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Closed

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

DECLASSIFIED



REPLY TO
ATTN OF: 370

26 AUG 1968

SUBJECT: Mission Narrative Report (1-3-092-8236, 23 Aug 68) (U)

TO: 37C
JSARC
IN TURN

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 JAN 77
BY 55-229 ARRGp Sup

1. (U) This report is submitted in accordance with AFRM 55-229 ARRGp Sup 1, dated 15 Apr 68.

2. (C) At 0348Z JG 31 and 10 scrambled from DaNang to investigate the site of an aircraft crash. Helix 27, an O-2 was reported to have crashed on the side of a ridge 218/07/CH 50. Helix 21, Spad 01, and Spad 02 were on scene. Crown 4 was coordinating. Spad 01 assumed OSC and checked the area. JG 31 was cleared in and lowered the Rescue Specialist at 0420Z. At 0438Z the RS was recovered by JG 31. He had searched the area 35 meters around the wreckage. The wreckage was nearly totally consumed by fire. He saw what might have been pieces of material from a flight suit in the smoldering rubble. It is his opinion that the pilot was trapped in the wreckage. The wreckage was still burning and it was impossible to identify any of the cabin area in the twisted mass of molten debris. This information was relayed to Crown. The RCC was also satisfied that no possibility existed for a survivor. However, five minutes later JG 31 was directed to place the RS on the ground again to reconfirm what he had just spent 18 minutes checking. At this time, the RCC stated he would place the RS on the ground at the foot of the hill where there was a piece of burning debris. However, there was no point in rechecking the burning wreckage since nothing had changed during the 5 minutes. The RS's from JG 31 and JG 10 were placed on the ground at the foot of the ridge and were to search 300 meters up the hill to the wreckage. The debris at the bottom of the ridge was a rocket pod. The RS's proceeded up the hill through extremely dense jungle. At this time Spad 01 detected movement along a trail on the ridge to the west of the area. This information was passed to Crown 4. Shortly thereafter, JG 31 was directed to recover the RS's. The RS from JG 31 was recovered at 0518Z from an area of dense elephant grass 100 meters from the bottom. The RS from JG 10 was recovered in a burned out area 75 meters from the bottom. Both were exhausted and extremely dehydrated. The RS from JG 31 received cuts on the face from the elephant grass. Both RS's had picked up numerous leeches in their clothing. Nothing had been accomplished after the initial investigation of the wreckage. The findings were still the same. JG 31 and 10 arrived DaNang at 0600Z. Coordination of forces on scene was excellent. Communications and radio discipline were also excellent.

3. (C) It is recommended that 282.8 mcs. be referred to as "PJ" frequency when shifting frequencies to work with the RS on the ground. The two channel radio works well and it should not be broadcast in the clear what frequency he has available. Only the JG's, Spads and Crown need that frequency. Other aircraft on scene can maintain SAR primary or as designated.

GROUP 4

Downgraded at 5 year
interval

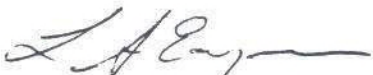
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4. (U) Crew of the Jolly Greens:

JG 31
RCC Lt Lance A. Eagan ✓
RCCP Capt Ronald G. Spray
FE Sgt Jackie L. Mangrum
RS SSgt James F. Spears

JG 10
Capt Richard D. Griffiths
Major Albert O. Wester
Sgt Duane I. Beland
SSgt James L. Miller


LANCE A. EAGAN, Lt, USCG
Rescue Crew Commander