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FLASH

106

370

4 AUG 1968

MISSION NARRATIVE REPORT (1-3-082-8215) (U)

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

37C
JSARC
IS TURN

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

2. (C) At 0525Z on 2 Aug 1968, JG 28 departed CH 103 for a Fragged Orbit. During climbout, Fussy 42 (F-100C) called "Mayday" and gave his position as 270/32, but no channel. Shortly thereafter his parachute beeper was heard and JG 31 turned south to home on the signal. Trail 35, was FAC for Fussy 42's flight, stated that Fussy 42's position was off CH 69. There were 2 Army CH-1's in the area where Fussy 42 was down and one Huey, Stone Mountain, spotted the parachute and hovered over it. The other Huey was a Med-evac and remained in the area. As JG 28 approached the valley where the pilot was down, it was learned that Stone Mountain would be unable to pick-up the downed pilot because he had only a rope to drop and it would not penetrate the dense jungle canopy. Because Stone Mountain had hovered over the survivor for 10 minutes and received no ground fire and a large thunder-storm was approaching the area the decision was made to attempt the pickup without the Spad Rescap. By this time JG 29 was in the area acting as High Bird.

(C) Stone Mountain threw out a red smoke to mark the area and JG 28 began an approach. The external fuel tanks were jettisoned during the approach and the fuel dumped to 1500 lbs. However the elevation and temperature were higher than expected and a safe hover could not be established. JG 28 made a go-around, dumped 500 lbs more fuel and set up a hover over the dense canopy where trees were estimated to be 150 feet high. The survivor landed 500 meters from the bottom of a steep ravine. He had maneuvered his chute to carry him upslope away from the river at the bottom of the ravine. There was some difficulty in locating the survivor, but with his directions JG 28 came directly over him. The jungle penetrator was lowered, but the survivor could not see it. He was instructed to go in the direction of the penetrator and he soon found it. He quickly got on the penetrator and was hoisted aboard.

(C) About the time the penetrator was lowered to the ground the fire warning light for No. 1 engine illuminated however the engine instruments read normal and the pickup was continued. At 0609Z with the survivor aboard, JG 28 moved off and immediately the fire warning light went out. JG 28 headed for CH 69 to refuel and landed at 0625Z. There was some delay on a fuel truck. After refueling JG 28 departed at 0715Z and arrived CH 77 at 0740Z.

GROUP 4

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Downgraded at 3 year
intervals; declassified
after 12 years

240
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3. The weather conditions in the area were a ceiling of approximately 2000' and 5 miles visibility with thunderstorms to the south. Temperature was 35 degrees ceiling at 2000 feet which degraded the power available from the engines.
4. (U) Crew coordination was excellent. The survivor had obviously learned his recovery procedures well at PJSS and did an outstanding job of providing directions to the RCC to get the helicopter established in a hover directly over him.
5. (C) The survivor was: 1stLt Michael J. Laskowski, 31 TFS, Tuy Hoa AB, RVN.
6. (C) The crew of the Jolly Greens Were:

JOLLY GREEN 28

Major Vernon A. Dander	RCC
Major Herman C. Stafford	RCCP
SSgt Jimmy L. Dodgen	FE
Sgt Roger A. Klenovich	RS

JOLLY GREEN 29

Lt Lance S. Egan
Capt Harry W. Egan Jr
Sgt Gregory P. Lawrence
Sgt Steve M. Northern


VERNON A. DANDER, Major, USAF
Rescue Crew Commander

Dense Jungle

Jolly Greens Pluck Pilot from

BY TSGT. JERRY N. ODOM
DA NANG — An Air Force pilot, serving with the 138th Fighter Squadron, Tuy Hoa AB, was recently plucked from dense jungle and undergrowth in the A Shau Valley by a crew from the 37th Aerospace Rescue and Recovery Squadron at Da Nang AB.

First Lt. Michael J. Laskowski, Buffalo, N.Y., was on his 32nd mission when his F-100 Supersabre was damaged by enemy ground fire, forcing him to eject from the stricken aircraft.

"I was on a close air support mission hitting supply-type enemy bunkers. We had dropped our ordnance and went in for a strafe, and on the last pass I evidently turned the wrong way because they must have known where I was going. I heard a loud thump and that was it," related Lieutenant Laskowski.

After the pilot bailed out, he was spotted by an Air Force forward air controller (FAC), and an Army Huey helicopter immediately located Lieutenant Laskowski's position on the ground. However, the Army chopper was not equipped to pull the pilot out because of the 100- to 150-foot trees in the area.

"We got the call after we'd taken off from Quang Tri," said Maj. Vernon A. Dander, Pacific Grove, Calif., rescue crew commander. "After we reached the area, we saw that the FAC had spotted the chute and located the pilot's approximate position. But we couldn't see him because there were too many trees."

"When we spotted the exact location, we realized we had too much weight, so we

dumped some fuel and went back after the downed pilot. The flight engineer spotted him and did a great job of guiding me right over the spot and holding me there. He's the guy who did all the work," said Major Dander.

The flight engineer, SSgt.

Jimmy L. Dodgen, Fairfield, Calif., on his last mission before returning to the United States, gave this account: "He (the downed pilot) was in a dense wooded area on a hillside. The jungle canopy must have been nearly 200 feet thick. "As we came into the gener-

al area the FACs had already marked with smoke bombs. I looked for an opening in the canopy to drop the tree penetrator. The pilot never did fire a smoke bomb, but kept us constantly informed with his radio," he said.

An HC-130 Crown (command and control) aircraft, commanded by Capt. George F. Eldridge, Des Moines, Iowa, stayed over the rescue scene directing the efforts of the Jolly Green and the A-1 Skyraider aircraft flying cover during the pickup.

Sergeant Dodgen, on his fifth rescue, lowered 250 feet of cable into an opening in the jungle while the pilot was radioing his position. "I calculated that we placed the penetrator only 20 feet from him,"

"I wasn't worried too much about the Jolly Greens finding me, but about somebody else finding me. I was in the A Shau Valley at the time I got hit, about 46 miles from Da Nang. I managed to get about 15 miles away before I had to jump. This was the first time I ever had to bail out, and my first ride in a chopper—that is, one that really counted," concluded Lieutenant Laskowski.

he said. "A couple of seconds after he told us that he saw the penetrator fall into the forest, I could see him below putting it on. He put it on without any difficulty, and we hoisted him right on up."

"After I got hit and lost flight control," said Lieutenant Laskowski, "I headed the bird out toward the sea. Even though I lost control, I managed to get the thing in a fire light. I pulled the throttle back and finally jumped out. On the way down I had a good shot and steered toward what looked like a pretty dense area of woods and away from what looked like a path.

"Then when I went through the trees and got out of my chute, I got down on the ground and hid for a while. Finally, I got on the radio and found out that the Jolly Greens (HH-3 Huskie helicopters) were only 20 minutes away. But that seemed like an eternity."

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Summary

Report 1-3-084-8215, 2 Aug 1968

While enroute on a pre-fragged mission on 2 Aug 68 Jolly Green 28 intercepted a MAYDAY from an F-100. Exact position was not given by the F-100 however the parachute emergency radio signal was picked up shortly after the MAYDAY and landing was effected. Two US Army helicopters located the downed airman prior to Jolly Green 28 reaching the scene but were unable to effect a rescue from the dense jungle. Jolly Green 28 arrived, lowered the jungle penetrator and effected an immediate rescue. The survivor, Lt Michael J Laszkowski, 31 TFSq, was in excellent condition and was delivered to Da Nang AB, RVN.