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CONFIDENTIAL

HSVT

106

370

4 AUG 1968

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

37C
JBARC
IS TURN

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

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

2. (C) At 0525Z on 2 Aug 1968, JG 28 departed CH 103 for a Fragg'd Orbit. During climbout, Fussy 42 (P-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 thunderstorm 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

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HSA/

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:

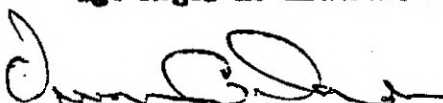
JOLLY GREEN 28

Major Vernon A. Dander
Major Harman G. Stafford
SSgt Jimmy L. Dodgen
Sgt Roger A. Klenovich

RCC
RCCP
FE
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

~~CONFIDENTIAL~~

Downgraded at 5 year
intervals; declassified
after 12 years

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."

Summary

Report 1-3-081-8215, 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 homing 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.

370

112A

MISSION REPORT (4 Aug 68) 1-3-083-8217

370

JSARG

IN TURN

1. This report is submitted in accordance with AFRSH 55-2/3AERGFP SUP 1, dated 15 Apr 68.

2. Jolly Green 25 departed its forward operating base at Quang Tri at 04/0330Z to assume Echo Orbit. At 0440Z when returning to base, JG 25 was diverted by Queen to 17 degrees 04N and 112 degrees 33'E to pick up seven people floating in a raft. We were advised that they had been spotted by Yardmarker 02 (a P2V from Cam Ranh Bay). Also a Bobby 40 (an HC-130 from Clark AFB, Philippine Islands) was On Scene Commander and had dropped a life raft. All information was being relayed by Queen and Crown 4. At 0530Z Crown 4 refueled JG 25, updated his navigation and gave him a heading to the scene of the wreckage. At this time Crown 4 advised JG 25 that Gunfighters 5 and 6 were being scrambled for Mig Cap. At 0630Z voice contact was established with both Bobby 40 and Yardmarker 02. Both the forementioned aircraft assisted with DF steers and briefed JG 25 on the situation. This assistance was of great value and was critical in facilitating a smooth rapid pickup. At 0710Z JG 25 landed in the water and pulled the seven survivors on board. At 0715Z JG 25 was airborne and enroute to DaNang. On the return trip Bobby 40 took formation lead and led JG 25 to DaNang. Gunfighters five and six sunk the make shift raft and provided escort for the rescue aircraft on the return trip.

CREW OF JG 25 WERE:

RCC Major Charles E. Wicker
RCCP Capt Don W. Wiegard
FE SSgt James A. Bowers
RS Sgt Norman C. Kohlstrand

Charles E. Wicker

CHARLES E. WICKER, Major, USAF
Rescue Crew Commander

CONFIDENTIAL

FROM: 7-380 (Capt. Richard E. Porter, USAF)

108

SUBJECT: Mission Narrative Report 1-3-085-8221

108

TO: 3 JSARC
380
IN TURN

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

2. (C) Narrative:

On 8 Aug 68, Pedro 69 was scrambled by the DaNang Control Tower at 0230Z for the bailout of Ringneck 511-2, a Marine F-4. Pedro 69, airborne at 0232Z, headed toward the rescue area at the 010/08 fix of Channel 77. There was no difficulty enroute to the area of the pickup. No hostile activity was experienced either to or from the rescue objective. Ringneck 511-2, experiencing severe battle damage, was attempting to reach DaNang for an emergency landing. Unable to stay with the aircraft any longer, both pilots ejected 10 miles northeast of DaNang. The wingman of 511-2 vectored Pedro into the immediate pickup area and pinpointed the survivors positions as a mile west of the aircraft's floating wreckage. Pedro 69, subsequently, spotted both pilots still descending in their parachutes, and headed for the closest one. The downed pilot followed his prescribed bailout procedures. He was free of his chute and ready for pickup when 69 arrived. The rescue sling was lowered to the survivor, and he was hoisted aboard. The rescuee's only apparent injury was a twisted knee. The survivor was in the water approximately two minutes prior to pickup. A small navy boat picked up the other survivor and carried him to shore where Pedro 69 boarded him also. Pedro 69 left the rescue area at 0230Z and carried both pilots to the USAF Dispensary. The second pilot sustained no injuries, and both pilots departed the helicopter without aid. Pedro 69 terminated at 0300Z. The mission execution and coordination were excellent, and no difficulties of any kind were encountered.

3. 1 combat save

4. Survivor: Captain Stephen M. Greal, 092429, USMC

5. Crewmembers of Pedro 69:
Capt. Richard E. Porter, RCC
Capt. Richard A. Mayer, FP
Sgt. Joe Santos, FE
Sgt. Robert D. Baker, RS

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 8/1/84

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 4810.10

Richard E. Porter
RICHARD E. PORTER, Captain, USAF
Rescue Crew Commander

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

suspended



REPLY TO
ATTN OF: 370

22 AUG 1968

SUBJECT: Mission Narrative Report (1-3-8222, 9 Aug 68) (U)

TO: 370
JSARC
IN TURN

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 14/1

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

F-105

2. (C) As JG 07 approached the coast into Ch 103, there was a Mayday from Cookie 01 at 0335Z and shortly thereafter, a beeper was heard. JG 07 got a UHF/DF steer with the ARA-25 homer and headed in the general direction. A direct course would have taken JG 07 through the DMZ into North Vietnam. Cookie 02 gave bailout position as 331/21/109 and later as 333/25/109. Cookie 02 reported a good chute, saw the man go down, and had voice contact.

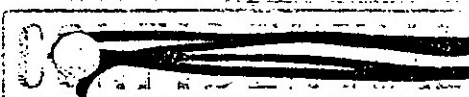
(C) Misty 21 joined Cookie 02 who was on the scene. Both aircraft remained in the area until Cookie 02 left to refuel. Covey 155 came into the area shortly before JG 07 arrived at 0345Z. Voice contact had been lost with Cookie 01 by this time and Covey 155 went into the area of Butterfly Lake to reestablish contact. During one of Covey 155's low passes, he reported small arms fire. JG 24 and JG 29 were scrambled from Ch 103 and were in the area. By this time Cookie 02 had returned. JG 07 obtained border clearance through Crown 4 and prepared to attempt the rescue. After JG 07 crossed the coastline, there was still no voice contact with Cookie 01 nor had he been spotted so the rescue attempt was aborted. JG 07 held along the beach to await the Spads. Spads 11, 12, and 13 arrived and made a closer examination of the area where Cookie 01 was down. The Spads reported 8 people running along the edge of the lake; some had weapons. After several other passes up to 34 people were counted, many with weapons. The Spads received small arms fire during some of the low passes. The decision was made not to return fire because the exact position of the survivor was unknown. JG 07 RTB'd to Ch 103 to refuel at 0455Z. JG 24 and JG 29 remained in the area, but were RTB'd later to Ch 103. JG 07 launched for an afternoon orbit and upon return at 0935Z, Misty was still attempting to contact Cookie 01. Misty reported receiving a weak beeper a few times as he crossed the vicinity of the downed pilot. Later, he heard a weak voice signal and JG 07 diverted to the area. However, none of the instructions given by Misty 41 were followed by anyone on the ground. The Spads and Ch 103 alert JG's 24 and 29 were scrambled. JG 29 RTB'd to Ch 77 with mechanical difficulties, but JG 24 joined JG 07. JG 07 remained in the area until refueling was necessary. At 1040Z Crown 6 came north of Tiger Island for the refueling. After making contact with the drogue, JG 07 went to refueling position and the fuel flow lights went out. Crown 6 confirmed no fuel flow on their gauges, so JG 07 dropped back to disconnect. On separation from the drogue, the probe head did not close, thereby spraying a large quantity of fuel

*1 Copy furnished
auth APOC
3 Sep 68.*



GROUP 4
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interval, Declassified
after 12 years

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along the right side of the helicopter. The boom was recycled, but the leak persisted. The main tank switches on the pressure refueling panel were closed and the leak subsided. JG 07 RTB'd to Ch 103 without further incident. The probe was inspected, but there was no evidence of leaking fuel so JG 07 returned to Ch 77. A thorough inspection revealed a faulty valve, so the probe head was replaced. An incident report was submitted through channels to higher headquarters.

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

JOLLY GREEN 07

RCC Lt Col Jacob T. Carwile
RCCP Major Herman G. Stafford
FE Sgt Odell Carter
RS TSgt Nathaniel Smith Jr.

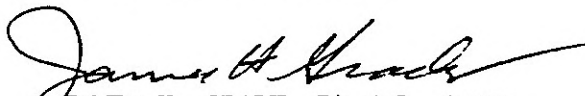
JOLLY GREEN 24

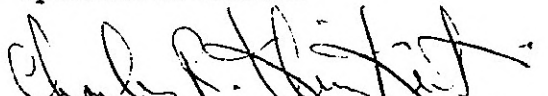
RCC Major Don P. Olsen
RCCP Major Robert E. Booth
FE SSgt Gordon T. Greever
RS Sgt Robert D. Baker

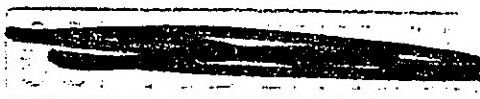
JOLLY GREEN 29

RCC Capt Richard D. Griffiths
RCCP Capt Laurens C. Davis
FE SSgt Samuel C. Adams
RS Sgt Peter J. Gamun


JACOB T. CARWILE, Lt Col, USAF
Rescue Crew Commander


JAMES H. GRADY, Lt Col, USAF
Operations Officer


CHARLES R. KLINKERT, Lt Col, USAF
Commander



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IMMEDIATE

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PT 0022

OTTCZYUW RUMOSRA2041 2241056-CCCC--RUCIEUR.

ZNY CCCCC

O 110930Z AUG 68

FM OL2 3 ARRGP UDORN RTAFB THAILAND

TO RUMUFKA/3ARRGP/JSARC/TSN AB RVN

RUEFHQA/CSAF/AFCP/AFXOPFH/WASHINGTON D C

RUWTRTA/MAC/MCP/MAOCCA/SCOTT AFB ILL

RUCIEUR/ARSCP SCOTT AFB ILL

RUHHABA/PACARRC/PROCP/HICKAM AFB HAWAII

INFO RUMUFKA/7AF/DOO/DO/DP/DI/BDPMP/CP/TSN AB TVN

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEXAS

RUMUFHA/MACV SAIGON RVN

RUHEAA/CINC PACAF/CC/HICKAM AFB HAWAII

RUEBABA/TAC/DOOS LR/LANGLEY AFB VA

RUMLJHA/39 ARRS TY HOA RVN

ZEN/TUOCUDORN RTAFB THAILAND

RUMUFKA/OL1 3 ARRGP SON TRA RVA

RUMBNP/SPO SQ NAKHON PHANOM RTAFB THAILAND

BT

~~CONFIDENTIAL~~ /JOPREP JIFFY RESCUE/20. 7AF FOR TACC

1. RESCUE OPEN/CLOSE REPORT

2. 2-3-53 11AUG68

LPAGE 2 RUMOSRA2041 ~~CONFIDENTIAL~~

3. 11 AUG 68

4. (A) A1E, HOB0 61, 1720N 10439E. (B) CLASSIFIED (C) SE
(D) PILOT, HOB0 61 (E) USAF (F) 1ST SPECIAL OPERATION SQ
NAHJON PHANOM RTAFB, THAILAND. (G) LT COL TEAGUE, CHARLES E.

(H) 1. 5. DET 1, 40 ARRS 11/0351Z. 6. SE. 7. 1HH3E,
JG 09 11/0341Z, 1 HC130P CROWN 1, 11/0341Z. 8. JG 09 AIRBORNE

11/0341Z. 9. 1720N 10439E. 10. 1500 OVC WDS 210 DEGREES

6 KNOTS, VIS 5 MILES TRW, MODERATE TO LIGHT. VISIBILITY

NORTHEAST, SOUTHEAST AND EAST OF BASE WAS 1 MIL. 11.

OL2, 3 ARRGP, CAPTAIN FRANKLIN W. BROWN, SSGT DONALD W. CRANFORD

12. SE 13. JG 09 11/0345Z, 1720N 10439E. 14. DET 1 40 ARRS/

HH3E/ WITHOUT FOREST PENETRATOR. 15. (A) 1/1/1/0/0/I. 16. TAKEN

TO NAKHON PHANOM RTAFB, THAILAND 17. 1/2PLUS00/HH3E/DET 1 40 ARRS

1/2PLUS00/HC130P/39ARRS. 18. SE. 19. (A) (RCC) MAJ WADHINHYON,

MILTON S. (CP) LT COL MORSE, JOHN H. (FE) SSGT JORDAN, WM.

(PJ) SGT BEASLEY, P.A. (PJ) SGT HARDING, PETER S. (PJ)

SGT LOMBARDI, J.T. (PJ) A1C SAMUELSON, W.L. ALL ASSIGNED

DET 1 40ARRS. (PJ) TSGT HUDNALL, ALEXANDER D. ASSIGNED

DET 11, 38TH ARRS. 19. (B) SE. 20. (H) NO ARRS COMBAT SAVES.

NO AIR REFUELINGS ACCOMPLISHED. 5 PJ'S DEPLOYED WITHOUT

PAGE 3 RUMOSRA 2041 ~~CONFIDENTIAL~~

FOREST PENETRATOR. JG 09 LANDED TO DEPLOY PJ'S.

GP-4.

BT

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IMMEDIATE

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DECLASSIFIED ON 5/1/94

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 Harriell E. Barber, Flight Engineer and A1C 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 located the crash site of ALOHA 07 and that there were

Det 9, 38AFRRSq Hist, Jul - Sep 68

no survivors. Again, the rain limitation of the HH-43, excessively delayed a mission.

THE 100TH SAVE

Mission Number 9-38-06, 21 Sep 68, two sorties, 1.3 hour, one combat save. At 0635Z 21 Sep 68, Pleiku tower advised the detachment that an Army UH-1 had crashed and was burning 320/16 miles from the Pleiku Tactical Air Navigation unit (14-10N - 107-48E) and that the fire suppression kit had been requested. The weather at Pleiku was approximately 600 foot ceiling and $\frac{1}{2}$ mile visibility in a thunderstorm. Pedro 74 (HH-43F serial number 63-9712) crewed by 1Lt Warren F. Kaufman, Crew Commander, Maj Thomas H. Goodwin, Copilot, Sgt Floyd M. Barnes, Flight Engineer and A1C Leif F. Arvidson, Pararescue Specialist, were standing local base rescue alert, but were unable to launch due to heavy rain. Pedro 98 (HH-43F serial number 63-9717) was airborne, remaining clear of the storm, on a local training mission, crewed by Capt Jerald D. Briscoe, Crew Commander, Maj Robert W. Hastings, Copilot, Sgt Roger E. Lawson, Flight Engineer, and Sgt Luther T. Jones, Pararescue Specialist. Capt Briscoe upon hearing the call for assistance, proceeded toward the crash site and contacted Gladiator 101, an Army UH-1, which was on the scene. After advising Gladiator 101 that Pedro 98 was enroute, but without fire suppression kit, Capt Briscoe was told that he would not be needed. Gladiator 101 then began calling for a "Dust-Off" (Army UH-1 Helicopter Ambulance) with a hoist. Capt Briscoe advised

UNCLASSIFIED

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



REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-087-8228, 15 Aug 68) (U)

18 AUG 1968

TO: 37C
JSARC
IN TURN

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

2. (C) Jolly Green 31 was launched from DaNang AB, RVN at 2345Z for the Fraggged Echo Orbit. At 0114Z the Co-pilot observed two air bursts at an approximate position of 1742N 10630E. Immediately following, the word May-day was repeated three times over the radio and a very strong beeper signal followed for approximately two minutes. The ARA-25 indicated the beeper was coming from the area that the air bursts had been observed. The incident was reported and Jolly Green 31 orbited off the coast from the area but heard no other transmissions or beeper signals. Jolly Green 31 RTB'd to CH103 and briefed the crew of Jolly Green 27, who was to take the next orbit, on the situation. Jolly Green 31 was again launched to Echo Orbit at 0600Z and orbited off the coast. A Dobie Flight was reported overdue and the last position known was in the vicinity of the observed air bursts. Jolly Green 31 received no other transmissions or beeper signals and RTB'd at 0645Z.

3. (C) The Crew of Jolly Green 31 Were:

RCC	Maj Don P. Olsen
RCCP	Maj Albert O. Wester
FE	AIC Hoyle L. Sykes Jr
RS	Sgt Roger A. Klenovich

*24 Sept 68 / NRS/over
Ref: 144 To USAF Hqs North Pacific
1 " " PT Belvoir VA*

Don P. Olsen
DON P. OLSEN, Major, USAF
Rescue Crew Commander

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

GROUP 4

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UNCLASSIFIED

IDENTIFICATION

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



REPLY TO
ATTN OF: 370

SUBJECT: Mission Narrative Report (1-3-088-8229, 16 Aug 68) (U) 30 AUG 1968

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 16 August 1968, JG 27 had returned from orbit and was practicing hover maneuvers at a practice area on the lower N.W. side of Monkey Mountain. At 0715Z JG 27 was called by Queen and given the position of a Gunfighter crew that had bailed out on the 329 degrees radial at 32 miles off of CH 77. JG 27 proceeded immediately to the area. While enroute, the Co-pilot tried to contact Misty 21 on UHF and Guard, since at the time, Misty 21 was the only aircraft that had the exact location of the survivors. JG 27 was unable to contact or receive Misty on Guard or UHF primary. Another JG, JG 29, had scrambled from CH 77 and provided high cover for the remainder of the mission. About five minutes out from the given radials, JG 27 observed a C-130 circling ahead of them, deduced that the survivors were in that general area, and started looking for sea marker dye. JG 27 spotted a dye marker then the survivor. JG 27 dropped a smoke flare near the survivor and because there was no voice contact with him, decided to make a water landing for the sake of expediency and safety. The first survivor was picked up at 0735Z in good condition. JG 27 started a search for the second survivor. Within a few minutes they spotted the second survivor and used the same procedures for the second survivor as they did for the first. After picking up the second survivor at 0740Z, JG 27 proceeded to CH 77. The pickups were expedited by the knowledge the survivors had of rescue techniques.
3. (C) The survivors were: Major Lloyd N. Cain, FR45290, 389 TFS, Lt Michael Metcalf, FR3170745, 389 TFS.
4. (U) The crew of the Jolly Greens Were:

	<u>JG 27</u>
RCC	Major John W. Robey
RCCP	Captain Joseph J. Dillon
IFE	Sgt Jackie L. Mangrum
FE	AlC James A. Thibodeau
RS	SSgt Eugene L. Nardi

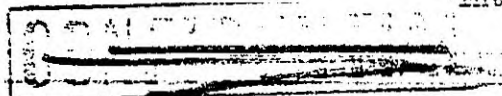
	<u>JG 29</u>
RCC	LtCol Jacob T. Carwile
RCCP	Capt George B. Stokes
FE	SSgt Samuel C. Adams
RS	Sgt Roger A. Klenovich

John W. Robey
JOHN W. ROBEY, Major, USAF
Rescue Crew Commander

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

GROUP 4

Downgraded at 3 year
intervals
after 18 years



Summary Report 1-3-088-8229, 16 Aug 68

At 0715Z, Jolly Green 27 was diverted from the local area to assist an F-4 crew whom had ejected over the Gulf of Tonkin. Jolly Green 27 was unable to establish radio contact with any aircraft at the scene but observed a C-130 circling a likely area. Shortly after arriving on the scene Jolly Green 27 observed sea dye markers and one survivor. A water pick was effected at 0735Z. The second survivor was located and picked up at 0740Z. Both crew members were in excellent condition and were flown to Da Nang AB RVN. Survivors were: Major Lloyd N. Cain and Lt Michael Metcalf, 389 TFsq.

4. 1-3-076-8206. Pedro was scrambled at 2100 on an F-4 returning with battle damage. Between three and four miles on final, the alert crew observed the F-4 take several hits in the wing area from ground fire. The F-4 pilots ejected safely and their aircraft crashed into the bay. One survivor was located by the HH-43 crew and a night hoist recovery completed. The second crewman was located and recovered by boat. One combat save was recorded.

5. 7-38-08, 1 Aug 68. Returning from an FCF HH-43 crew spotted and reported a large fire burning among several fuel tanks. Helicopter rotor wash was employed to contain the fire until fire trucks arrived. One equipment save recovered.

6. 1-3-085-8221. The alert crew scrambled at 1030 on a double ejection from a Marine F-4. The F-4 experiencing severe battle damage, was unable to make Danang. The HH-43 crew located and recovered one pilot by hoist. The second pilot was located and recovered by boat. Both Airmen were flown to the dispensary by helicopter. One combat save was recorded.

7. 7-38-09, 17 Aug 68. Pedro crew scrambled on an F-105 which had run off the far end of the runway and flipped over on its back. The pilot was trapped in the wreckage and died before sufficient equipment could be assembled to raise the aircraft. The HH-43 firemen and pararescuemen worked at the wreckage but were unsuccessful due to the position of the F-105.

UNCLASSIFIED

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



REPLY TO
ATTN OF:

370

20 AUG 1968

SUBJECT:

MISSION NARRATIVE REPORT (1-3-089-08230, 17 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 DEC 14

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

2. (C) At 0450Z, 17 Aug 1968 Jolly Greens 31 and 27 were scrambled from
Quang Tri. Upon becoming airborne radio contact was established with Crown 6
and Misty 11 the aircraft in distress. Misty 11 had received ground fire and
resulted in battle damage to the fuel tank with accompanying loss of fuel.
Misty 11 was attempting a tanker hookup in order to maintain sufficient fuel
quantity to reach CH 77. Jolly Greens 31 and 27 attempted to UHF DF Misty's
position at approximately 0455 - 0500Z. Both Jolly Greens UHF-DF's were unre-
liable.

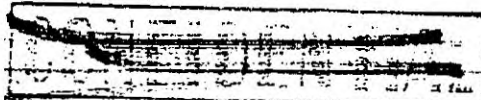
3. (U) The weather in the area of CH 69 and 109 was a ragged ceiling at 500
feet in rain showers. These conditions prevailed throughout most of the area.
Visibility was poor.

4. (C) Jolly Greens 31 and 27 monitored the conversation between Misty 11
and Crown. From the radio conversation it became apparent that Misty 11 and
the tanker were not going to be able to rendezvous. At approximately 0510Z
Misty 11's crew ejected. Jolly Greens 31 and 27 had been informed by Crown 6
that the pilots had ejected in the area of 010/34/CH 69. Jolly Greens 31 and
27 proceeded toward this location.

(C) At approximately 0505Z it was determined that the location of the
downed pilots was 010 degrees/33NM off of CH 109. Jolly Greens 31 and 27 then
proceeded to this position. Jolly Greens 31 and 27 dead reckoned to this po-
sition. In order to expedite JGs 31 and 27 went to 300' altitude. There were
rain squalls in the area and visibility was poor enroute. At approximately 0530
Jolly Greens 31 and 27 broke out into a good visibility area, and at approximately
5 miles at the 11 O'clock position 2 destroyers and 2 smokes were observed.
Jolly Green 31 proceeded to the Northern smoke. Crown 6 informed JGs 31 and 27
that it was desirable to retrieve the rafts. Jolly Greens 31 and 27 landed in
the water at 0535Z and retrieved both pilots and their survival equipment. The
sea condition was sea state 1. At approximately 0537Z Jolly Greens 31 and 27
were airborne and directed to proceed to CH 103. At 0540Z Jolly Greens 31 and
27 were directed to proceed to CH 77. Jolly Greens 31 and 27 landed at CH 77
at 0630Z.

5. (C) The survivors were: Captain Richard G. Rutan, FR3102082, 37th TFW, Phu
Cat, and Captain Charles A. Shaheen, FV3132096, Observer.

6. (C) The Crew of the Jolly Greens Were:



Reproduced on 18 Feb 69 by ARDPC
by authority of ARDPC. Reproduced
Copy # 1 of 1 CY(S)."



JOLLY GREEN 31

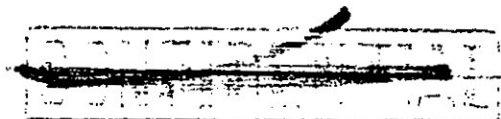
LCDR Lonnie L. Mixon ✓
Capt Don W. Wiegard
Sgt Herbert H. Honer
ALC Robert K. Cassidy

RCCP
CP
FE
PJ
FE

JOLLY GREEN 27

Major Charles E. Wicker
Major Robert E. Booth
Sgt Jackie L. Mangrum
SSgt Eugene L. Nardi
ALC James A. Thibodeau

Lonnie L. Mixon
LONNIE L. MIXON, LCDR, USCG
Rescue Crew Commander



Summary Report 1-3-089-08230, 17 Aug 68

At 0450Z, Jolly Greens 31 and 27 were scrambled from the forward operating location to assist an F-100 aircraft which had received battle damage. At 0510Z both crew members of the F-100 ejected. Jolly Greens 31 and 27 effected rescue of both members at 0535Z. Survivors, Captains Richard G. Rutan and Charles A. Shakeen, 37TFWg, were in excellent condition and were flown to Da Nang AB, RVN.

UNCLASSIFIED

~~CONFIDENTIAL~~

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

118A



REPLY TO
ATTN OF: 370

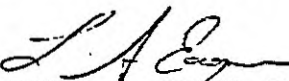
22 AUG 1968

SUBJECT: Mission Narrative Report (1-3-091-8233, 20 Aug 68) (U)

TO: 37C ~~etc~~
JSARC
IN TURN

1. (U) This report is submitted in accordance with ARRS 55-2/3ARRGp Sup 1, dated 15 Apr 68.
2. (C) At 0855Z, JG 29 was 20 miles north of DaNang enroute DaNang when a radio call was heard on guard that three crewmembers had left Quizshow 911 on RA3-A. Position at time of bailout was 090/20/77. JG 29 diverted to the scene. JG 27 and 31 were scrambled from DaNang. Crown 6 became OSC. No electronic or visual contact existed with the survivors. JG 27 and JG 31 arrived on scene at 0915Z. While JG 29 was searching in an area 050/20/77 a beeper was received. DF cuts were made and voice contact established. Enroute to the survivor, a MK 13 smoke flare was observed to the northwest. JG 29 proceeded to the smoke. The first survivor was picked up by a water landing, deploying the Rescue Specialist. Upon T/O, the beeper was again heard and homed in on. The second survivor was picked up in the same manner by JG 29, 400 meters east of the first survivor at 030/22/77. Both survivors were in good condition. JG 29 continued searching the area until 0950Z and RTB'd at 1810Z. JG 27 and 31 continued searching until 1144Z with negative results.
3. (C) The survivors were: Lt David W. Satterlee 692635 VAP-62
AN William R. Wiseman 370182 VAP-61
4. (U) Other aircraft: Spads 11, 12, 13 - Crown 6.
5. (U) Jolly Green Crews:

	<u>JG 29</u>	<u>JG 27</u>	<u>JG 31</u>
RCC	Lt Lance A. Eagan	Capt Jerry M. Griggs	Maj Charles E. Wicker
RCCP	Capt George B. Stokes	Maj Russell G. Mills	Capt John L. Lenamon
FE	Sgt Gregory P. Lawrence	SSgt Samuel C. Adams	A1C Hoyle L. Sykes Jr.
RS	SSgt Eugene L. Nardi	Sgt Norman C. Kohlstrand	SSgt James L. Miller


LANCE A. EAGAN, Lt, USCG
Rescue Crew Commander

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

GROUP 4

Downgraded at 3 year
intervals; declassified
after 11 years

Summary Report 1-3-091-8233, 20 Aug 68

At 0855Z, 20 Aug 68, while returning to home plate, Jolly Green 29 intercepted a radio call that three crew members had ejected over the Gulf of Tonkin. Because of fuel state of Jolly Green 29, Jolly Greens 27 and 31 were launched from home plate as a precautionary measure. Survival radio signals were received and DF equipment employed, while the three helicopters were enroute to the scene. As the area was approached a smoke flare was observed by Jolly Green 29 whom proceeded to that point, landed in the sea, and effected the rescue. Upon take off from the water an emergency survival radio signal was received; DF vectoring was employed; and the second survivor was picked up using a water landing. The SAR effort was continued until 1145Z with negative further results. Survivors were: Lt David W. Satterlee 692635 and AN William R. Wiseman, 370182, VAP-62 and VAP-61 respectively.

21 Aug (cont) 1640 F-100 ~~landed~~ landed with his landing gear up
small fire - pilot unhurt. Dropped FSK but
did not use. Fire trucks were quickly on scene.

1705 F-100 Emergency landing - hole in wing.
landed O.K.

could be an interesting day.

They came in ~~3~~ three's!!

0100 Rocket Attack. ^{122 mm} 3 or 4 hits on
runway. Bomb dump (UNAF) blew up.
Just came out at Tower and saw ~~a~~ fire ball.
Shock wave hit and did more damage
than the rockets. Pedro 716 - had
back cabin ^{sliding} door window blown in. 6 window
blown out ~~in~~ in Tower. Maintenance ^{back} doors
twisted out of shape. Maj. Summerhill's
coffee cup - emptied! Found piece of
shrapnel - red hot next to chopper.
Ears still ringing!

Rocket (arm)
attack

0630 Received a few rounds (122 mm)
Hit runway - west end.

I was wrong - It came in groups of four.
P.S. SSgt Reed killed 60 flies - could
be a new record.

UNCLASSIFIED

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



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

1. (U) This report is submitted in accordance with AFM 37-2, AR 600-10, and AFM 37-2, AR 600-10, 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; Declassified

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

DET 3 38 ARRSQ HIST JUL - SEP 1968

OPERATIONS AND TRAINING

MISSIONS OF SIGNIFICANCE

1. 1 July 1968. Det 3, transported medicine to a Thai village 155°/52 from Ubon and recovered a medical team that had been fighting an epidemic there.
2. On 16 July 1968, Det 3, again supported the base Civic Actions Program by airlifting medical personnel to a village 50 miles north of Ubon. The medical team spent the day examining and treating villagers for various ailments.
3. 3-38-005-25 August 1968. Det 3, 38th ARRS was alerted at 0133Z on 25 Aug 68 that an F-105F (Newark 2) was losing engine oil pressure 75 NM east of Ubon RTAFB. At 0137Z Ubon TWR alerted Det 3 that the pilots were going to eject approximately 30 NM northeast. The Det 3, 38th ARRS alert helicopter (Pedro 08) made a take-off at 0140Z without the FSK for the bailout point which was 050°/27 from Ubon TACAN. Utilizing GCI vectors and UHF DF on downed crew members survival radios Pedro 08 located the approx area of survivors. By use of voice communications and orange smoke from the downed pilot's MK 13 flare visual contact was made at 0157Z with the downed pilot. The uninjured pilot was picked up by the rescue crew at 0200Z by landing on the edge of a rice paddy. Voice communication was established with the downed co-pilot at the same time pick up was made of the pilot. Co-pilot stated he was near a road one mile north of the pilot's pick up point and would proceed to the road for pick up.

UNCLASSIFIED

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



REPLY TO
ATTN OF: 370

29 AUG 1968

SUBJECT: Mission Narrative Report (1-3-093-8239, 27 Aug 68) (U)

TO: 37C
JSARC
IN TURN

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Sup 1, dated 15 Apr 68.
2. (C) At 0210 JG alert crews at DaNang were notified that the crew of "Sample 01", an F-4, had bailed out 15 miles east of DaNang. At 0230 JG 22 monitored a radio conversation on Guard Channel indicating both crewmen had been recovered. At this time, the situation was discussed with Queen and the scramble aborted. However, remaining on the radio to learn the survivors condition it became apparent that confusion existed as to who had actually been recovered. JG 22 and Queen decided to go ahead and launch to investigate the situation. At 0240 JG 22 and JG 10 were airborne enroute. At 0245 JG 22 arrived on scene and assumed OSC. There were numerous aircraft on scene with no coordination. It was determined that only one survivor had been recovered. The area of the second pilot was fairly well established with a Swift Boat acting as datum. Forces were organized and a coordinated search began. At 2100Z Alley Cat 07 located a raft. JG 22 recovered it and marked datum. The raft contained a helmet, 02 mark, RT-10 and burned out MK13 flare. It was determined that these belonged to the missing crewman. Datum was continuously marked. The search was carried on with an average of 4 helicopters on scene until two hours after sunrise. JGs 22 and 10 refueled and remained on scene until relieved by JG 27 and 31 at 0130Z. After a crew change the search was carried on by JG 22 and JG 10 until 0530Z.
3. (C) Once control of the SAR forces was established, coordination was excellent. Flare ships provided excellent illumination throughout the hours of darkness.
4. (U) Other aircraft assisting: Alley Cat 07, Alley Cat 01, Pedro, Basketball(flare ship), Helborne 619(flare ship), Highboy Medevac, Highboy Medevac Chase, Blackcat 22(helo flare ship), JG 10, JG 27, JG 31, and Crown 4.

5. (U) Crews of Jolly Greens were:

RCC.	<u>JOLLY GREEN 22</u>
RCCP	Lt Lance A. Eagan
FE	Capt Vincent A. Ziccardi
RS	SSgt Samuel C. Adams
	ALC Robert R. Cassidy

<u>JOLLY GREEN 10</u>
Maj Joe B. Green
Maj Herman C. Stafford
Sgt Odell Carter
SSgt James F. Spears

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

DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

GROUP 4

Downgraded at 5 year
intervals; declassified
after 12 years

UNCLASSIFIED

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



ATTN OF: 370

22 AUG 1968

SUBJECT: Mission Narrative Report (1-3-093-8239, 27 Aug 68) (U)

TO: 370
JSARC
IN TURN

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRCS SU 1, dated 15 Apr 68.
2. (C) At 0210 JG alert crews at DaNang were notified that the crew of "01", an F-4, had bailed out 15 miles east of DaNang. At 0230 JG 22 monitored a radio conversation on Guard Channel indicating both crewmen had been recovered. At this time, the situation was discussed with Queen and the scramble aborted. However, remaining on the radio to learn the survivors condition it became apparent that confusion existed as to who had actually been recovered. JG 22 and Queen decided to go ahead and launch to investigate the situation. At 0240 JG 22 and JG 10 were airborne enroute. At 0245 JG 22 arrived on scene and assumed OSC. There were numerous aircraft on scene with no coordination. It was determined that only one survivor had been recovered. The area of the second pilot was fairly well established with a Swift Boat acting as datum. Forces were organized and a coordinated search began. At 2100Z Alley Cat 07 located a raft. JG 22 recovered it and marked datum. The raft contained a helmet, 02 mark, RT-10 and burned out MK13 flare. It was determined that these belonged to the missing crewman. Datum was continuously marked. The search was carried on with an average of 4 helicopters on scene until two hours after sunrise. JGs 22 and 10 refueled and remained on scene until relieved by JG 27 and 31 at 0130Z. After a crew change the search was carried on by JG 22 and JG 10 until 0530Z.
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	<u>JOLLY GREEN 22</u>
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RCCP	Capt Vincent A. Ziccardi
FE	SSgt Samuel C. Adams
RS	ALC Robert R. Cassidy

<u>JOLLY GREEN 10</u>
Maj Joe B. Green
Maj Herman C. Stafford
Sgt Odell Carter
SSgt James F. Spears

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

DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

GROUP 4

Downgraded at 5 year
intervals; declassified
after 12 years

UNCLASSIFIED

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



REPLY TO
ATTN OF: 370

29 AUG 1968

SUBJECT: Mission Narrative Report (1-3-093-8239, 27 Aug 68) (U)

TO: 37C
JSARC
IN TURN

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

JOLLY GREEN 22

Lt Lance A. Eagan
Capt Vincent A. Ziccardi
SSgt Samuel C. Adams
ALC Robert R. Cassidy

JOLLY GREEN 10

Maj Joe B. Green
Maj Herman C. Stafford
Sgt Odell Carter
SSgt James F. Spears

DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS

LANCE A. EAGAN, Lt, USCG
Rescue Crew Commander

GROUP 4

Downgraded at 5 year
intervals; declassified
after 12 years

FROM: Department of the Air Force
Det 1, 56th Special Operations Wing (PACAF)
APO U. S. Forces 96237

REPLY TO ATTN OF: Det 1 56 SOW (Capt Koen)

4 September 1968

SUBJECT: Letter of Appreciation

TO: 40th ARRS (C)
TSgt L. W. Bigelow, AF17277081
IN TURN

Technical Sergeant L. W. Bigelow distinguished himself by bravery while engaged in diving operations to recover the crew members and wreckage of a T-28 that crashed in the Mekong River on 28 August 1968. At the time these dives were made the Mekong River was just lowering from the monsoon flood stage, was flowing approximately twelve knots and visibility was zero in mud and silt. A piece of the wreckage was located in thirty feet of water and Sergeant Bigelow with a complete disregard for his own safety made repeated dives to the wreckage in an attempt to secure lines to the wreckage and to recover the bodies of the crew members if possible. The hazard of these dives cannot be exaggerated. Fighting a twelve knot current, with no visibility into a twisted mass of metal at a depth of thirty feet can not be considered a normal recovery operation but one that requires the utmost in courage, skill and guts. A local diver attempting the same dive was severely lacerated when driven into the wreckage by the current. Sgt Bigelow made repeated dives to accomplish his objective. Sgt Bigelow's action this day reflect great credit upon himself and the United States Air Force.

Edward J. Koen

EDWARD J. KOEN, Captain, USAF
Recovery Officer

This is category B report per AFR 900-3.

Gerrit J. Scholten
GERRIT J. SCHOLTEN, Maj, USAF
Chief, CBPO

STC

FROM: Det 8, 38ARRSq (8-380)

29 Aug 1968

SUBJECT: Rescue Narrative Report (8-38-017-8241)

TO: 3ARRGp (30)

1. The following info submitted IAW ARRSM 55-2, 3ARRGp Sup 1.

a. Det 8 was notified at 0200 hours, 28 Aug 68 of a request for an air evacuation of an Army EM who had suffered an apparent appendicitis attack. He was being driven to the Ba Ngoi helipad, coordinates 11 degrees 54 minutes north, 109 degrees, 9 minutes east. The secondary crew was called upon to assume the LBR alert and the alert HH-43B call sign Pedro 48, was launched at 0210 hours. There was no difficulty encountered and the slight delay was caused by the time required to obtain a bag of ice, the Pararescueman thought necessary to aid the evacuee.

b. The Ba Ngoi helipad is located about 7 NM south of Cam Ranh Bay AB and right on the bay. No difficulty was encountered in finding the site nor was any ground fire encountered.

c. The weather station was called prior to launch and given as: CAVOK, wind 200 degrees at 10 knots, PA-240 feet & OAT 28°C.

d. Due to the location of the Ba Ngoi helipad being near Cam Ranh Bay AB and the 87th Engineering Battalion, no RESCORT was requested.

e. Radio contact was maintained with Cam Ranh Tower during the majority of the mission.

f. Pedro 48 arrived at the Ba Ngoi helipad at 0220 hours.

g. There was no enemy action in the area.

h. N/A

i. The evacuee arrived at the helipad at approximately 0222 hours and was carried to the helicopter and loaded onto the litter.

j. Pedro 48 departed the pickup point at 0225 hours.

k. Pedro 48 arrived at the 12th USAF Hospital at approximately 0232 hours and off loaded the patient. Pedro 48 returned to the Pedro Pad and terminated the mission at 0235 hours.

l. N/A

m. N/A

n. N/A

411

o. N/A

p. N/A

2. Crew members Pedro 48:

ECC Capt Ware, FR69356

RCCP Capt Smariga, FV3006242

PJ Sgt Nungesser, AF17700033

FE ALC Jeffcoat, AF13993706



BRUCE K. WARE, Captain, USAF
Rescue Crew Commander

CHAPTER III

OPERATIONSMISSIONS/SAVES

Detachment 8, 36th Aerospace Rescue and Recovery Squadron flew 618 sorties during the past quarter. The flying summary is as follows:

<u>TYPE</u>	<u>SORTIES</u>
Rescue/Recovery.....	12
Intercepts.....	285
Support.....	146
Training.....	151
Maintenance.....	19
False.....	51
	<u>618</u>

Detachment 8 was credited with 6 non-combat saves. Rescue missions flown were:

Mission C-38-017-8241: Detachment 8's alert crew commanded by Capt Bruce H. Ware was notified at 0200 hours on 23 Aug 1968 that an appendicitis victim, SP-4 Bernard L. DeLoe, 87th Engineering Battalion, was being delivered to the Ba Ngoi helipad approximately eight miles south of Cam Ranh Bay AB for medical evacuation to the 12th USAF Hospital, Cam Ranh Bay AB. Pedro 48 launched at 0210 and landed at the helipad where the victim was immediately loaded on board and delivered to the base hospital helipad. One non-combat save was claimed.²

1. Detachment Monthly Flying Summary, July - September 1968
2. Mission Report Number C-38-017-8241



SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol. II No. 9

SEPTEMBER 1969

PACAF RP 64-1

MSGT. LEON FULLWOOD: FOUR MEDALS

-- MSgt. Leon Fullwood, a pararescue-man with the 40th ARRSq, Udorn RTAFB, Thailand, was recently awarded four medals for his heroic actions in Southeast Asia.

He received the Bronze Star for being part of a three-man team which attempted to recover the crew of a T-28 aircraft which had crashed into a river in a known insurgent area on Aug. 30, 1968. He made repeated dives in the river, fighting a 12-knot current.

Two months later as a crewmember on an HH-53 helicopter, he earned the oak leaf cluster to the Distinguished Flying Cross while recovering an injured fighter pilot downed by enemy fire in a hostile territory.

The HH-53 came under heavy automatic fire during the recovery and Ser-

geant Fullwood, while unprotected on the rear ramp, poured "devastatingly effective fire into the hostile positions," the citation reads. The pickup was a success.

Early this year, the pararescue-man earned the second oak leaf cluster to the Distinguished Flying Cross by again firing on enemy positions as his helicopter hovered for 22 minutes to pick up an injured pilot.

He also received the eighth oak leaf cluster to the Air Medal for being a member of a backup helicopter crew which circled over a pickup area to draw ground fire away from the recovery helicopter.

The medals were presented by Lt. Col. Chester R. Ratcliffe Jr., then 40th ARRSq commander.

SGT. ROBERT KOECHER: THREE MEDALS

-- Sgt. Robert P. Koehler, a pararescue-man with the 40th ARRSq, was awarded the Air Medal, Distinguished Flying Cross and the first oak leaf cluster to the DFC.

He received the DFC for a Nov. 9, 1968, mission in which he aided the successful recovery of an injured fighter pilot by manning an automatic rifle at the exposed helicopter door and supplying suppressive fire at enemy gun po-

sitions.

Three months later he earned the first oak leaf cluster to the DFC for again providing suppressive fire from an exposed gun position to aid the rescue of a downed airman in hostile territory.

He received the Air Medal for participating as an combat aircrew member in Southeast Asia from Aug. 24, 1968, to Nov. 25, 1968. Colonel Ratcliffe presented the medals.

'Copter Pilot Wins Medals

Capt. Louis A. Ruddle, an aircraft commander with the 40th Aerospace Rescue and Recovery Squadron here, has been awarded three medals for his actions against an opposing armed force in Southeast Asia.

The captain was presented the Silver Star, the Distinguished Flying Cross and the Air Medal by Maj. Gen. Robert L. Pettit, deputy commander of Seventh/Thirteenth Air Force.

Captain Ruddle's actions as a copilot of an HH-53B "Jolly Green Giant" rescue helicopter while on a rescue mission of a downed aircraft resulted in the presentation of the DFC.

"The downed aircraft had landed in the center of a strong enemy troop concentration and the captain, with complete disregard for his own safety, provided invaluable assistance throughout the entire landing,

rescue and pickup of the survivors," his DFC citation stated.

The citation concluded that he pointed out hostile troop emplacements, reported areas of observed ground fire and assisted the aircraft commander in a forceful manner which greatly enhanced the success of the entire mission.

One month later Captain Ruddle became involved in a rescue that was to earn him the Silver Star.

As a rescue crew commander the captain "...rescued a seriously injured aircrew member who had been shot down in a heavily fortified hostile area," the Silver Star citation read.

The citation concluded that because of the nature of the survivor's injuries, Captain Ruddle kept his aircraft in the area and

under fire for 45 minutes while attempting to locate the downed airman. Three separate attempts were required when the captain was driven off on the first two attempts by the heavy ground fire.

He received the Air medal for his participation for sustained aerial flight as a combat crew member in Southeast Asia for a three month period. The captain was cited for his "outstanding airmanship and courage exhibited in the successful accomplishment of important missions under extremely hazardous conditions including the continuous possibility of hostile ground fire."

Captain Ruddle joined the Air Force in 1959 and received his commission through the Aviation Cadets program in 1961. His wife and two children make their home in Portageville, Mo.

Pararescue NCO Wins Decorations

A pararescue recovery technician with the 40th Aerospace Rescue and Recovery Squadron here, MSgt. Leon Fullwood, has been awarded four medals for his heroic actions over Southeast Asia.

He received the Bronze Star, the first and second Oak Leaf Clusters to the Distinguished Flying Cross (DFC) and the eighth Oak Leaf Cluster to the Air Medal. The awards were presented by Lt. Col. Chester R. Ratcliffe Jr., the 40th commander.

Sergeant Fullwood received the Bronze Star for his "...meritorious achievement while engaged in ground operations against an opposing armed force in Southeast Asia, Aug. 30, 1968," according to the citation.

"On that date, Sergeant Fullwood was a member of a three-man team which attempted to recover the crew of a T-28 aircraft which had crashed into a river in a known insurgent area.

"With complete disregard for his own safety, Sergeant Fullwood made repeated dives in the river, fighting a 12-knot

current, in an attempt to recover the crew," the citation concluded.

Three months later the sergeant earned the first Oak Leaf Cluster to the DFC while a crew member on an HH-53B rescue helicopter while recovering an injured fighter pilot downed by enemy fire in hostile territory.

"By his heroic actions, the pickup was successful with the helicopter sustaining only minor damage," it concluded.

Early this year the sergeant was again involved in the rescue of a downed pilot in hostile territory. His helicopter was required to hover for 22 minutes over the injured pilot before a pickup could be made.

"Sergeant Fullwood with complete disregard for his own safety, provided accurate suppressive fire from his exposed gun position on the rear ramp of the helicopter, greatly minimizing the immediate threat to the recovery aircraft and contributing decisively to the success of the mission," his third citation stated. His actions in this rescue netted him the second Oak Leaf Cluster to the DFC.

125A

FROM: Det 8, 38ARRSq (8-380)

1 Sep 1968

SUBJECT: Rescue Narrative Report (8-38-018-8244)

TO: 3ARRGp (30)

1. The following information is submitted IAW ARRSM 55-2, 3ARRGp Sup 1.

a. Det 8, 38ARRSq was initially notified at 0638Z, 31 Aug 68, by 12TFW Command Post of a suspected bailout 15 NM E. of Cam Ranh Bay AB. Confirmation was received from Cam Ranh Bay AB Control Tower at 0639Z, visual sighting of smoke over the sea on 070° Radial of Cam Ranh TACAN approximately 15 NM away. The alert helicopter, Pedro 51, was immediately refueled to bring fuel up from alert load of 500 lbs and launched at 0645Z. The secondary aircraft, Pedro 04, was launched at 0650Z acting as high bird in expectation of a search mission. No difficulties encountered. Slight delay caused by necessity of refueling in anticipation of search.

b. Helicopters were directed into bailout area by Cam Ranh Tower. No radio transmission from downed crew received at any time. Red smoke from MK 13 flares sighted when about two miles from area of oil slick.

c. Weather not a factor. However, 6-8 Ft sea swells and twenty knot wind increased difficulty of getting survivors into rescue sling.

d. No support other than high bird, Pedro 04, used.

e. Radio contact maintained with Cam Ranh Tower until helicopters were both in pickup area. Mission completed on SAR Frequency 364.2MC.

f. Pedro 51 arrived in pickup area, 12°00'N, 109°28'E, at 0655Z.

g. N/A

h. One survivor appeared dazed, it was subsequently learned that he was not able to deploy survival kit and raft until after landing in water. Other survivor OK. Both made all possible effort to help.

i. Recovery made by using hoist and rescue sling. Pararescueman deployed in water when survivors had difficulty freeing equipment lines in order to don rescue sling. Two survivors recovered, both appeared unharmed.

j. Pedro 51 and Pedro 04 departed area at 0710Z.

k. Pedro 51 landed at 12th USAF Hospital at 0720Z. Pedro 04 diverted to cover another LER mission with the FSK. Pedro 04 terminated at 0720Z. Pedro 51 landed at Pedro Pad at 0725Z, terminating mission.

6/11

l. N/A

m. N/A

n. N/A

o. N/A

p. N/A

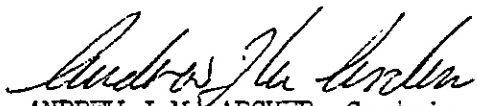
2. Crew members were:

a. Pedro 51 -

RCC Capt A. Archer, FR66369
RCCP Capt J. Smariga, FV3006242
FE Sgt J. Simmons, AF14930550
RS ALC D. Goodlett, AF12887219

b. Pedro 04 -

RCC Capt P. Gissing, FR73266
RCCP Capt P. Connelly, FR3121672
RS TSgt J. Fernandez, AF21964223
FE SSgt B. Marshall, AF14859315



ANDREW J.M. ARCHER, Captain, USAF
Rescue Crew Commander

Mission 8-38-018-8244: Detachment 8's alert crew commanded by Capt Andrew J.M. Archer was initially notified at 1438, 31 August 1968 by the 12th Tactical Fighter Wing Command Post of a bailout of an F-4C crew 15 miles east of the base in the South China Sea. Pedro 51 scrambled and arrived in the area of the crash at 1455. The two survivors were located in rafts adjacent to the oil slick. The F-4C pilot, 1st Lt George A. D'Angelo, 559th Tactical Fighter Squadron, had difficulty untangling the parachute and harness line, so the Pararescueman, ALC Donald H. Goodlett was deployed in the water to lend assistance. He quickly freed the pilot and a successful hoist recovery was made by Sgt James W. Simmons, Flight Engineer. The aircraft commander, Lt Col Paul A. Kauttu, of the 559th Tactical Fighter Squadron, also had trouble with his entangled equipment. Airman Goodlett was again lowered into the water where he freed the survivor. Successful pickup was completed at 1510. Rescue Crew Co-pilot was Capt John P. Smariga. The recovery was complicated by eight foot seas, and this was known shark-infested water. This mission constituted two non-combat saves.³

Mission 8-38-019-8252: The 12th Central Security Control notified the Detachment 8 alert crew commanded by Captain Peter J. Connelly at 0020, 9 September 1968 that a Vietnamese woman, Lam Thi Mau, was experiencing a difficult childbirth and required medical evacuation to the Ba Ngoi helipad to undergo

3. Mission Report Number 8-38-018-8244

UNCLASSIFIED

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



REPLY TO
ATTN OF: 370

SUBJECT: Mission Narrative Report (1-3-095-8244, 31 Aug 68) (U)

2 SEP 1968

TO: 37C
JSARC
IN TURN

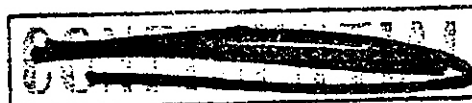
1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Sup 1, dated 15 Apr 68.
2. (C) JG 22 (low) and JG 28 (high) were launched from DaNang alert to a position 281/31/50 to recover two pilots who had ejected from Strobe 10, an RF-4. Both JG's were off CH77 at 0438Z and at 0445Z were notified that Rattler 14, an Army Huey had picked up both the survivors and were proceeding to landing zone Baldy located at 160/18/77. JG 22 was directed to land at landing zone Baldy, pick up the two survivors, and to bring them to DaNang. The mission was terminated at 0550Z when JG 22 and JG 28 landed at DaNang with the two survivors.
3. (C) The survivors were: Capt Danny G. Kenny, FV3121845, 12TRS, and 1stLt Thomas Dorsett, FV3163439, 12TRS.
4. (U) Crew of the Jolly Greens were:

RCC JOLLY GREEN 22
Major Stuart H. Hoag
Major Albert O. Wester
Sgt Herbert H. Honer
SSgt Eugene L. Nardi

JOLLY GREEN 28
Major Vernon A. Dander
Capt John L. Lenamon
SSgt Windell L. Stumbaugh
Sgt Thomas T. Winters

Stuart H. Hoag
STUART H. HOAG, Major, USAF
Rescue Crew Commander

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *5/10/94*



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

FROM: Det 11, 38 .RRSQ

9 September 1968

SUBJECT: Mission Narrative Report (11-38-012-8244)

TO: 3ARRGP (JSARC)

THRU: 38ARRSQ (38C) *SK*

1. (U) This report is submitted IAW ARRSM 55-2, 3ARRGP Sup 1 dated 15 April 1968.

2. At 1430L, 31 August 1968 the 31st USAF Dispensary at Tuy Hoa AB notified Det 11 that they had two patients requiring immediate transfer to the 91st Army Medical Evacuation Hospital at Phu Hiep AF, RVN. Pedro 05 scrambled, landing at the dispensary helipad at 1435L. Sgt Lawrence E. Bedford, an ambulatory patient with a severed finger was loaded on the helicopter. The helicopter waited at the helipad 15 minutes for x-ray processing. SSgt Walter R. Norris was loaded into the helicopter on litter with an intravenous injection in progress and Capt John G. Champlin Jr., a 31st USAF Dispensary Flight Surgeon also accompanied the patients with the x-rays. Airman Tuttle assisted by administering the intravenous fluid during the flight. Enroute to the 91st Hospital Capt Nicholson alerted the emergency ward to have litter bearers awaiting Pedro 83 at the dust off pad. The helicopter landed at 1455L. Airman Tuttle and SSgt Frazee assisted in offloading the patients and transferring them to the hospital. The mission was terminated at Tuy Hoa at 1510L. One week later Dr. Champlin credited this mission as a "Save". SSgt Norris had acute hemorrhagic pancreatitis with diabetic acidosis. He described his condition as very critical and deteriorating rapidly.

Crewmembers Were:

Pedro 05

Capt Daniel A. Nicholson, RCC
Capt Holland C. Urie, RCCP
SSgt Howard L. Frazee, FE
A1C Stephen R. Tuttle, PJ
Capt John G. Champlin Jr., M.D.

Daniel A. Nicholson
DANIEL A. NICHOLSON, Capt, USAF
Rescue Crew Commander

APPROVED:

Herbert G. Gates
HERBERT G. GATES, Maj, USAF
Commander

MAC - TUY HOA AB, RVN

11-38-011-8229: While on a Medical Civic Actions Program visit to a village serviced by Cung Son Special Forces Camp twenty-five miles west of Tuy Hoa on 10 August 1968, Captain (Doctor) Milton L. Bullock of the 31st USAF Dispensary at Tuy Hoa Air Base found an eighteen month old girl suffering from acute malnutrition and dehydration complicated by pneumonia. Doctor Bullock advised the crew of Pedro 83 (aircraft #59-1575), Capt. Robert E. Dely, Rescue Crew Commander, and Sgt. Richard Rodas, Flight Mechanic, that the baby required immediate transportation to a medical facility if she was to survive. Pedro 83 flew the girl to the 91st Army Medical Evacuation Hospital at Phu Hiep to record the save, logging three sorties and one hour flying time.

11-38-012-8244: On 31 August 1968 the crew of Pedro 05 (aircraft #60-254) was credited with saving SSgt. Walter R. Norris of 1370th Photo Map Wg (Ast-3), Tuy Hoa AB, by evacuating him from this air base to the 91st Army Medical Evacuation Hospital. Flying three sorties in thirty-five minutes were the following aircrew members; Capt. Daniel L. Nicholson (Rescue Crew Commander), Capt. Rolland C. Urie (Rescue Crew Co-Pilot TDY from Det. 3, Ubon RTAFB, Thailand), Capt. (Doctor) John G. Champlin, Jr. (Flight Medical Officer assigned to the 31st USAF Dispensary, Tuy Hoa Air Base), Sgt. Howard L. Frazee (Flight Mechanic), and 1st Lt. Stephen R. Tuttle (Pararescue Specialist).

AK