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MISSION NARATIVE REPORT (1-3-103-8289, 16 Oct 68), (U)

37C
JSARC
IN TURNSUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 14

414

1. (U) This report is submitted IAW ARRSN 55-2/3ARRGp Sup 1 dated 15 June 1968.

2. (C) At 2340Z, 15 Oct 68, JG 27 and 21 departed DaNang for strip alert at Quang Tri. The take-off for both JG's was delayed due to low ceilings and thunderstorms in the DaNang area. JG 24 had taken off approximately 50 minutes earlier for his orbit position. JG 24's take-off was also delayed due to bad weather. At 2355Z a Mayday distress call was received by JG's 27 and 21 over guard channel from JG 24. At this time JG's 27 and 21 were approximately 18 miles ENE of Ch. 69. JG 24 reported his position as 032/29 off of Ch. 109. After completing an emergency landing on the open sea, JG 24 reported a complete loss of main transmission oil pressure and transmission fluid. Using his aux. powerunit, JG 24 maintained radio contact with JG 27 and also Crown 4 who was then headed for the area. JG 27 also headed immediately for the area. JG 21 landed on a Navy Aircraft Carrier to drop off two squadron maintenance personnel who were being transported to Quang Tri to repair JG 32, and then followed JG 27 to the landing area. JG 24 reported the crew was fine and would stay with the helicopter until recovery could be made of the aircraft. At 0005Z JG 24 reported they were taking some water inside the aircraft, but nothing serious at this time. At approximately 0010Z Crown 4 arrived on the scene and advised JG 27 he had JG 24 in sight and to proceed to the area ASAP. At approximately 0015Z JG 24 reported that they were being fired upon by enemy shore batteries from Tiger Island and requested an immediate pickup from JG 27. At 0025Z JG 27 arrived on the scene and observed 4 or 5 shells impacting near JG 24. Due to the high sea state a water landing was not feasible and the crew of JG 24 was advised to climb on top of their aircraft for a hoist pickup. At 0027Z a hoist was established over JG 24 by JG 27 and at 0032Z all 4 crew members were recovered from JG 24. During the hoist operation, 4 more shells impacted to the rear of the recovery scene, with each successive shell landing closer to JG 24. Crown 4 estimated that 20 rounds of mortar or shore batteries were fired at JG 24 while the crew was on the water. JG 27 returned to Quang Tri with all the survivors. The position of pickup was 039/29/Ch 109.

3. (C) At 0200Z JG 27 returned to the scene with the RCG from JG 24, who was to assist the navy in the recovery of JG 24. Due to many factors, the navy would not attempt recovery of JG 24 until it had been moved at least 10 miles from Tiger Island. Due to the ocean drift, JG 24 was now about 3 to 4 miles off the shore of Tiger Island and no recovery was attempted. At 0330Z

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JG 24 was observed by Crown 4 to roll over and go inverted in the water. This was confirmed by JG 27 and all recovery attempts were then cancelled. JG 27 returned and landed Quang Tri at 0402Z.

4. The survivors were: Capt Richard D. Griffiths, FR72532, Capt Harry W. Hagen Jr. Sgt Mickey D. Berry, and A1C Robert K. Cassidy,

5. Crews Were:

Jolly Green 27

RCC Watson D. Burnfield, Major,
RCCP Ronald G. Spray, Capt,
FE Duane I. Beland, Sgt,
RS Steve M. Northern, Sgt,

Jolly Green 21

RCC Gerald W. Moore, Capt
RCCP Robert D. Shular, Major,
FE Kenneth P. Hannegan, SSgt,
RS Dennis C. Palmer, A1C,

Watson D. Burnfield
WATSON D. BURNFIELD, Major, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
Intervals; declassified
after 12 years

~~CONFIDENTIAL~~

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SUPPORTING DOCUMENT 2

20.

Summary Report 1-3-103-3289

(C) At 2340Z, 15 Oct 68, Jolly Green 27 and Jolly Green 21 departed Da Nang for strip alert at Quang Tri. The take-off for both JG's was delayed due to low ceilings and thunderstorms in the Da Nang area. JG 24 had taken off approximately 50 minutes earlier for his orbit position. JG 24's take-off was also delayed due to bad weather. At 2355Z a Mayday distress call was received by JG's 27 and 21 over guard channel from JG 24. At this time JG's 27 and 21 were approximately 18 miles NNE of CH 69. JG 24 reported his position as 032/29 off of CH 109. After completing an emergency landing on the open sea, JG 24 reported a complete loss of main transmission oil pressure and transmission fluid. Using his auxiliary power unit, JG 24 maintained radio contact with JG 27 and also Crown 4, who was then headed for the area. JG 27 also headed immediately for the area. JG 21 landed on a Navy aircraft carrier to drop off two squadron maintenance personnel who were being transported to Quang Tri to repair JG 32, and then followed JG 27 to the landing area. JG 24 reported the crew was fine and would stay with the helicopter until recovery could be made of the aircraft. At 0005Z JG 24 reported they were taking some water inside the aircraft, but nothing serious at this time. At approximately 0100Z Crown 4 arrived on the scene and advised JG 27 he had JG 24 in sight and to proceed to the area ASAP. At approximately 0015Z JG 24 reported that they were being fired upon by enemy shore batteries from Tiger Island and requested an immediate pickup from JG 27. At 0025Z JG 27 arrived on the scene and observed 4 or 5 shells impacting near JG 24. Due to the high sea state a water landing was not feasible and the crew of JG 24 were advised to climb on top of their aircraft for a hoist pickup. At 0027Z a hoist was established over JG 24 by JG 27 and at 0032Z all 4 crew members were recovered from JG 24. During the hoist operation, 4 more shells impacted to the rear of the recovery scene, with each successive shell landing closer to JG 24. Crown estimated that 20 rounds of mortar or shore batteries were fired at JG 24 while the crew was on the water. JG 27 returned to Squan Tri with all the survivors. The position of pickup was 039/29 CH 109.

(C) At 0200Z JG 27 returned to the scene with the RCC from JG 24, who was to assist the Navy in the recovery of JG 24. Due to many factors, the Navy would not attempt recovery of JG 24 until it had been moved at least 10 miles from Tiger Island. Due to the ocean drift, JG 24 was now about 3 to 4 miles off the shore of Tiger Island and no recovery was attempted. At 0330Z JG 24 was observed by Crown 4 to roll over and go inverted in the water. This was confirmed by JG 27 and all recovery attempts were then cancelled. JG 27 returned and landed at Quang Tri at 0402Z.

(C) The survivors were: Capt Richard D. Griffiths, FR72532, Capt Harry W. Hagen, Jr., FV3103604, Sgt Mickey D. Berry, AF18751673, and ALC Robert K. Cassidy, AF11879532. All are members of the 37th ARRSq.

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21.

(U) Jolly Green Crews were:

JOLLY GREEN 27

RCC Watson D. Burnfield, Major,
RCCP Ronald G. Spray, Captain,
FE Duane I. Beland, Sgt, .
RS Steve M. Northern, Sgt,

JOLLY GREEN 21

RCC Gerald W. Moore, Captain,
RCCP Robert D. Shular, Major,
FE Kenneth P. Hannegan, SSgt,
RS Dennis C. Palmer, ALC,

WATSON D. BURNFIELD, Major, USAF
Rescue Crew Commander

37 ARRSq, History, Oct - Dec 1968

4.

14 Nov - General Joseph I. Nazzaro, Commander, PACAF, and his staff.

- Major General Milton B. Adams, Commander, Hq Command.

- Brigadier General John O. Moench, PACAF.

15 Nov - Major General Charles G. Chandler, Jr., DCS Materiel, PACAF.

- Brigadier General Frank K. Everst, Jr.

20 Nov - Senator Jack R. Miller, Republican - Iowa.

- Lieutenant General Robert G. Ruegg, DCS Systems and Logistics.

25 Nov - General Howell M. Estes, Jr., Commander, MAC.

25 Dec - Brigadier General Robert L. Petit, Chief of Staff, 7 AF.

8. MISSIONS

(1)(U) 1-3-102, 5 Oct 1968. Two Jolly Greens were scrambled from Da Nang to extract a ground party in the vicinity of A Shan Valley. During the course of the mission, Jolly Green 28 was disabled and had to return to Da Nang and Jolly Green 10 was shot down and destroyed. A total of five Jolly Green helicopters were used to recover eight survivors including two survivors of Jolly Green 10. Two members of the 37th ARRSq were lost during this mission. (Ref. Supporting Document 1, page 15.)

(2)(U) 1-3-103, 16 Oct 1968. Jolly Green 24, enroute to his orbit position, experienced loss of transmission fluid and Jolly Greens 27 and 21 were sent to his location to render assistance. Because the aircraft had gone down in the vicinity of enemy controlled Tiger island, it was necessary to recover the crew immediately and later on recovery of the aircraft was not feasible. (Ref. Supporting Document 2, page 20.)