arrived at Udorn at 1746H. Except for the broken arm, the pilot was reported to be in good condition.

2. (S) Sequence of Events:

- 1512H - 7AF CC was advised that Firefly 16 ejected NNE of LS 36.
- 1512H - Firefly 15 reported through Ethan 02 (College Eye Laos Orbit) that he saw a good chute.
- 1515H - Cricket ABCCC reported that Firefly 15 was in contact with Firefly 16 and had a good fix on his position.
- 1520H - JG 68 and 70 were airborne from LS 98 and enroute to the scene.
- 1546H - Firefly 16 was picked up by Durax 401 and enroute to LS 36. Jolly Green 68 will proceed to LS 36 to transport the survivor to Udorn.
- 1746H - Jolly Green 68 arrives at Udorn with Firefly 16.

3. Form 5 information relative to the pilots flying background is not available at this time.

Cys to: VC DSA
DO DOT
DOC DAR

DOWNGRADED AT 5 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DECLASSIFIED

CONFIDENTIAL

43187

ROUTINE

PT 0381
RTTCZYUW RUMFCMU1617 1910000-CCCC--RUCIEUA.
ZNY CCCC
DE RUMBDF 4994 19125
ZNY CCCC
Z 0 0911030Z JUL 68

RECEIVED
375 ABGP

9 JUL 68 18.14z

ACTION INFO

FM OL ARRGP UDORN RTAFB THAILAND RUMSAL/3ARRGP/JSARC SN A
B RVN
RUEFHQA/CSAXAFCP/AFXOPFH/WASHINGTON D C
RUCIEUA/MAC/CP/MAOCCA/15 -12 8)
47:837-/ARSCP SCOTT AFB IL
RUHEAA/PACARRC/PROCP/ICKAM AFB HAWI
INFO RUMSAL/7AF/DOTO/S9/DP/DI/BDPMP/CPTSN AB RVN
RUWTFJA/USAFMPC/AMSK/RANDOLPH AFB TEXAS
RUMUHFA/MACV SAIGN RVN
UHEAA/CINCPACAFXCC/HICKM FB HAWAII
RUEBABA/TAC/DOOSLR/LANGLEY AFB VA
RUMSARE/39ARRS TUYHOA RV
ZEN/TUOC UDORN RTAFB THAILAND
RUMSAGS/OL-1, ARRGP SON TRA RVA
BT

RESCUE 20

042-3-52 09 JUL 68

CONFIDENTIAL

/JOPREP JIFFY RSKUE/20. 7AF FOR TC opening/closing

QM MED EVAC

2. 21-52 09 JUL 68

4. (A) PILOT FIREFLY 16, 192N 10330E. (B) SE (C) SE (D) 13

0-83 2 RUMBDF 4994 CONFIDENTIAL

(F SE (G) LT COL BUICE, W.-(H) 1 PB5.5 CROWN 2/0711ZM

6. SE7. 2/HH50715ZM 8. JG 68/70 AIRBORNE 071Z. 9. 10. A) NOT A FACTOR. 11. OL2 3rd 7th

ARRGP MAJ LOWELL A BARRETT

TSGTWILLIAM H RIVEN BARK JR. 12. 13 13. SE 4.13 15. (A)

SE. 16. TAKEN TO UDORRTAFB THAILAND. 17. 2/4PLUS50/HH53/

40ARRS: 1/PLUS00/HC130P/39ARRS. 18. SE. 19. (A) (RCC) MONTREM, A. C.

(CP) MAJ STEWART, R. D. (FE) SSGT BOLES, G. 4. (PJ) MSGT

FAVOUR, H. T. (PJ) SGT KRATZ, D. A. ALL ASSIGNED 40 ARRS.

19. (B) LT COL BUICE, W. A. 602FS(C) NAKHON PHAMON RTAFB.

20. (H) 1 ARRS MED EVAC. NO AIR REFUELING AKCOMPLISH. FIREFLY 16 WAS DOWNED DUE TO

UNKNOWN CAUSES. NO CONTACT

WAS ESTABLISHED WITH FIREFLY 16 BY FIREFLY 15. 574-1 401,

AIR AMERICA HELO, WAS AREA AND MADE PICKUP OF FIREFLY 16.

DURX 401 TOOK FIREFLY 16 TO L36. JG 68 WAS AT LAEYN TOOK

FIREFLY 160 BAOADAND RETURNED HIM TO UDORN RTAFB. FIREFLY 16

PILOT HAD BROKEN ARM AND WAS IN MILD SHOCK. GP-4

NNNN#

LIMA SITE 36 LOC NORTHERN LACS

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

CONFIDENTIAL

ROUTINE

9 JUL 68 16.23z

DECLASSIFIED ~~SECRET~~ CONFIDENTIAL

FROM: 1-40/0

21 July 1968

SUBJ: Mission Narrative Report (1-3-70, 15 Jul 68)(U)

Classified by 701
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS
 DECLASSIFIED ON 51 DEC 74

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

1. (U) This report is submitted IAW ABRSM 55-2/3ABRGp Sup 1, dtd 15 Jun 67.
2. (S) At 0841Z Jolly Greens 15 (Low) and 16 (high) were put on cockpit alert for a possible SAR effort on Panda Lead down at XE 373 442. COMPRESS ordered launch of the SAR forces at 0845Z. At 0932Z, the Sandys and Jollys arrived in the holding area (0900/89/Ch 89). Weather in the area was high overcast with isolated patches of ground fog and haze. Sandys 1 and 2 proceeded into the survivor's area at 1104Z to evaluate the environment for hostility. Receiving none, Sandy 1 cleared Jolly Green 15 in for pickup at 1117Z. Jolly Green 15 entered the pickup area low along riddgelines and as he was vectored into the survivor, a barrage of AAA and automatic weapons fire was directed at him. Jolly Green 16 also was fired upon while holding in the "safer" area. Both Jolly Green 15 and 16 drew fire until out of range. Departure from the hostile area was at 1130Z and all SAR forces were shortly RTB'd by COMPRESS. Jolly Green 15 and 16 recovered to Ch 89 at 1230Z and subsequent maintenance inspection revealed no battle damage. Coordination and radio discipline was good.
3. (S) A first light effort was initiated with Jolly Green 37 (Low) and 19 (High) departing Ch 89 at 2210Z accompanied by Sandys 1 thru 4. SAR forces arrived in the holding area 0800/70/Ch 89 at 2300Z. Takeoff weather was VFR and enroute was 3/8 to 5/8 cloud cover layered between 3000 and 12000 feet with isolated thunder-showers. Weather in the pickup area was VFR with high overcast and patches of light haze in the lower valleys. During the night, fighter-bomber aircraft had bombarded the AAA sites and concentrations of automatic weapons. Between 2200Z and 0130Z numerous flights of fast movers continued to suppress the opposition. At 0100Z Sandys 1 and 2 were called into the area by Misty (FAC) to evaluate the area around the survivor and lay down covering fire. At 0110Z Jolly Green 37 and Sandys 3 and 4 were cleared into the area. The Sandys vectored Jolly Green 37 through the valleys and karst and at 0120Z Jolly Green 37 was in a hover over the survivor. The survivor was on board at 0123Z and exit was over the route of entry with Sandys providing cover. The pickup was made from a hover using the jungle penetrator. The survivor's actions were SAR briefed and he greatly aided his own rescue. He was handicapped by a painful compound fracture of the right ankle and was dehydrated. All SAR forces were RTB'd to Ch 89 at 0125Z and terminated landing at 0225Z. Radio discipline and coordination of SAR forces were excellent. The success of this pickup was greatly enhanced by 2 factors: The Sandys provided immediate suppression close in to the Jolly Green and the presence of the fast movers continuing their support during the pickup. By having the Sandys vector the Jolly in very low and pressing the attack it is doubtful if the enemy even was aware of the pickup.

18 AUG

IAW AFR 205-2

1 of 9 Copies

1-40D-68-S-48

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GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
RECLASSIFY AFTER 12 YEARS

68-AD-1874
Page 01

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~~CONFIDENTIAL~~

4. (C) The name of the survivor was: Major Robert K. Hanna, FR49592, 33rd TFS, Takhli RTAFB, Thailand.

5. (U) The Jolly Green crews were:

14 July 1968

JOLLY GREEN 15 (LOW)

RCC Lt Col Royal A. Brown, Jr.
RCCP Maj Dale N. Weeden
FE SSgt Raymond J. Price
RS Sgt Clifton L. Caffall

JOLLY GREEN 16 (HIGH)

RCC Capt James H. Platt
RCCP Capt Ronald McKinley
FE Sgt Mickey D. Berry
RS Sgt Thomas A. Newman

15 July 1968

JOLLY GREEN 37 (LOW)

RCC Capt Edward L. Heft
RCCP Capt Roger C. Gibson
FE TSgt Jarvis E. Peele
RS Sgt J. T. Lombard

JOLLY GREEN 19 (HIGH)

RCC James E. Oliver, Capt
RCCP Capt Samuel P. Wheate
FE SSgt William J. Jordan
RS ALC Ember A. Curry

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

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~~SECRET~~

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COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
	TO	GRADE	SIGNATURE	DATE		
1						
2						
3						
4						
5						
6						
7	63	6664				
8	10	1867				
9	C	6en	WILLIAM W. MOMYER			

ORIGINATOR: Lt Colonel Newton
DOCC

PHONE NO.: 4114

DATE: 15 Jul 68

TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER

William H. Stewart
WILLIAM H. STEWART, Colonel, USAF
Chief, Command and Control Division

TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR

POSTER TITLE: Commander
Aircrew Recovery, 15 July 68 (U)

General, USAF
JUL 16 1968

1. (S) BACKGROUND: At 1634H, 14 July, Panda 01/F105D/TKL, was hit by probable 37mm fire and the pilot ejected in Route Package I, 22 NM WNW of Dong Hoi. The pilot reported he was in a karst area and had a broken leg. The SAR effort on 14 July was unsuccessful due to enemy defenses and approaching darkness. A first light effort was planned for 15 July 68.

2. (S) At 0605H 15 July, FAC Misty 11 established voice contact with the survivor and had his position established. Misty 11 reported two gun sites near the F105 pilot, one located 100 meters to the east and another 150 meters to the south. Other sites were in the area. Ground fire suppression began at 0611H and continued until 0900H. A total of 21 F105s and 2 F4Ds expended ordnance before the ground fire was suppressed enough to allow SAR forces to enter the area. Misty 11 reported that during this period two sites containing eight gun positions were destroyed and two other sites containing ten gun positions were heavily damaged.

3. (S) At 0905H, the SAR forces crossed the border. At 0925H, Jolly Green 37 reported the survivor was on board. Debriefing of the crew at Nakhon Phanom indicated some small arms fire was received during the recovery and a Sandy took one hit. The F105 pilot was able to help himself onto the penetrator in spite of an open compound fracture of the ankle. He will be evacuated to Korat for further medical treatment.

Copies to:

C&VC 2 cys
DO
DOC
DSA
DOT
DAR
DOCCS

DOWNGRADED AT 5 YEAR INTERVALS;
 DECLASSIFIED AFTER 12 YEARS.
 DOD DIR 5200.10

Docc-8. 46975

DECLASSIFIED

Per Declassification & Review Team

ET

ROUTING/COORDINATION				ORIGINATOR		PHONE NO.	DATE
TO	FROM	SIGNATURE	DATE	DOCC			
1	C	WILLIAM W. MOMYER, General	USAF	Lt Col Newton		4114	15 Jul 68
2				TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER			
3				William H Stewart			
4				WILLIAM H. STEWART, Colonel, USAF			
5				Chief, Command and Control Division			
6				TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR			
7	VB	BBG					
8	NE	MDE					
9	CA	BBG					

Aircraft Loss, 14 Jul 68 (U)

(MARK REVERSE SIDE IF NECESSARY)

1. (S) BACKGROUND:

a. Panda 01/F105D/TKL was reported down by probable 37mm fire 22 NM WNW of Dong Hoi near the village of Phuong Chay. The aircraft was hit while strafing a truck. The flight had previously struck a cave and ford in RP I with AGM-12C missiles. After being hit, the pilot was able to climb to approximately 12,000 feet before the aircraft caught on fire and he was forced to eject. Some 37mm tracer fire had been seen although no bursts were observed.

b. Ground contact with the pilot was quickly established by Panda 02 and FAC Misty 41. He reported he was on top of a karst ridge and had a broken leg. SAR forces were launched and held at the border until ground fire had been suppressed. SAR forces then made an attempt to approach the survivor, but as Jolly Green 15 was entering a hover, heavy 37mm and ZPU was received. The SAR forces then withdrew to a safe area and no further rescue attempts were made due to approaching darkness. A "first light" effort is planned for the morning. First light is at 0603H, and sunrise at 0627H. The weather forecast is 3,000 scattered, 10 miles visibility and ground fog in the valleys.

2. (S) SEQUENCE OF EVENTS:

- a. 1645H - Panda 01 reported down. SAR forces launched.
- b. 1655H - Panda 02 and Misty 41 have voice contact with Panda 01.
- c. 1710H - 1900H - Jet strikes providing ground suppression. At 1850H, automatic border clearance was granted provided all ground defenses have been silenced and continuous voice contact with the survivor has been maintained.
- d. 1911H - Sandy 1 and 2 reported over the survivor and not receiving any ground fire. Jolly Greens 15 and 16 cleared in with Sandy 5 and 6 as escort.
- e. 1919H - Sandy 1 directing Jolly Green 15 to the survivor.
- f. 1927H - SAR force receives heavy ground fire. All forces withdrawn.

[REDACTED]

DOWNGRADED AT 3 YEAR INT
DECLASSIFIED AFTER 12 YR
DOD DIR 5200.10

DECLASSIFIED

DOCC-68-4693

00527229

3. (C) AIRCRAFT AND CREW DATA:

a. Aircraft

(1) Call Sign: Panda 01

(2) Type: F105D

(3) Tail Number: 62-4367

b. Aircrew Data

(1) Pilot

(a) Name - Major Robert K. Hanna,

(b) Total Flying Time - 3504

(c) Total Fighter Time - 2,822

(d) Total Time In Aircraft - 590

(e) Total Missions - 100

(f) Total Counters - 84

(g) Unit Position - Wing Weapons Officer

4. (C) Line up for First Light Effort:

a. In target area: 0603H - Misty 11/F100

b. Holding 080⁰/70 (Ch 89/NKP)

0605H - Cookie/4 F4D/UDN

0615H - Vampire 4/F4D/UBN

0620H - Dallas/4 F105/TKL

c. Holding on tanker:

0640H - Wildcat/4 F105/TKL

0700H - Bison/4 F105/TKL

d. SAR forces - poised at border

0615H - Sandy 01, 02/2 A1/NKP

0620H - Sandy 5, 6/2 A1/NKP

0620H - Jolly Green 37, 19/2 HH-5/NKP

Jolly Green Foils Charlie

Chopper Pulls Off Daring Rescue

By MSGT. O. J. STREETER

SOUTHEAST ASIA — Maj. Robert K. Hanna, Bend, Ore., 355th Tactical Fighter Wing F-105 Thunderchief pilot, recently released his ordnance on enemy supply storage areas and a nearby bridge in the southern Panhandle of North Vietnam.

Heading his F-105 in for a second pass strafing gun emplacements, his aircraft was badly damaged by ground fire. Unable to maintain altitude, he ejected. Thus began a great team effort to save one of its airmen.

Major Hanna's wingman gave him cover until he ran out of ammunition and almost out of fuel. It was his wingman's radio call that started a rescue operation that eventually involved some 65 aircraft ranging from piston-driven A-1 Skyraiders to

F-4 Phantoms, several flights of F-105s and F-100 Supersabres, and HH-3E Jolly Green Giant rescue helicopters.

The major, a veteran of more than 100 combat missions over the panhandle, was lying below a cliff on a rocky hillside thick with green foliage. Less than 150 yards away were 37 and 57mm enemy gun emplacements, probably the very ones that shot him down.

Within 2½ hours, about 30 F-105s and F-4s had peppered the area with rockets, bombs and machine gun fire. The Jolly Green rescue team would try and get him out before the fast-approaching night.

The big rescue chopper finally came over the hill and headed toward the pilot; however, intense enemy ground fire damaged the chopper and it was

forced to pull out. Major Hanna said, "That was the beginning of the longest night in my life."

All during the long night he could hear the enemy rustling through the brush looking for him. Just before daylight more rocks were rolled down the cliff, one missing him by only 10 feet. As day broke he was on the radio talking to the rescue support aircraft, "You have to get in close to get those guns, real close". "Roger, we know," they replied.

Flight after flight came in, pounding the hill with heavy ordnance. Shell and bomb fragments were hitting all around Hanna.

Remembering vividly, Hanna recalled, "I saw the chopper, heard some bomb blasts, saw the sling coming down, and then I was in the chopper. It was all over just that quick."

PANDA F-105 7/15/68 40 APRS HH-3

RJ JAY T. LOMBARD

AC CAPT HEFT

CP CAPT GIBSON

FE TSgt PEAL

~~CONFIDENTIAL~~

DECLASSIFIED MISSION NARRATIVE

Mission Narrative, 1-3-71, Panda Lead, 14 July 1968

1. Crown 4 was called by Panda 2 at 0740Z. Panda Lead on mission 43, Route Package I, was down on the 080/85 of 89. Misty 41 and Panda 2 capping. Good radio contact was made between Panda Lead and Misty 41. Survivor in east end of valley, up in karst, broken leg. Misty 41 designated OSC. Request for hard ordnance and CBU relayed to Queen. Tankers requested from waterboy. Crown 4 directed to remain off-shore 30 miles. Crown 4 established orbit at FL250 off-shore in vicinity of incident. At 0756, Crown 4 requested Queen move Crown 2 into area to try to establish better contact with SAR Forces. At 0805 Dagger and Pistol flights were worked by Misty 41. Extensive 37mm, 57mm and ground fire in area. Misty 41 verified position XE67 446, 1 SOB. At 0814, Tide 11, Mayday, 270/29 of 69 heading 090° for feet wet. Crown 4 moved south to cap. Crown 2 moved off-shore and took the mission, Crown 4 returned to orbit. At 0830 Queen reported JG 15, 16 and Sandy's 1, 2, 5 and 6 inbound from Ch 89 SAR Forces advised to hold west of scene. At 0840 30F4 flights reported in. Harbormaster launched fighters with heavy ordnance. Scotch lead designated OSC. Misty refueling. Ozark flight working. Gunfighter 7 and 8 working. At 0853 Scotch lead reported 37mm sites 2 and 4 kilometers north of survivor. Panda lead told to stay low in karst while fast movers were working. At 0900, Bat 71 called Mayday for Bat 72. 260/30/Ch69. Chute sighted, no beeper, YD 375155, Rash 31, Bat 71 and 73 in area, Crown 2 taking mission. Ozark, Gunfighter, Scotch Phantom and Chippy fighters working Panda Lead area. At 0912, Crown 4 requested Crown 3 be brought on scene for helicopter refueling and relief of Crown 4 if fuel endurance exhausted. SAR Forces holding west at 0920. At 1030, Misty 41 resumed OSC. Queen relayed identification questions. Two tankers on orbit, available at 1035. Queen relayed King's instructions.

- a. Bring Sandy's in to check area.
- b. Put 105's in with Sandys in Jolly Green escort.
- c. Visual sighting of survivor mandatory.

2. At 1110, Sandy 1 became OSC. 37mm reported 3 to 4 kilometers southeast. At 1120, JG 15 going in for pick-up. Sandy 1 orbiting Panda Lead. Sandy 2 catching ground fire at 8000'. JG 300 meters out. Voice contact. Call for survivors smoke. JG 15 going in low to stay out of ground fire Sharkbait flight overhead. At 1132 JG 15 hit, pulling out. Sandy's in escort. Sharkbait suppressing ground fire. At 1143, Crown 4 relayed Blue Chip directions to RTB SAR Forces. Tell Panda Lead we will return at first light. Leave fast movers in area. Misty 51 became OSC. Crown 3 escorting JG 15 and 16 to Ch 89. Sandy's 1, 2, 5 and 6 in trail. The following comments are made IAW 3 ARRGp Sup 1, ARRSB 55-2, 15 Jun 67:

- a. Weather CAVU
- b. Outstanding performance by Misty 41, 51 and SAR Forces.
- c. Radio communications were most difficult. Three missions going simultaneously on Guard. Efforts to go discrete failed repeatedly. Only the experienced competence of the FACs, Sandys, Jollys and supporting forces kept the effort organized.

~~CONFIDENTIAL~~

GROUP-4
Downgraded at 3 year intervals.
Declassified after 12 years.

DECLASSIFIED

~~CONFIDENTIAL~~

44

53

d. Both Jolly Greens reported ground fire while withdrawing through the DMZ.

e. Panda Lead, being immobile with a broken leg, could only stay under cover. Crown 4 couldn't hear him. His communications with the OSCs seemed normal.

f. JG 15 sustained undetermined damage.

g. Limiting factor was the hostility of the area and impending nightfall. The single problem was communications. Equipment may be partially responsible, though Crown 2 had similar problems.


CHARLES B. KNUDSON, Lt Col, USAF
Rescue Crew Commander

1 Atch
Crew List

AC Knudson
CP Tollefson
CP Nelson
NN Connell
NN Coffland
RO Morton
FE Riney
FE Coe
IM Hillsman

~~CONFIDENTIAL~~

DECLASSIFIED

Mission #1-3-7
Crown #1 15 July 1968

On 14 July 1968, Panda 01 (USAF F-105) was hit by ground fire, and the pilot bailed out at position 1734 N 10616E (313/74/109). Due to ensuing darkness, SAR efforts were discontinued, and a first light attempt was organized the next morning. Crown 1 was on station at 2005Z, with Misty 11 checking in as the FAC a few minutes later. Misty 11 contacted the survivor, and pinpointed four 37mm gun positions around his area. The downed pilot reported that he had broken his ankle, but otherwise was in good shape. Ten flights of fighter-bombers were controlled by Crown 1. They were turned over to the FAC as fast as he could use them for strikes against the gun positions. Sandy 1 and 2 were holding at the border awaiting a border clearance, while Sandy 5 and 6 were escorting Jolly Green 37I and 19 toward the scene. Misty 11 requested close air support around the survivor and Sandy 1 and 2 were given clearance to the site. After multiple strikes, Sandy 1 (On scene commander) determined that an attempted pickup could be made. Border clearance was received from King, which Crown 1 relayed to the Jolly Greens. The pickup was made by Jolly Green 37 at 0120Z, and was uneventful except for isolated ground fire. All forces were released, and the survivor was flown to NKP in good shape.

Declassify at 10 year intervals,
if not sooner.

CONFIDENTIAL

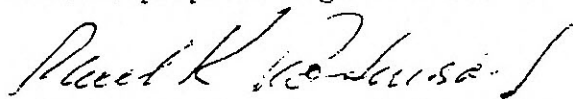
S T A T E M E N T

31 July 1968

I would like to place myself in the rather unusual position of the player thanking the coach for playing a good game. On 11 and 15 July 1968, as Misty 41 and Misty 11, I had the opportunity to work in the successful rescue of PANDA 01 who had been downed by hostile fire over a heavily defended area of North Vietnam. On both days, the numerous active, hostile defensive positions dictated that we silence them before attempting to pick up the injured pilot. Crown 4, on both days, did an exceptional job of coordinating the SAR effort. Through a great deal of perseverance, skill, and level headed work, he made order out of the initial confusion and persisted in keeping the forces well under control, even though there were several other simultaneous emergencies in being. After narrowly missing success on the 11th, I returned the next day to participate in what I consider a classic rescue effort. Crown had everything so well assembled, controlled, and coordinated, that it was an almost effortlessly successful rescue in one of the heaviest defended areas of the southern panhandle. The continuous rain of ordnance, timely ingress of the rescue helicopter, and subsequent rescue can all be attributed to the exemplary effort and skill of the Crown crews. It was my distinct pleasure to work with these professionals and hope they receive appropriate praise and reward for their performance. Following is a partial list of the deserving crews:

- 11 July 68 - Lt Col Knudson (A/C Cmdr)
 - Maj Tollefson (CP)
 - Capt Nelson (3rd Plt)
- 15 July 68 - Capt Richardson (Plt)
 - Capt Eldridge (CP)
 - Capt Shore (NAV)

I realize that there were other personnel involved and trust they will receive proper recognition for this team effort.



PAUL K. ROBINSON JR., Capt, USAF
Pilot, Commando Sabre Operation

(1) At 0908Z, 19 Jul 68, Nha Trang Tower notified Detachment 12 of a downed O-1G southwest of Nha Trang. Pedro 20 launched at 0910Z (mission Number 12-38-08). Crew members aboard Pedro 20 were: Captain Melroy Borland, Rescue Crew Commander; Major Bruce C. Bowden, Rescue Crew Co-Pilot; A1C Timothy M. Reynolds, Pararescue Specialist; SSgt Huel W. Wilson and Sgt James R. Pospichel, Airborne Firefighters. Radio contact was made with the downed pilot and his position was located approximately five miles southwest of Nha Trang. The survivor reported light ground fire and a larger enemy force was engaged in battle with friendly ground forces approximately 500 yards from the survivor's position. Capt Borland elected to make an immediate pick-up. The survivor provided smoke upon request and hoist operator, A1C Reynolds, extracted the survivor, in good condition, from the jungle at 0920Z. The mission was terminated at 0930Z. The recovered pilot, Capt Allan R. Zaiser, was met at the Pedro pad by other members of his unit, 21st TASS.

(2) On 2 Sep 68 at 0745Z, Pedro Operations received a call from Installation Defense Command requesting medical evacuation of two seriously ill (suspected malaria) ARVN soldiers. Mission 12-38-09 was opened and Pedro 20 departed for the designated location. Crew members were: Captain Cortland D. Field, Rescue Crew Commander; 1st Lt Willis J. Thayer, Rescue Crew Co-Pilot; A1C Timothy M. Reynolds, Pararescue Specialist; Sgt William Grimes, Flight Engineer. The ill soldiers and ground party were

FROM: Det 12, 38 ARRS

102
21 Jul 68

SUBJECT: Rescue Narrative Report

TO: 3ARRGp

1. Subject report is submitted IAW 3ARRGp Sup 1 to ARRS 55-2, 15 Apr 68 as follows:

a. Notification was by the Nha Trang tower at 0908Z, 19 Jul 68; launch of Pedro 20 was at 0910Z.

b. Pedro 20 scrambled in a general direction provided by the tower, and was able to contact the downed pilot (call sign Walt 31) on his survival radio when sufficient altitude was reached. The pilot mistook a Huey for Pedro and apparently gave us an erroneous heading to his position. However, by requesting him to use his beeper, we obtained a quick correction to his location using our ADF equipment. When asked about ground fire, the pilot indicated that he had heard a few shots. Pedro 20 was well aware of a large active battle in progress just below the pilot's position, and elected to make an immediate pick-up before the enemy forces could move into position. Location was on the side of a mountain in dense jungle growth. When Pedro 20 was reported to be directly overhead, smoke was requested and Pedro went into a descending left orbit for a tactical pick-up. The smoke was spotted immediately and the helicopter was quickly brought to a hover.

c. Weather and visibility were clear.

d. Cooperation and coordination with the tower and downed pilot as excellent. Gunships did not get airborne until the pick-up had been made and Pedro was returning to home base.

e. Guard channel was used exclusively, and I feel that because this was such a quick extraction with only three parties involved, radio discipline was excellent. Crew interphone discipline was likewise excellent.

f. Pedro 20 arrived and commenced extraction at 0920Z. Location was approximately five miles SW of Nha Trang AB, RVN (12°10' N, 109°09' E).

!!
g. The course taken into the area was above a known battle. The best exit route was not used to avoid battle area. This necessitated a climb over a ridge line with the survivor still dangling below the helicopter. Enemy fire in the area was afterwards reported by the survivor to be heavy. No tracers were seen and the chopper took no hits.

h. The downed pilot remained calm and followed instructions instantly. He was not injured, although it now appears that he banged his knees in the course of crash landing his O-1G (#51-12555).

i. The forest penetrator was used for the extraction. Terrain was very steep with tree height approximately 100 feet. Maximum power was required to hover. One pilot, Capt Allan R. Zaiser, FR79007, was recovered in good condition.

j. Departure from the pick-up area was estimated to be 0923Z.

k. The mission terminated at 0930Z.

l. There was no damage to Pedro 20.

m. All equipment functioned properly.

n. N/A

o. None.

p. Additional information:

(1) Crew consisted of:

RCC	Capt Melroy Borland
RCP	Maj Bruce C. Bowden
RS	A1C Timothy M. Reynolds (hoist operator)
RS	SSgt Huel W. Wilson
RS	Sgt James R. Pospichel

(2) The O-1 was probably downed by ground fire and was not located until the pilot was spotted nearby.

2. The success of this mission was due to a number of pertinent factors which I feel are worth emphasizing. The recovery crew was able to clearly and quickly analyze the situation and effect prompt, correct decisions which permitted the extraction to commence within ten minutes of launch time. This mission was classic recovery in that everything functioned properly: the downed pilot's survival radio, the ADF/DF equipment, orange smoke, and the hoist operation with the forest penetrator. Also, this is a testimony to the training program in effect at this detachment. It just so happened that that very morning the same crew had been scheduled to practice tactical pick-ups in our rice paddie training area. The actual extraction sounded and went as if it were right out of the book.

Excellent!!

Melroy Borland
MELROY BORLAND, Captain, USAF
RCC

*and only
28 minutes*

Det 9, 38ARRSq Hist, Jul - Sep 68

CHAPTER III

OPERATIONS

MISSIONS

During the reporting period, Detachment 9 flew 328 sorties of which 84 were in support of aircraft or personnel in distress. There were 137 base support sorties, and 105 training sorties. The remaining 12 sorties were functional check flights. Of the rescue sorties, 53 were local base rescue scrambles and 31 were aircrew recovery missions. While most of these were quite routine, several are worthy of mention.

THE DROWNING VICTIMS

At 0945Z 20 Jul 68, the detachment was notified that two Vietnamese boys had disappeared while swimming in a lake one mile southwest of the base. Pedro 98 (HH-43F serial number 63-9717) crewed by 1Lt Warren F. Kaufman, Crew Commander, Capt Jerald D. Briscoe, Copilot and Sgt Roger E. Lawson, Flight Engineer, responded, dropping three pararescue specialists (Sgt Luther T. Jones, A1C Nicholas Gala, Jr, and A1C David M. Thompson) and one assistant (TSgt Donald W. Gooding) at the scene. Meanwhile, Maj Robert A. Bunton proceeded to the scene by jeep. After approximately 10 minutes of underwater searching, using scuba gear, Airman Thompson recovered the two bodies. After turning the bodies over to the Vietnamese authorities, the rescue team returned to base by jeep.

COMMAND CORRESPONDENCE STAFF

DECLASSIFIED

SEA Declassification & Review Team

ROUTING/COORDINATION				ORIGINATOR
TO	GRADE	SIGNATURE	DATE	
1	VC			DOCC/Lt Col Newton 4114
2				TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER
3				William H. Stewart
4				WILLIAM H. STEWART, Colonel, USAF
5				Chief, Command and Control Division
6				TYPED NAME/GRADE/SIGNATURE OF OCS/DIRECTOR
7	CS	BGen		
8	NC	MGen		
9	C	Gen		

SMC

Aircraft Loss (U)

1. (S) BACKGROUND: At 2102H, 7AFCC was notified that Oreo 02/F4/UBN was down in the Gulf of Tonkin approximately 22 miles north of Dong Hoi. Neither voice nor beeper contact could be established. At 2118H, Oreo Lead broadcast that he was bailing out in the bay five miles north of Da Nang. Oreo flight was performing armed recce in RP I, Lead dropped flares on a target just north of Quang Khe and instructed his wingman to deliver CBU-24s. Lead turned north and climbed to 7000 feet for a rocket attack on the target. Due to a malfunction, Lead was unable to fire his rockets and as he was pulling off the target his aircraft was hit by ground fire. He ignited the afterburners, jettisoned his ordnance, started a climbing turn toward the water and notified his wingman that he had been hit. Oreo 02 said he had Lead in sight and was six miles in trail. The flight proceeded feet wet and turned south toward Da Nang. As Lead climbed through 15000 feet he started to enter the clouds and Oreo 02 said he was losing sight of him, Lead then descended to 11000 feet and that was the last radio transmission he heard from his wingman. He was busy with his aircraft emergency and was unaware that his wingman had gone down. (The above information was obtained by telecon with Da Nang TUOC). Waterboy GCI lost radar contact with Oreo 02 22 miles north of Dong Hoi and Ringneck 12, a Marine F4, said he saw an explosion in that area. A SAR effort was initiated and Jolly Green 07 and 22 were scrambled from Da Nang. Contact with Oreo 02 could not be established, an electronic search is continuing and a first light SAR effort is planned. Oreo Lead contacted Da Nang GCA, declared an emergency and stated that he might not make it. At 1500 feet, five miles on GCA final Lead said he could not control the aircraft and was bailing out. Pedro, a rescue helicopter from Da Nang rescued the aircraft commander and a harbor security boat recovered the rear seat pilot. Both crewmembers were taken to the hospital at Da Nang and are reported in good condition.

2. (S) SEQUENCE OF EVENTS:

2102H - 7AFCC was advised that Oreo 02/F4/UBN was down.

2113H - Jolly Green 07 and 22 were scrambled from Da Nang.

2117H - Ringneck 12/F4/DNG is over the area where Oreo 02 went down and reported seeing an explosion.

DECLASSIFIED

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

DOCC-68-48915

00627236

2118H - Oreo Lead bailed out in the bay 5 miles north of Da Nang.

2120H - Pedro a Da Nang rescue helicopter has voice contact with the aircraft commander of Oreo Lead.

2124H - Big Mother, a Navy SAR helicopter is conducting a search for Oreo 02.

2125H - Pedro has picked up the aircraft commander of Oreo Lead.

2126H - The rear seat pilot has been picked up by a harbor security boat.

2135H - Jolly Green 07 and 22 proceeding north to the area where Oreo is down.

2155H - Ringneck 12 is refueling and will remain on station.

2220H - Crown 7 is proceeding toward the area.

2255H - The Jolly Green's are returning to Da Nang. Crown 7 will remain on station and continue an electronic search.

3. (S) AIRCRAFT AND CREW DATA:

a. Aircraft:

- (1) Call Sign - Oreo 01
- (2) Type - F-4D
- (3) Serial Number - 667703

b. Crew: Aircraft Commander

Pilot

- | | |
|------------------------------------|-----------------------------|
| (1) Name - Gill, Timothy D., Capt, | Pierce, Roger G. Jr., 1/Lt, |
| (2) Total Flying Time - 694.4 | 371.9 |
| (3) Total Fighter Time - 426.7 | 92.0 |
| (4) Total F-4 Time - 426.7 | 92.0 |
| (5) Total Missions - 75 | 40 |
| (6) Total Counters - 55 | 37 |

~~SECRET~~

c. Aircraft:

- (1) Call Sign - Oreo 02
- (2) Type - F-4D
- (3) Serial Number 667682

d. Crew: Aircraft Commander

Navigator

- | | |
|--|-------------------|
| (1) Name - Hackett, Harley B., III, Capt, | Bush, John R, Lt, |
| (2) Total flying time - 628.1 | 508.2 |
| (3) Total Fighter Time - 374.9 | 106.2 |
| (4) Total F-4 Time - 374.9 | 106.2 |
| (5) Total Missions - 112 (12 on second tour) | 42 |
| (6) Total Counters - 12 (second tour) | 40 |

Cys to: DO
DOC
DSA
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DAR

DECLASSIFIED

~~CONFIDENTIAL~~

FROM: 7-380 (Capt David J. Jogerst, 3440)

26 July 1968

SUBJECT: Mission Narrative Report 1-3-076-8206

104

TO: 3JSARC *ellg*

380

IN TURN

1. (U) This report is submitted IAW ARRSM 55-2, 3ARRGP Sup 1, dtd 11 Jul 68.
2. (C) Narrative:

On 24 July 1968 at 1245Z Queen (OL 1, 3ARRGP) alerted the crew of Pedro 93 to a possible bailout. A battered damaged USAF F-4 Oreo Lead with 2 POB, was attempting to make DaNang AB, RVN. At 1257Z Pedro was alerted by DaNang Tower with Oreo Lead now at 35 miles from DaNang. Pedro 93 scrambled without difficulty at 1300Z for the possible bailout. Upon arrival Oreo Lead requested a low approach for gear check and Pedro 93 returned to pickup the fire suppression kit (FSK) to cover the impending landing. Area weather was 700 scattered, 2500 overcast, 6 miles in rain with thunderstorms. Pedro 93 orbited one half mile North while Oreo Lead was given a GCI to point four miles out on final approach. At this point four crewmembers of Pedro 93 observed Oreo Lead take three hits from ground fire, turn west, and crash in DaNang bay. Ground fire was of large caliber as hits opened as bright white flashes on the underside of Oreo Lead. Pedro 93 released the FSK and proceeded to the scene. DaNang Tower was notified on Guard Channel of the ground fire, the crash and location and requested to provide flareships for aircrew recovery operations. Oreo Lead (front seater) was quickly located with UHF DF and strobe light. Hoist pickup was accomplished at 1319Z with rescue sling utilizing Oreo Lead's floating helmet for a hover reference, illumination from the HH-43B flood lights and an AC-47 flare drop. Oreo Lead had an inflated life vest and all equipment except parachute canopy with him when lifted from the water. This caused some difficulty and two men were required to bodily lift Oreo Lead through the small HH-43B cabin door. No other difficulties were encountered. Oreo Lead was in good condition, coherent on survival radio and interphone, had properly entered the sling, and did not attempt to help the hoist operator. Radio discipline was excellent and flareships support quickly provided. Pedro 93 remained in the area searching for Oreo Leads back seater until 1340Z when notification was received that he had been picked up by a patrol boat. Oreo Lead was delivered to medical personnel at 366 USAF Dispensary Helipad at 1345Z. During recovery of the FSK (near runway 17L) Pedro crew observed small arms tracer fire in the vicinity. The FSK was returned to the alert circle and Pedro 93 terminated at 1400Z without any damage. One combat save, 1+00 and 3 sorties.

3. (C) Survivor: Gill, T.D. Capt 497th TFS.

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 51 DEC 14

~~CONFIDENTIAL~~

DECLASSIFIED ~~CONFIDENTIAL~~

4. (U) Crewmembers of Pedro 93:

Capt David J. Jogerst, Instructor Pilot, Det 7 38ARRS
1stLt Michael L. Walker, First Pilot, Det 7 38ARRS
Sgt G.S. Gladu, Rescue Specialist (Hoist Operator) 366CES
Sgt S.D. Hamilton, Rescue Specialist, 366CES
A1C J E Talley, Rescue Specialist, 37ARRS

David J. Jogerst

DAVID J. JOGERST, Capt, USAF
Operations Officer

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

24 JULY 1968

OREO 02 SATC

F-4D 66-7703 497 TFS, 8 TFW, USAF, Ubon
Capt T O Gill (survived)
1Lt R G Pierce (survived)

F-4D 66-7682 497 TFS, 8 TFW, USAF, Ubon
Capt Harley Benjamin Hackett (KIA)
1Lt John Robert Bush (KIA)

The Night Owls of the 497th TFS had a bad night on the 24th. A flight of two Phantoms took off from Ubon on an armed reconnaissance of the southern provinces of North Vietnam, but neither returned. The aircraft attacked road traffic on a road south of Mu Ron Mu but Capt Gill's aircraft was hit by ground fire and badly damaged. Capt Hackett vectored his leader's aircraft out over the water in an attempt to reach Da Nang. As Capt Gill headed south, the crew of a Navy aircraft saw a flash on the surface of the sea about 15 miles from the coast. This was later presumed to be Capt Hackett's aircraft, which apparently crashed into the sea without either he or his WSO being able to escape. Meanwhile Capt Gill and 1Lt Pierce were trying to reach Da Nang. However, as the aircraft approached the airfield from the north the crew were forced to eject and landed safely in Da Nang Bay. Capt Gill was rescued by a USAF helicopter and 1Lt Pierce was picked up by a US Navy vessel.

A-7A 153253 VA-82, USN, USS *America*
Lt Cdr David Scott Greiling (POW - died)

A few minutes after Capt Gill and 1Lt Pierce ejected from their Phantom near Da Nang, another drama was unfolding in the North. Two Corsairs from the USS *America* were flying an armed reconnaissance mission in the region around the Mu Ron Ma peninsula. Lt Cdr Greiling and his wingman saw moving lights that they suspected was truck traffic on a road near the village of Dong Hung. Lt Cdr Greiling reported rolling in on the target and this was followed a few moments later by a fireball on the ground, which his wingman at first took to be a truck full of fuel exploding. After completing his own attack the wingman tried to contact his leader but without success and then realised that the fireball he had seen was probably Lt Cdr Greiling's aircraft hitting the ground. Other aircraft arrived on the scene and dropped flares in an attempt to find the downed pilot. The crash site was 500 feet below a ridge on a heavily wooded hillside. It was presumed that the pilot had most probably died in the crash of the aircraft. However, on 17 July 1969 David Greiling was reclassified as a POW as a result of intelligence from an unusual source. Ships from Eastern Europe often visited Haiphong to bring in military and other supplies and a Polish seaman was shown the identity cards of 30 Americans by a Vietnamese in a bar in Haiphong. Greiling's card was said to be among these cards and indeed 28 of the 30 men were released during Operation Homecoming in 1973 but David Greiling and one other was not.

DECLASSIFIED

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE	NAME/GRADE/SIGNATURE OF ACTION OFFICER		
1	VC			Lt Col Newton DOCC	4114	27 Jul 68
2				William H. Stewart		
3				WILLIAM H. STEWART, Colonel, USAF		
4				Chief, Command and Control Division		
5				TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR		
6						
7	DCS/COMSEC					
8	DCS/COMSEC					
9	DCS/COMSEC					

SAR Effort for Hellborn 20 (U)

1. (S) BACKGROUND: Hellborn 20/A-6A/CHU was hit by ground fire and the crew ejected at approximately 2150H, 25 July 68, 13 NM north of the DMZ. A weak continuous beeper was detected at intervals during the night, but there was no response to efforts to raise voice contact. A first light effort was planned for 26 July 68.
2. (S) During the early morning hours of 26 July, efforts to establish contact with the survivor were unsuccessful. At 0742H, Misty 11 reported he may have received a voice transmission. In a very short contact, the voice reported he was surrounded and was being shot at. No further contact was made until 0912H when Misty 11 reported he had a good beeper and poor voice contact with the survivor and had his position established. Prior to this time, intense 37 MM and ZPU fire were seen in the area.
3. (S) Ground fire suppression began at 0855H and continued throughout the day. A total of 71 sorties including 13 F105s, 50 F4's, and 8 A1's expended ordnance in the suppression effort. During this time it was learned that the survivor was in the Dai Grang (River) and there were enemy small arms positions on the river banks within 150 feet of his position. Two aircraft received battle damage; Ozark 2/F105/KRT and Sandy 1, with Ozark receiving very heavy damage. Suppression then continued, against the heavy AAA defenses in the immediate area, with an accumulated BDA of 19X37 MM guns destroyed, 4X37 MM guns damaged, 7X37 MM positions silenced, and numerous ZPU/AW/ and SA positions destroyed and silenced.
4. At 1725H, the survivor reported "there were numerous bodies in the area and ground fire had been suppressed". At 1728H, the SAR forces crossed the DMZ. At 1748H, Jolly Green 32 reported the rescue of a "wet, tired pilot", but otherwise in very good condition.
5. Questioning of the survivor, Maj Curtis Lawson, revealed he had seen a good chute on the other crew member. He indicated he had landed in a group of people and was assumed captured. Electronic search for the bombardier navigator is continuing.

*** 10 MARINE SORTIES SUPPORTED THE SAR EFFORT**

Cys to: DO
DOC
DSA
DOT
DAR

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

~~SECRET~~

DOCC-8-49327

DECLASSIFIED

ROUTING/COORDINATION				UNCLASSIFIED	PHONE NO.	DATE
1	VC		SIGNATURE	Lt Col Newton	4114	26 Jul 68
2				DOCC		
3				TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER		
4				WILLIAM H. STEWART, Colonel, USAF		
5				Chief, Command and Control Division		
6				TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR		
7	CS	BGen				
8	VC	MGen				
9						

Aircraft Loss (U)

1. (S) BACKGROUND: Hellborn 20/A-6/Marines, was reported down at 2150H, 13 NM north of the DMZ and 5 NM from the coast. Redeye 03 saw the aircraft burst into flames in the air from intense ground fire. Initially no beeper or signs of survivors was evident, however, at 2220H Misty 51, picked up a weak continuous beeper. Continuous electronic monitor of the beeper has detected no change in the continuous beeper signal except for a perceptible weakening of the signal. There has been, as of 0600H, no response to efforts by the SAR force to raise voice contact with a survivor.

2. (S) AIRCRAFT AND CREW DATA:

a. Aircraft:

(1) Call Sign - Hellborn 20

(2) Type - A-6

b. Crew: Aircraft CommanderPilot

(1) Name - Lawson, J. Major

Brown, P. Captain

(2) Total Flying Time - 2943

480

(3) Total Fighter Time - 1349

460

(4) Total A-6 Time - 393

313

(5) Total Missions - 168

120

3. (S) A first light effort is to be initiated at 0600H with the following forces allocated:

FLIGHTON STATION

Crown 4/HQ-130P

0600H

Hellborn 509/2A-6

0600-0730H

Hellborn 509/2A-6

0600-0730H

DOWNGRADED AT 5 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

DECLASSIFIED

387

~~CONFIDENTIAL~~

C O N F I D E N T I A L

Summary

Report 1-3-079-8207, 26 July 68

(C) Two pilots in a USMC F-4 were forced to eject north of the DMZ at approximately 1300Z hours 25 Jul 68. The pilot landed in a river where he remained concealed in the water and on the river bank for 21 hours. Since night had fallen no SAR effort could be attempted that night. Jolly Greens 25 and 31 were launched at approximately 2330Z 25 July and proceeded to an orbit point near the location of the survivor. Shortage of fuel necessitated departure from the orbit area. Jolly Greens 31 and 28 were launched from the refueling location at 0400Z 26 July. During the interim support aircraft were attempting to destroy known gun positions in the immediate vicinity of the survivor. A second withdrawal for fuel was accomplished with Jolly Green 31 and 28 being launched again at 0600Z. An evaluation by the Jolly Green resulted in a planned river landing to provide best protection from ground fire. Before a rescue attempt could be initiated the on-scene commander (OSC) drew ground fire and directed withdrawal of Jolly Greens 31 and 28 for refueling. Both helicopters returned to the rescue scene at 0800Z. Because of approaching darkness, it was decided that an immediate rescue would be attempted. Jolly Green 31 made a rapid decent from 8000 feet while being escorted by 4 Sandy aircraft. Ground fire was observed after decent below 3000 feet but was ineffective. Difficulty was encountered in locating the survivor due to dense jungle and enemy activity. Jolly Green 31 located the downed airman, made a rapid low level approach and flared just above the river. The survivor swam to the helicopter, was drawn aboard and a rapid departure effected. During the entire decent, approach, landing and departure, the co-pilot, Flight Engineer and Rescue Specialist provided almost continuous fire from the M-60 machine guns and the M-16 rifle. The survivor, Major Curtis L Lawson, MAG 12, CHW LAI, was taken to Da Nang AB RVN.

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DECLASSIFIED

DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96357



28 JUL 1968

REPLY TO
ATTN OF:

370

SUBJECT:

MISSION NARRATIVE REPORT (1-3-079-8207, 30 JUL 1968)

Classified by

SP-1068 (U) DEC 1985
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 84

TO:

37C

3rd ARRGp (JSARG)
IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp SUP 1 dated 15 June 1967.

2. (C) The SAR effort for Helborn 20, A Marine F-4, began at approximately 1300Z, 25 July 68. He was on an armed reconnaissance mission in Route Pac 1, when he was hit by 37MM and forced to eject. Both pilots ejected and the survivor noted a good chute on his observer, however, he was seen to land in a populated area and was assumed captured as no voice contact was ever established. The survivor came down in the Dai River located approximately 3 miles east of the intersection of Routes 101 and 103 (318/27½ CH 109) and swam about 20 meters to the east, after sinking his chute, and concealed himself against the north bank of the river where he spent the next 20½ hours. His approximate location was established that evening by a Misty FAC and a first light effort was scheduled for the next morning. The area was very heavily defended by 37MM, automatic weapons and small arms and it was assumed that a rescue attempt by a JG would not be feasible until after 3 to 4 hours of "softening up" the area. JG 25 (Low) and JG 31 (High) departed CH 77 at 2330Z 25 July, for strip alert at CH 103. After being airborne for approximately 20 minutes they were advised by Queen to proceed to the Rockpile (265/12-CH 109) and orbit for a possible rescue attempt. After arriving at the orbit point at 0030Z 26 July, and holding, they were instructed to RTB CH 103 for refueling and to standby for immediate launch. Landing at CH 103 was completed at 0100Z. JG 25 and 31 launched again at 0200Z for a rescue attempt but it was cancelled because Sandy lead considered the area still too hot. Both JG's landed at CH 103 at 0230Z with JG 25 experiencing a generator malfunction on his final approach. JG 28, who had RTB'd to CH 103 upon completion of his ECHO orbit requirement then became High bird and JG 31 assumed Low bird in place of JG 25. JG 31 (Low) and JG 28 (High) launched again at 0400Z and orbited at the Rockpile to be in position for another rescue attempt. Sandy 1 made another low pass over the survivor at approximately 0500Z to determine if the JG's should be called in, but took hits from ground fire and RTB'd to CH 77. JG's were RTB'd to CH 103 for refueling while additional airstrikes were called in. Landing was accomplished at 0530Z. JG 31 and 28 launched again at 0600Z, went to the Rockpile and then proceeded Northwest along the mountain ridges at 8000' to hold at a point about 10 miles west of the survivor. Observation of the rescue site from this area was quite good and at this time definite plans for the type of rescue attempt were formulated by the crew. A check was made with Mistys and Sandies to determine if the river was wide enough to attempt a landing in the river bed adjacent to the survivor's position. It was determined that river was approximately 120 to 150 feet wide at the survivor's location.

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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The RCC briefed the crew that the pickup would be accomplished by landing rather than hover to utilize maximum protection of river banks and minimize exposure time in the pickup area. He also briefed that the penetrator would be put in the water with slack already set in the hoist cable to assist in pulling in the survivor. Additionally, he directed M-60 and M-16 firing from 1000 feet in and throughout the pickup. Upon completion of crew briefing, Sandies and Spads again reported heavy ground fire still in the survivor's immediate area and recommended additional airstrikes. JG 31 and 28 were RTB'd to CH 103 for refueling. Landing was completed at 0718Z, refueling accomplished, additional ammunition on loaded and aircraft launched again at 0740Z for orbit at Rockpile. It is worthy of note that JG 31 had experienced landing gear malfunctions on the last two sorties. Main gear circuit breaker had to be held in to cycle main gear and nose gear was stuck in an intermediate position. The major problem caused by this malfunction was that due to the minimum extension of the nose gear, the aft tank could be fueled to only 1200 lbs and no tip tanks were installed. JG 31 and 28 arrived over the Rockpile again at 0800Z and Bingo Time (based on Rockpile departure to pickup point and return to CH 103) was passed as 0915Z. At 0910Z Sandy 7 questioned the JG fuel state. A new Bingo Time of 0930Z was computed based on recovery at LZ Stud. Due to darkness approaching, it was felt that an additional refueling would not permit sufficient time for a rescue attempt. Sandies advised that there was still ground fire in the area, but with due consideration to all factors, an attempt was feasible. JG 31 and 28, departed Rockpile at 0920Z and proceeded NW on a heading of 340 at 8000' to a point over the mountains at 301/22-CH 109. JG 28 held at the approximate point to provide rescue capability for JG 31. RCC and RCCP removed chest packs and put on Iron Maidens at this point while the RCC completed the pickup briefing and the RCCP completed the Descent and Hostile Descent Checklists. The RCC reiterated the requirement for heavy fire suppression by Rescort aircraft and JG 31's own guns. At 0932Z JG 31, accompanied by Sandies 5, 6, 7, and 8 began a fast descent on a Northeasterly heading to 3000' arriving at that altitude some 3 to 4 miles south of the survivor's location. A left turn to a Northerly heading was completed and further descent at 130 KIAS was begun so as to arrive over the survivor's approximate location at minimum altitude to execute the landing. After rolling out on the Northerly heading the RCCP observed heavy automatic weapons fire coming from the area of the village in the "horseshoe" formed by the river approximately 200 meters south of the survivor's location. He called the ground fire on UHF and it was immediately suppressed by the Rescort aircraft. This area was covered fairly well with smoke and it is felt that the enemy was firing more at the sound than visually. The RCC called passing 1000' and the PJ and FE started suppressing ground fire with both M-60's the remainder of the way in, as pre-briefed. The RCC called for the survivor's smoke approximately 1 1/2 miles out. The PJ observed a large number of enemy troops in ditches as the chopper passed over the village area just south of the survivor's position. The survivor either delayed or had some difficulty popping smoke as it was not visible upon reaching the south bank of the river. The RCCP observed smoke on the North bank of the river at the next horseshoe to the left. The RCC executed a left turn and proceeded toward that smoke. Sandy 7 noted that JG 31 was headed for the wrong spot and almost immediately called, "you're going the wrong way, he is in the river behind you!" A steep 180 degree turn to the right was executed and the RCC and FE then spotted the smoke. The RCC maneuvered the aircraft at minimum altitude and approximately 70 KIAS along the river to the survivor's location while the RCCP monitored the engine instruments and the emergency fuel controls and the

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Downgraded at 3-year
intervals; declassified
after 12 years

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PJ and FE fired the M-60's just above the river banks to keep the enemy's heads down. Abeam the survivor, a steep 180 degree left turn with a flare was executed 35 feet south of the survivor in the river. The survivor started swimming toward the aircraft as it approached touchdown and caught hold of the penetrator thrown to him by the FE. The PJ came off the left M-60 when the survivor reached the door (the left M-60 finally siezed at this time from excessive heat) and pulled him in. The FE continued firing the right M-60 at enemy positions with his left hand as he took up the hoist cable slack by operating the hoist with his right hand. As the PJ left the left gun position the RCCP provided the necessary fire to keep their heads down on the south river bank by firing the M-16 out of his window while the aircraft was in the water. Five or six 20 round clips were fired at that time. As soon as the survivor was on board, (approximately 0942Z), a take off was executed, staying just off the water until approximately 100 KIAS and then a shallow climbout to the southwest was started. The RCCP continued to fire his M-16 while in the immediate take-off-area, as did the PJ and FE. Both M-60's were inoperative at this point with only 70 rounds of M-60 ammo left. Approximately 2400 rounds were fired. Maximum altitude on the flight back to CH 103 was 4500' and JG 31 was accompanied by Sandies 5, 6, 7 and 8, and also joined by JG 28. 37MM fire was observed by the Sandies aft of JG 31 on the departure leg. The aircraft was visually inspected after landing at CH 103 at 1003Z and no battle damage was noted. The Survivor was in good condition. Refueling was accomplished and departure for CH 77 was 1045Z with mission completed at CH 77 at 1145Z, 26 July 68. The crew coordination was outstanding on the mission. The Rescort aircraft had been completely briefed by the RCC on exactly how the pickup would be made and what would be required of them in the way of support. It is felt that the three most significant factors contributing to the success of this mission were: (1) The outstanding job of close air support by the FAC's and all strike aircraft. (2) The keen professionalism displayed by the survivor throughout his entire ordeal, and (3) The impressive amount of suppressive fire from JG 31 before, during, and after the pickup, which allowed the pickup to be accomplished in an unsterile area without suffering any battle damage.

3. (C) The survivor was: Major Curtis L. Lawson, MAG 12 CHU LAI.

4. (C) Crew of Jolly Green 31 were:

RCC Major Charles E. Wicker
RCCP Major Robert E. Booth
FE SSgt John Enriquez
RS Sgt Steve M. Northern

Charles E. Wicker
CHARLES E. WICKER, Major, USAF
Rescue Crew Commander

James H. Grady
JAMES H. GRADY, LtCol, USAF
Operations Officer
Charles R. Klinkert
CHARLES R. KLINKERT, LtCol, USAF
Commander

GROUP 4

Downgraded at 3 year
intervals, declassified
after 12 years

DECLASSIFIED

~~SECRET~~

During the SCOTCH 3 SAR effort, 42 F-4s were allocated to the mission, and 32 were used. Twelve F-105s were also used. Additionally, there were five Misty (F-100) FACs and one Covey (O-2) FAC used; two FACs were on-scene almost continuously. When the primary SAR aircraft, consisting of eight A-1s, four helicopters and two Crown aircraft are added, the total number of aircraft involved totals 74. During the nine-hour mission, 121 tons of ordnance were expended. ^{10/}

An examination of the STREETCAR 304 mission revealed that 44 F-4s and 42 F-105s were involved for a total of 86 support aircraft. Additionally, six Nail (O-2) FACs were used, and approximately eight A-1s, six helicopters, and three Crown primary SAR aircraft were used during the 28-hour mission. The total number of aircraft involved was approximately 109. The figure becomes "approximate" because the total number of primary aircraft was estimated from incomplete records. Eighty-six tons of ordnance were expended. ^{11/}

^{26 JUL 62}
During the HELLBORNE 20 mission, 38 F-4s, 11 F-105s, five A-6s, two A-4s, and seven A-7s were involved, for a total 63 support aircraft. Additionally, four Misty FACs were used with an estimated 14 primary SAR aircraft to make a grand total of approximately 81. The mission lasted 10 hours and a total of 118 tons of ordnance were expended. ^{12/}

The totals of all aircraft and tons of ordnance used in just three missions are depicted here:

~~SECRET~~

DECLASSIFIED ~~SECRET~~

91

58

Mission 1-3-079

26 July 1968

Mission was in progress at 0445 Z, when Crown 6 arrived on station to relieve Crown 4. Mission was being handled by Crown 4 and was for Helborn 20 (USMC A-6) that had been downed by hostile ground fire the previous evening. Coordinates for the SAR area were XD 904969 (319 degrees, 27 nmi., Tacan Channel 109). The SAR force had established radio contact with one survivor - the pilot of Helborn 20, who had reported that he was in excellent condition, but that he was surrounded by "unfriendlies" and ZPU and 37 mm. anti-aircraft positions. This fact was quite evident when two attempted rescue efforts were met with extremely heavy ground fire and were forced to withdraw. During the latter rescue attempt Sandy 1 (USAF A-1E) received a hit from automatic weapons fire and lost all hydraulic pressure. Sandy 1 and Sandy 2 (who was experiencing engine roughness) returned to Tacan channel 77. Prior to return to channel 77, Sandy 1 evaluated the SAR area and reported that although previous fighter strikes had destroyed approximately seven 37mm. and numerous ZPU positions, the area was still unsuitable for another rescue effort. SAR forces were returned to the vicinity of the "Rock Pile" to await sterilization of the SAR area by high performance aircraft. From this point in the mission until about 0930 Z, approximately 20 flights of fighter type aircraft expended ordinance on suspected gun positions in the SAR area under the control of Misty 21, 31, and 41 (USAF F-100 FAC's). Bombing by the fighters was excellent and very precise (within 10 meters of the downed pilot). At 0835 Z Asiatic voices were heard on 243.0 mc and the survivor could not be contacted by radio. It was felt that the survivor had probably been captured at this time, but since this could not be confirmed the mission was continued. While controlling a flight of fighters, one of the Misty aircraft heard the survivor on Guard channel. The survivor advised that he was still ok at the present time but that if rescue was not effected before dark that it would be "Sayonara". Also, during the period that the SAR area was being sterilized, the Jolly Green's were cycled back to Cigar for refueling and then returned to the "Rock Pile" for orbit. At 0930 Z Spad 11 and 12 made a low level evaluation of the SAR area and recommended that another rescue attempt be made. At this time Jolly Green 28 and 31 were committed; being escorted by Sandy 5, 6, 7, and 8; while Spad 11, 12, and 13 attempted to suppress any unfriendly activity in the immediate area of the downed pilot. Although moderate to heavy ground fire were encountered by the Jolly Green's, the Sandy and Spad aircraft were able to suppress the ground fire to a point that enabled Jolly Green to effect a rescue pick up. Pick up was made by Jolly Green 31 at 0945 Z. All rescue forces were returned south of the EMZ. The survivor was reported in good condition - just a little cold and wet. He (the survivor) also stated that the other occupant of Helborn 20 had a "good 'chute", but that he had landed in a large group of people and was presumed captured. At 0955 Z all forces, with the exception of Crown 6, had received RTB. Crown 6 resuming normal precautionary orbit position until release received from Queen.

GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

Crew List Attached

John O. Wood Jr.
JOHN O. WOOD JR., CAPT.
RESCUE CREW COMMANDER

39-68-313

SHARRS/C

6-8-7-0021

~~SECRET~~

Hellborn 20 SAR

25 Jul 1968

(Tape contributed by George Marrett, with assistance from Don Condra)



(If you can provide additional info, please do so)

MSN NARRATIVE E-MAILED

email to webmaster

Setting

Hellborn 20 is down near the bank of a river. He has gun positions surrounding him and has been working with Misty 41 who is putting air strikes on them.

The players

Hellborn 20A - Maj Curtis Lawson, USMC A-6 Intruder pilot,

Hellborne 20B - Capt Paul G. Brown (Captured and held as POW. Released on March 14, 1973)

Sandy 07-08 Lead Sandy pair **Need names**

Sandy 05-06 Escort Sandys with Jolly Greens **Need names**

Jolly Green 31 - Pickup Jolly

Crown - Command and Control HC-130

Not on Tape

Spad 11, flight of three - Skinny McGinnis, John Hayes, Don Dineen

Need all possible information relating to this SAR.

Hook, Ask and you shall receive. Attached is a copy of the 7th AF News about the

Hellborn 20A (Maj Curtis Lawson, USMC) mission. Sometime later I heard that Hellborn 20B (the backseater) was kia or died after capture.

HB20 was shot down the evening of 25 July 1968 about 32 miles north of the DMZ. Don Dineen, Gene "Skinny" McGinnis and John Hayes were in the Spad alert detachment at Da Nang. Normally we only had two birds on alert but early the next morning (26 July) we were told to put up all three and told about the rescue effort. We were scrambled about 1000 hrs. We crossed the DMZ at the western end and met with the JG's. We were put on hold with the JG about 5-10 miles west of HB20. Two Sandys from NKP were working over the rescue site and when it was cool we would escort the JG in for the pickup. About that time Sandy took several hits and "we were told to go home and have lunch".

We RTBd to DaNang with only 1:20 total fly time. The Sandys also recovered at DaNang. Sandy 2 was Charlie Flynn (Now Deceased) I had been stationed with Charlie from 1956-59 at Stewart AFB and hadn't seen him since. Sandy lead (Maj Hale) had quite a bit of damage. I think that his plane was left at DaNang and they both returned to NKP in Charlie's.

After lunch (what a war!) we were again sent north about 1500 hrs. From early morning F-100 Misty Fast Facs had been putting two strike sorties every 5 minutes. I heard at the club that night that one FAC had gone out over the water and refueled three or more times before he would leave the scene. We went back north by the same route and met with the JG. Again there were two Sandies working over the site.

When they had expended it was our turn. I don't remember too much about it except the river ran generally east-west. All the groundfire seemed to be coming from the north side and there was a village on the south side. In spite of over 120 strike sorties that day they were still shooting. I don't remember any heavy stuff but there was still lots of 50Cal. I only got north of the DMZ 5 or 6 times and I didn't like it one bit. On this day I remember being at 1,500 feet going straight up with almost no airspeed and saying "WHAT IN THE HELL AM I DOING HERE?" For about 6 or seven passes it was just one continuous roll-in after another for all three of us. I never let John Hayes forget about his "great accuracy". On one pass I saw him fire one rocket and it went right smack into a MG hole. We expended all our munitions and were relieved by two more Sandys. Within ten minutes after we left Wicker in the JG had had enough and decided to make the pickup, went down, landed in the river and brought the marine on board. We flew 3:40 on this sortie. We met him when he got off the JG in DaNang--talk about wrinkled like a prune--but after almost 24 hours in the water he was a happy prune.

I have Maj Wicker's name in some other articles. He was tough. I played him a handball match one day and made the mistake of beating him in the first game. I don't think that I scored more than 2 or 3 points in each of the next two games.

Don Dineen

From: Robert LaPointe <rlapointe@gci.net>
To: spadguy@mindless.com <spadguy@mindless.com>
Date: Sunday, May 23, 1999 11:21 PM
Subject: Hellborn 20 SAR

My name is Bob LaPointe and I was a PJ with the 37th ARRS 70-72. While doing research at Maxwell for a book I am writing about SEA CSAR I obtained a copy of the mission narrative for the Hellborn 20 SAR written by the Jolly Aircraft Commander. If you are still looking for info on this SAR I would be glad to mail you a copy. Send me a postal address and I will forward to you.

Great web site. I always remember the best CAS the AF ever had. The PJ's today think that getting ordnance within a couple hundred meters is great. They don't believe me when I tell them you guys put rounds within 50 meters of us. Fast movers will never replicate the A-1's.

DECLASSIFIED

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

AFPO SAN FRANCISCO 96337
~~CONFIDENTIAL~~



REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-074-8205, 25 Jul 68) (U)

26 JUL 1968

TO: 370 *JSARC*
JSARC
IN TURN

103

1. (U) This report is submitted in accordance with ARRSM 55-2/3ARRGP SUP 1, dated 15 Apr 68.

2. (C) At 0355Z while returning from Echo orbit, Jolly Green 28 heard a "Mayday" on guard from Strobe 10 (an RF-4). Strobe 10 was between Khe Sanh and Dong Ha and heading for CH. 77. He had been hit in the vicinity of 290/35/CH. 109, had smoke in the cockpit, and was experiencing some type of hydraulic difficulty. JG 28 immediately contacted Crown 4 and Waterboy. Waterboy gave Strobe 10 a vector to "feet wet" and instructed JG 28 to proceed southeast along the coastline. Misty 31 (an F-100) took up escort position off Strobe 10's left wing and both aircraft were spotted by JG 28 shortly after they became "feet wet". At 0403Z Misty 31 advised that Strobe 10's fuselage was on fire. At that time Strobe 10 indicated that they would make a planned bailout. In full view of JG 28 and Misty 31, Strobe 10B ejected at 0405Z. Strobe 10A did not eject. Approximately five seconds after Strobe 10B had ejected the aircraft started into a gradual descending right turn and was observed to periodically give off smoke and fire from internal explosions. Misty 31 remained on Strobe 10's left wing and JG 28 remained to his right. Misty 31 repeatedly transmitted on guard, "Strobe 10, bail out...Get out now", until Strobe 10 crashed and exploded on the beach (120/24/CH. 109) on a northwest heading at 0407Z. No radio transmissions were heard from Strobe 10 after Strobe 10B ejected. JG 28 then turned seaward and observed the remainder of Strobe 10B's parachute descent and was within 100 yards of him when he entered the water, at 110/26/CH. 109. JG 28 hovered near the survivor and at 0411Z deployed the Rescue Specialist to help the survivor get disentangled from his parachute and aid him into the horse collar. The survivor was hoisted aboard without difficulty followed by the Rescue Specialist. JG 28 left the hover at 0419Z and returned to CH. 77. Meanwhile, JG 24 and JG 22 had arrived in the area from Quang Tri and DaNang respectively. JG 22 landed on the beach near the crash site and the Rescue Specialists recovered the remains of Strobe 10A. JG 28 landed at CH. 77 at 0455Z.

3. (C) The weather was clear and the visibility was excellent. The sea state was 2 to 3.

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 84*

may gen w rky?
~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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4. (C) Crew coordination aboard JG 28 was excellent. The assistance provided by Waterboy and Misty 31 was outstanding.

5. (C) The survivor was: Major Robert Drodman, USAF FV3034623, 12th TRS.

6. Crewmembers of the Jolly Greens were: (C)

JOLLY GREEN 28

Capt Paul D. Ashley
Capt Ronald G. Spray
SSgt Jimmy L. Dodgen
SSgt James L. Miller

RCC
RCCP
FE
RS
RS
RS

JOLLY GREEN 22

Capt John D. Oliver
Capt William R. Byrd, Jr.
Sgt Alvin A. Malone
SSgt James F. Spears
TSgt Nathaniel Smith, Jr.
Sgt Steve M. Northern

Paul D. Ashley

PAUL D. ASHLEY, Capt, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

To: (unknown), rlapointe
From: "James \"Pappy\" LaCasse", INTERNET:hughnrus@resortnet.com
Date: 1/26/00, 11:38 AM
Re: Fw: Strobe 01

Maybe this will fit in with one of your mission reports on the DANang Jollys

-----Original Message-----

From: Jim Studley <lStud@bsc.net>
To: Phil Prince <psprince@onramp.net>; Art Polstein <agpolstein@aol.com>; Scott 'Hot Han
Date: Wednesday, January 26, 2000 5:54 PM
Subject: Strobe 01

Got the following from Fred Dent. You may remember the author as the guy who made the non-stop round the world powered flight. #1

The Fiery Loss Of Strobe 01

The only USAF General officer to die during the Vietnam conflict did so not thirty feet from my cockpit. It was an absolutely horrific experience.

It happened sometime in the summer of 1968; although I don't remember exactly when. I do remember it was on my third MISTY tour. Third tour? Why????!!! Well, I couldn't face busting trees back in the south. I figured as long as I had to be there, I might as well be where the action was.

This day, I was in the back seat with Captain Donald E. Harland, who, sadly, is no longer with us. We had just backed off the tanker, and were filled with fuel when I heard a Mayday call to Waterboy (GCI Site). The call was from Strobe 01 an RF-4C Phantom Recce Bird coming out of North Vietnam, just above the DMZ. He reported he had taken a hit and had smoke in the rear cockpit...he was loosing hydraulic pressure and was heading feet wet. Turning on our tape recorder, I listened for a while to the conversation and discovered we were inbound almost head-on to Strobe 01. I jumped into the conversation and asked Waterboy to vector us for a rejoin so we could check him out. After a few vectors we found ourselves in a stern tail chase with too much speed and I overshot him. Idle, speed brakes, full left rudder, right aileron, I skidded right by him asking if he, Strobe 01, had an F-100 going by his left wing. Embarrassed, I slipped back on his left wing and from what Harland and I could initially see, he looked pretty much normal - no big holes or streaming fluid. Strobe said they were still loosing hydraulic pressure and it was getting real hot in the rear cockpit. I asked him to hold it real steady so we could come in closer and do a battle damage check. We started looking just as Strobe rolled wings level, just a few miles feet wet and parallel to the coast. Now abeam the DMZ, he said he was going to try to make it to Danang. His reconnaissance outfit (Strobe) was stationed out of Saigon so Danang, farther north was the emergency recovery base.

Since Harland was new to MISTY and I had been around a while, I took control. Still a little sheepish of my grand display of flying skill because of the overshoot, I took a deep breath and said to myself, "Okay Dumbshit, don't fuck this up anymore." I then slid close in underneath the ugliest fighter ever built (too many engines, too many seats). Harland noticed it first near the nose. It appeared to be a small hole

in
the belly
near the aft part of the camera bay. We could see a little flame
flickering

in
the hole, but not a real big fire. We had to get real close to see but
there was a small amount of smoke coming out of the seams in the belly.
As we slid out to the right side, we could also see a small amount of
flame in the camera bay through the oblique camera window.
I crossed back over to the left wing while Harland and I
forwarded these tidbits of information to Strobe. During this time, we
had no idea there was a General officer in front and we were not talking
to the pilot, but to a "seeing eye Major" in the back seat. I thought
it was just a "Poug" Captain and a Brown Bar Navigator in the back.
After all, Generals are prohibited from flying up North, and these
reconnaissance guys really hang it out. Company grade stuff, the field
graders usually find other things to do.

Strobe acknowledged the fire and said, "Okay, we're going to go ahead
and bail out." I thought, "Wow, this is going to be neat." It should
have been a very "by-the-book" ejection; 10,000 feet, straight and
level, ideal speed, under control, leading to a routine water rescue...
Up until this moment, I had not witnessed an ejection sequence up close
and the notorious F-4 Martin Baker seat, known as the "back breaker,"
with its complicated system would be neat to see.

I eased the F-100F out to route formation and waited and waited, but
nothing happened. A review of the tape later showed it was almost two
minutes before the rear seat fired. Later I asked the seeing eye Major
what took so long since he was told they were on fire, why the wait? He
said the General did not want to eject and argued about the position of
the command ejection handle in the rear cockpit. The Major,
upholding his duties, wanted it in the command position (the guy in back
command ejects the front), but the General outranked him and ordered him
to leave it in the off position, thereby making each seat a single
initiated ejection. The Major was reluctant, but after retrieving the
check list and reading each step of the bold face ejection procedures
(SOP for many engines, many seats, what can you expect) to each other,
the Major pulled the "D" ring on his seat, leaving his General to fend
for himself.

From my vantage point, this first ejection from the rear cockpit was
textbook. I can still remember it vividly today, as if in slow motion.
The aft canopy opened and separated cleanly, clearing the tail by a good
20 feet, then the seat started up the rails. Just as the bottom of the
seat cleared the canopy seal, the rocket motor ignited, burned for 1.2
seconds and the seat went straight up very stable. When the rocket
stopped, the drogue chute came out, and seat rotated back 90 degrees
eyeballs straight up, flat on his back, as he cleared the tail. Now
looking back over my right shoulder, the main C-9 canopy came out and as
it started to open/inflate, the seat separated and kept right on going.
Now with the canopy fully open, the pilot swung back underneath. The
whole thing was as neat as hell, I thought.

But when I looked back to the stricken aircraft, I could not believe the
horror I saw. The front cockpit was totally engulfed in fire. Only a
white dot of the pilot's helmet was visible through the smoke and
flames.

He was sitting straight up as before, he wasn't moving, and seemed
totally oblivious to what was happening. It looked like two huge blow
torches were coming up from the rudder pedal wells through the front

cockpit around the pilot and out the now open rear cockpit. The fire was streaming out and over the back of the Phantom, turning into a dense black smoke trail that obscured the tail. But the aircraft flew on undisturbed, not even a burble. The pilot was still not moving, still seemed unaware, as if he was enjoying the flight. The whole thing was surreal; almost dream like. How could this be? For a moment I thought he might not be aware of the fire, and I must tell him to eject. So I began hollering on the radio, "Strobe 01! Bail out! Bail out!"

I called two or three times more, but still nothing happened. The wings were level, but now the aircraft started a shallow descent. "My God!" I screamed. "What doesn't he eject? How can he just sit there? What in the hell is wrong?" Then I figured it out. It became obvious we were too far away (route formation) and he couldn't hear me. So I drove the Hun right up next to the burning cockpit and continue calling, "Strobe 01! Bail out! Bail out!" this time with more desperation in my screams. Harland calls, "Oh my God! Look at it burn!" In desperation, I drive closer, so close that the air pressure between the two aircraft causes the fiery ball to roll into a 30 degree bank, turning toward the right. As I pulled away, he rolled back wings level, now pointed directly at the beach in a slightly steeper descent.

By this time, the intense heat had charred Strobe's canopy and we could no longer see the pilot's white helmet. The paint began to blister, and there were a few small explosions that blew some of the panels loose and sent others flying off (LOX Dewars and pressure bottles, I think). Now, the whole nose was a charcoal mess. The flames subsided, and dense, thick smoke streamed from the nose area.

For some strange reason I just couldn't let go and continued to call Strobe, nearly begging him to get out. At about 500 feet AGL and still close on his wing, the old Phantom gave one last dying gasp. It pitched up a little and then dove straight into the beach, hitting about 100 yards feet dry. For some strange reason, I still couldn't let go.

Harland screamed, "Goddammit Dick! Pull Up!" I'll always felt if it had not been for Harland's stern direction, I would have crashed right beside him; I would have just followed him in. I pulled up left and told Waterboy,

"Strobe 01 just impacted on the beach." A few minutes later, Waterboy called and asked if there was any chance of survival. My sad reply was "Negative survival, negative survival."

As we turned back feet wet to find the back seater, there was an usual amount of radio chatter about securing the area - dispatching a Medivac, etc. It seemed odd - such an intense amount of interest in this crash site. We MISTY's have seen a lot of combat crash sites, but once it was determined there were no survivors, it's instantly written off. A blue car would be dispatched to a grieving family back in the states, and that's pretty much the end of it. Although this crash interest level was way out of the ordinary, Harland and I still had no idea who was on board, and we wouldn't find out until we returned to Phu Cat.

It was time to concentrate on the back seater. We quickly located him still in his parachute about five thousand feet above an angry Gulf of Tonkin. We looked at the sea state and it was rough...real rough. We noticed a motorized Vietnamese sampan hell-bent and heading straight for

the

back seater. We came around for a closer look and saw three or four people on

board the boat flying the Republic of South Vietnam flag. The sea was rough and the boat continues to pound forward. Was this good or bad? Friendly or bad guy? Even if they were friendly, they could still kill the pilot if they did not know what they were doing. Harland and I decided these signs weren't good ones, so Harland made a low pass across the boat's bow to encourage him to turn around. We pulled up, but the boat was not dissuaded in the least and continued on toward the back seater, who is drifting closer to the water. What to do now? Hell, I felt we warned 'em, so now we kill 'em. But at the last minute, we decided to give the boat one final warning and Harland placed a long burst of 20mm right close across the boat's bow. This time as we pulled up and came around, and just as the back seater hit the water, the threatening boat made a sharp 180 degree turn and "beat feet" back to the beach. Soon afterward, the Jolly Green arrived and picked him up.

This seemed just another day on the MISTY trail and Harland and I headed back to the PAC asking Waterboy where Strobe 01 got hit. Thinking Vengeance, but no one knew exactly where, so we finished our morning cycle and returned to Phu Cat.

As we taxied in, there was a sea of Colonels waiting. Before I opened the canopy, I said to Harland, "I don't know what we've done, but it must have been a major fuck up." The first colonel up the ladder said in an angry voice, "What are you doing here? You should have landed at Saigon." Boy, were we confused. The Colonel continued, "It's about Strobe 01." I said, "Yeah, that was real bad and, uh, hey, I have a tape of the whole thing." The Colonel's eyes got real big and he literally grabbed the tape recorder from my hands. Harland and I climbed out of the aircraft totally bewildered until it finally dawned on the Colonel that we had no idea who was on board Strobe 01. "It was General Bob Worley," and not knowing what to do with the recorder, he handed it back to me and said, "Get in a Class 'B' Uniform, pack a bag and a Scatback (T-39) will be here in 30 minutes to take you both to Saigon.

MACV wants you guys to brief the Generals. "Oh, Goody," I thought.

On the ride to Saigon, I listened to the tape. Thank God I did, because there was one real bad thing said that needed to be edited, so I did a 18 second "Nixon Gap" treatment. When we made Saigon, it seemed every damn General required his own private briefing and wanted to listen to the tape. These hallowed halls filled with stars was some change of pace for a couple of up country Poug MISTY's.

The real sad thing was the that the pilot was General Bob Worley, a real, honest to goodness Tactical Fighter Pilot. The rest were, as you know, a bunch of SAC Pukes. A strong and much needed voice for the fighter pilot was lost that day. What was doubly sad was it was Worley's DEROS (last) mission. In Vietnam, one receives double credit toward an Air Medal for an out-of-country mission. The Major said Bob really wanted that medal and some special photos. It seems dumb now, but you had to be there. It seems last mission shoot downs became a disease that spread so quickly the commanders would not tell the crews it was their final mission until after they had landed. Seems everyone wanted the big BDA and fly their final mission in grand style. I remember one MISTY's going away party where four of the five troops being honored got

shot down just after the party. When this dawned on someone, it was pointed out to the boss, that of the five, all but one had been shot down. The only remaining one was PK Robinson, who, at that very moment was on his final mission in Route Pac 01 (No. VN). Well, the boss ran into the Combat Ops Center and had PK abort his mission, and ordered him to land at the nearest recovery base in Thailand. They would not even let him fly his own F-100 back. To add to the humiliation, they sent a Caribou trash hauler to fetch him back to Phu Cat. Not much of a final mission for PK. He eventually did get shot down years later in an F-4 while on a second tour, and became a POW, ultimately bringing the party shoot downs to 100%.

I have often wondered why I kept calling for Strobe 01 to bail out, and why we stuck so close all the way in not wanting to let go when it was obvious Bob was dead a few seconds after the back seater ejected.

The psychology of combat...

Dick Rutan

----- Internet Header -----
Sender: hughnrus@resortnet.com
Received: from mail.greatbasin.net (mail.greatbasin.net [207.228.35.39])
by spangaaa.compuserve.com (8.9.3/8.9.3/SUN-1.7) with ESMTP id PAA15916
for <rlapointe@compuserve.com>; Wed, 26 Jan 2000 15:38:42 -0500 (EST)
Received: from PRhughnrus (rno-max7-58.gbis.net [207.228.61.250])
by mail.greatbasin.net (8.9.3/8.9.3) with SMTP id MAA23124
for <rlapointe@compuserve.com>; Wed, 26 Jan 2000 12:38:34 -0800 (PST)
Message-ID: <006401bf6804\$b8c8f9c0\$fa3de4cf@PRhughnrus>
From: "James \"Pappy\" LaCasse" <hughnrus@resortnet.com>
To: <rlapointe@compuserve.com>
Subject: Fw: Strobe 01
Date: Wed, 26 Jan 2000 13:53:26 -0000
MIME-Version: 1.0
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X-Priority: 3
X-MSMail-Priority: Normal
X-Mailer: Microsoft Outlook Express 4.72.3155.0
X-MimeOLE: Produced By Microsoft MimeOLE V4.72.3155.0

Summary Report 1-3-074-8205, 25 July 1968

At 0355Z, 25 July 1968, Jolly Green 28 while airborne intercepted a May Day from an RF-4 which had received battle damage. Airborne and surface SAR directors vectored the RF-4 to the Gulf of Tonkin and obtained F-100 escort enroute. Fire developed in the RF-4 and a planned bail-out was initiated. The rear seat crew member ejected at 0405Z. The pilot of the RF-4 crashed even though repeated attempts were made to contact him between 0405Z and 0407Z. Jolly Green 28 deployed the rescue specialist and retrieved both the survivor and specialist from a hover. Jolly Green 22, whom had been launched, investigated the crash site of the RF-4 and recovered the remains of the pilot. The survivor was Maj Robert Brodman, USAF, 12th TRSq.

DECLASSIFIED ~~CONFIDENTIAL~~

FROM: RCC

28 JUL 68

SUBJECT: MISSION NARRATIVE REPORT (5-38-002-208)

TO: DET COMDR
3ARRGP (JSARC) *JSARC*
IN TURN

1. (U) THIS REPORT IS SUBMITTED IAW ARBSM 55-2/3rd ARRGF SUP 1, DTD 15 APR 68.
2. (C) PEDRO 09 WAS SCRAMBLED AT 26/1530Z ON A REPORTED C-141 AIRCRAFT FIRE. THE C-141 WAS PARKED AT TAXIWAY FOUR, UDORN-RTAFB, THAILAND. UPON ARRIVAL AT TAXIWAY FOUR, THE PEDRO CREW NOTED A BURNING APU CONNECTED TO THE C-141 AND HOSTILE GROUND FIRE (TRACERS) ACTIVITY CENTERING AROUND THE PARKED AIRCRAFT. THE FSK WAS DEPLOYED AND THE RESCUE SPECIALISTS DE-PLANED AND ACTIVATED THE KIT. A FIRE, APPARENTLY THE RESULT OF ENEMY TRACER BULLETS, WAS STARTED IN THE NUMBER TWO ENGINE OF THE C-141. THE RS'S QUICKLY EXTINGUISHED THE ENGINE FIRE AND WERE MOVING TOWARD THE BURNING APU WHEN A BULLET PARTIALLY SEVERED THE FSK HOSE. SUBSEQUENT INVESTIGATION REVEALED THAT A BULLET HAD PENETRATED THE HOSE 10 FEET BEHIND THE NOZZEL CAUSING FOAM TO EXIT AT THAT POINT. THIS RELIEVED THE PRESSURE NEEDED TO DISPERSE THE FOAM. THE HELICOPTER MEANWHILE HAD HOVERED FROM THE LEFT WING OF THE C-141 TO THE RIGHT WING TO BETTER DIRECT ITS DOWNWASH ON THE BURNING APU. WHILE HOVERING OVER, A WOUNDED AIRMAN WAS SIGHTED LYING ON THE TAXIWAY. THE RESCUE CREW COMMANDER DIRECTED THE CONTROL TOWER TO DISPATCH AN AMBULANCE AND ADDITIONAL SECURITY POLICEMEN TO THE SCENE. FIRE TRUCKS WERE ON THE SCENE BY THIS TIME AND WERE ATTEMPTING TO EXTINGUISH THE BURNING APU. THEY WERE NOT SUCCESSFUL UNTIL A RESCUE SPECIALIST WENT TO THE APU, SHUT IT DOWN, AND DISCONNECTED THE CORD. THE FIRE WAS THEN QUICKLY EXTINGUISHED. THE RESCUE CREW CO-PILOT HAD SIGHTED A SECURITY POLICEMAN BEHIND A MOUND OF DIRT. HE WAS MOTIONING TO THE HELICOPTER TO LIGHT THE AREA FROM WHICH THE HOSTILE FIRING WAS COMING. THE RESCUE CREW COMMANDER SWEEPED THE CONCERNED AREA WITH THE HELICOPTER'S LANDING LIGHT. HE CONTINUED TO DO THIS UNTIL A RESCUE SPECIALIST NOTED TRACERS BEING FIRED AT THE HELICOPTER FROM ITS REAR. THE RS CALLED THE TOWER FROM A FIRE TRUCK, ADVISING THE HELICOPTER TO EVACUATE THE AREA. THE TOWER CALLED AND PEDRO 09 EVACUATED. THE TWO RS'S DEPARTED WITH THE FIRE TRUCKS. PEDRO 09 LANDED AT 1600Z AND DISCOVERED TWO HOLES (BULLET ENTRY AND EXIT) IN THE ENGINE COWLINGS, APPARENTLY CAUSED BY .30 CALIBER FIRE. THE ENGINE SUSTAINED NO DAMAGE. THE WEATHER DURING THIS PERIOD WAS INSIGNIFICANT. ONE HH-43B WAS INVOLVED.
3. (C) UNKNOWN NUMBER OF PERSONNEL.

This young man should be commended R.

Presume he will be.

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 74*

~~CONFIDENTIAL~~

38-5-31/68

DECLASSIFIED

~~CONFIDENTIAL~~

4. (U) CREWMEMBERS OF PEDRO 09:

RCC CAPTAIN WILSON T. ARNOLD
RCCP CAPTAIN ROGER S. RHOADES
RS SSGT JESUS MUNOZ JR
RS SSGT CHARLIE E. BOWEN


WILSON T. ARNOLD, Captain, USAF
Rescue Crew Commander

APPROVED:


GERALD R. GIBSON, Major, USAF
Detachment Commander

~~CONFIDENTIAL~~

38-5-31/68

CHAPTER III OPERATIONS

MISSIONS

11-38-010-8210: In the early hours of 29 July 1968, a Viet Cong Sapper Team penetrated Tuy Hoa Air Base on a mission of destruction. At 0130 the explosions which destroyed two C-130's and damaged other C-130's and F-100's began. Tower informed Detachment alert personnel that no contact could be established with base crash and requested Pedro assistance; Pedro 24 (aircraft #60-282) scrambled with Maj. Delmar G. Worsch (Rescue Crew Commander), Capt. Henry P. Fogg (Instructor Pilot), SSgt. Robert A. McAllister (Rescue Specialist), Sgt. James W. Nelson (Rescue Specialist), and A1C Stephen R. Tuttle (Pararescue Specialist). Pedro 24 arrived at the site of a burning C-130 followed soon by base crash vehicles, but the fire could not be extinguished although the flame control provided by the helicopter rotor-wash facilitated fire-fighting operations. But the Pedro crew was credited with saving an adjacent C-130 by controlling spreading flames and fuel spillage with rotor-wash so the aircraft could be entered and taxied to a safe area. Pedro 24 flew a total of three sorties and thirty minutes on this mission while explosions were still resounding and mortars reported falling. For this mission, the entire crew has been recommended for Distinguished Flying Crosses.

DECLASSIFIED

~~CONFIDENTIAL~~

2 AUG 1968

370

108A

Mission Narrative Report (1-3-080-8211, 29-30 July 1968)

370

JSABC

IN TURN

1. (U) Submitted IAW ARESM 55-2/3 ARROp Sup 1 dated 15 June 1967.
2. (C) The crew of Jolly Green 25 (Da Nang primary) was alerted at 1115Z on 29 Jul 68. The objective of the mission was to evacuate a Marine Lance Corporal who had been critically injured while working aboard an ammunition barge approximately 220 nm southeast of Ch. 77. After awaiting the arrival of two Flight Surgeons, JG 25 launched at 1215Z. A landing was made at the NSA hospital where four pints of blood were put aboard the helicopter. At 1225Z, JG 25 departed NSA and headed out to sea. Crown 6 intercepted the Jolly Green at 1245Z and began providing position and heading information. Crown 7 replaced Crown 6 at 1330Z. Crown 7 sighted the barge and its tug at 1000/86/Ch.81, and JG 25 arrived on the scene at 1425Z. Radio contact was established with Tug Comanche and flares were dropped by Crown 7. JG 25 made two passes over the barge and after it was determined that a landing would be impossible due to limited clearances and a heavy sea condition, came into a hover at 1430Z. One Flight Surgeon (Capt Matthews), the Rescue Specialist, and a Stokes litter were lowered by hoist to the deck. The helicopter then proceeded away from the barge while the doctor examined the patient and the Rescue Specialist placed him in the litter. JG 25 now returned to a hover, hoisting up the survivor first and then the Flight Surgeon and the Rescue Specialist. JG 25 departed the scene at 1450Z and, upon the recommendation of both doctors, headed for Ch.77 and the NSA hospital. In order to maintain a safe fuel reserve, a night air refueling was accomplished at 1555Z. The survivor was delivered to the NSA hospital at 1635Z, and JG 25 terminated the mission at Ch.77 at 1645Z.
3. (U) The weather conditions enroute and at the scene were high scattered clouds and good visibility. However, once over the water, there was not a visible horizon. Weather on the return flight varied from 1000 ft broken to clear. Sea state was 4.
4. (U) Extensive crew coordination was required aboard JG 25 and between JG 25 and Crown 7. This coordination was excellent at all times. The assistance provided by Crown 6 and 7 was outstanding. The tasks performed by Dr. Matthews were particularly noteworthy.
5. (C) The survivor was: Lance Corporal Carlos E. Stuart Jr., USMC 23688683, Supply Co., Ammo Section, FLC, Chu Lai.

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

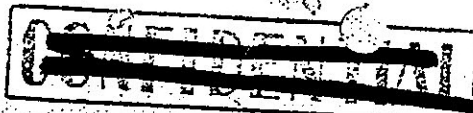
DECLASSIFIED ON

GROUP 4

Downgraded at 3 year intervals; declassified after 12 years

3/1/84

DECLASSIFIED



6. (C) The crewmembers of JG 25 were:

RCC Capt Paul D. Ashley
RCCP Capt Ronald G. Spray
FE A1C Hoyle L. Sykes Jr.
RS SSgt James L. Miller
FS Capt Richard L. Matthews
FS Capt Norman J. Harris

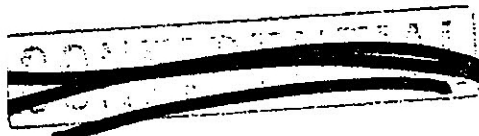
PAUL D. ASHLEY, Capt, USAF,
Rescue Crew Commander

JAMES H. GRADY, Lt. Col, USAF
Operations Officer

CHARLES R. KLINKERT, Lt. Col. USAF
Commander

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years



Summary Report 1-3-080-8211, 29-30 July 68

Jolly Green 25 departed Danang AB, at 1215Z on 29 July to evacuate a Marine whom had been injured on an ammunition barge. Medical personnel and supplies were acquired prior to launch. The airborne mission commander (AMC) (C130 aircraft) vectored Jolly Green 25 to the barge. Flares were dropped by the AMC to light the area. It was not possible to land Jolly Green 25, therefore the medical officer and rescue specialist were lowered by hoist to the barge. A successful evacuation of the patient, medical officer, and rescue specialist was made at 1450Z. The patient was delivered to medical facilities at Danang AB, RVN. The patient was Lance Corporal Charles E. Stewart Jr. USMC, 23688683.

Det 9, 38ARRSq Hist, Jul - Sep 68

THE C-7 CRASH

At 0022Z 25 Jul 68, the detachment was notified that a C-7A had crashed near Dragon Mountain (108-04E - 13-56N), the weather at Pleiku was 200 feet and $\frac{1}{2}$ mile visibility and heavy rain. The HH-43s were not launched because of the heavy precipitation, although one helicopter was started and while on the ramp at minimum rotor RPM the rain peeled the balloon cloth covering from the rotor blades of the right rotor head. By the time the rain had let up to where the HH-43 could operate, the survivors had been recovered by a ground party. The susceptibility of HH-43 rotor blades to rain damage and the lack of windshield wipers, which limit forward visibility in rain to nearly zero, has caused many mission delays or cancellations and extreme frustration in this unit.

THE U-6 INCIDENT

At 0324Z 31 Jul 68, the tower advised that an Army U-6A callsign "GOODGUY 959" had been shot down $4\frac{1}{2}$ miles northwest of Pleiku. Pedro 74 (HH-43F serial number 63-9712), crewed by Capt Derry A. Adamson, Grew Commander, Maj Robert A. Bunton, Copilot, SSgt Harril Barber, Flight Engineer and ALC David Patterson, Pararescue Specialist, responded and arrived at the scene in less than eight minutes. The U-6 had landed without further incident on a road. An Army UH-1 had picked up the wounded and was lifting off as Pedro 74 arrived on the scene. Pedro 74 then landed and determined that the uninjured crew-member would remain with the aircraft, but wanted Pedro 74 to provide

Det 9, 38 ARRSq Hist, Jul - Sep 68

combat air patrol until Army gunships arrived. Capt Adamson then took off and patrolled the area until other helicopters were in the area, then returned to base.

THE MISSING LOH

At 0845Z 12 Aug 68, "PEACOCK" (Ground Control Intercept) advised that an Army OH-6 helicopter, callsign ALOHA 03, had run out of fuel and crash-landed while attempting to find his base in poor weather. The weather at Pleiku was 200 feet and 3/4 mile visibility with moderate rain. Weather in the search area (220/20 miles from Pleiku) was obscured and 1/2 mile visibility and rain. The mission was delayed for weather. At 2210Z the Army advised that ALOHA 07 had gone out in search of ALOHA 03, but the base had lost contact with him and he was presumed down also. At approximately 0600Z 13 Aug, the pilot of ALOHA 03 was recovered by the Army. ALOHA 07 still missing. Weather in the Pleiku area was still too poor for an effective search. At 0830Z 14 Aug, the weather improved allowing a search to be started. Pedro 98 (HH-43F serial number 63-9717) crewed by Capt Derry A. Adamson, Crew Commander, Maj Robert A. Bunton, Copilot, Sgt Floyd M. Barnes, Flight Engineer and TSgt Francisco H. Lopez, Pararescue Technician, and Pedro 74 (HH-43F serial number 63-9712) crewed by Lt Col Harold O. Hoppe, Crew Commander, 1Lt Warren F. Kaufman, Copilot, SSgt Harri E. Barber, Flight Engineer and ALC Leif F. Arvidson, Pararescue Specialist, were launched. The HH-43s flew two sorties, totaling three hours, in the search area with negative results. At 1155Z, the Army reported that they had locate the crash site of ALOHA 07 and that there were