

370

MISSION NARRATIVE REPORT (1-3-105-8292, 18 Oct 68) (U)

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) At 0424Z, JG 29 and JG 32 were scrambled from Quang Tri Marine Air Station. A Marine RF-4B, call sign Pigment 54, had been hit by ground fire north of Dong Ha and was heading down the coast to DaNang when he lost all hydraulics and had to abandon the aircraft because it became uncontrollable. After take off, JG 29 contacted Crown and was given a downed aircraft position of 010/15/Ch 69 and a second position of 130/40/Ch 109. JG 32 contacted Waterboy GCI for a direct radar vector to the scene and was given a position of 080/14/109. A strong beeper signal was received by JG 32 and the ARA-25 homer agreed with the position Waterboy GCI had given. JG 32 proceeded direct to the area of 080/14/Ch 109 and sighted one survivor. JG 32 transferred all fuel out of the tips into the main tanks and dumped down to 1000 lbs in each main tank to permit maximum buoyancy on landing. A landing was made beside Pigment 54 Bravo at 0443Z, in a Sea State condition 3. While the survivor was being lifted into the helicopter by the FE and RS, Pigment 54 Alpha released a smoke flare and called his position relative to JG 32 over his RT-10. JG 32 lifted off with the first survivor and air taxied over to Pigment 54 Alpha, a distance of approximately 400 yards. Another water landing was made and Pigment 54 Alpha was taken aboard at 0445Z. Queen directed JG 32 to RTB Channel 77. Both survivors appeared to be in excellent condition. Pigment 54 Alpha said that he had a sore back but requested JG 32 continue to Channel 77 rather than leave him on the Hospital Ship Sanctuary which was located ten miles from the pick up point.
3. (C) The survivors were: John W. Quist, 075825, Major, USMC, H & S Co. Hq III MAF and Douglas T. Schanzenbach, 095050, 1 Lt USMC, VMCJ-1, MAG-11, 1st MAW.
4. (U) Other aircraft assisting: Crown 4, Crown 6, Nail 14 (O-1), Stormy 02 (F-4C) and JG 29.

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

DECLASSIFIED

~~CONFIDENTIAL~~

5. (U) Crews of the Jolly Greens were:

Jolly Green 32

RCC Capt Richard D. Griffiths
RCCP Capt George B. Stokes
FE Sgt Robert T. Anderson
RS A1C Robert K. Cassidy

Jolly Green 29

RCC Maj Billy J. Wingfield
RCCP Maj Paul B. Davis Jr
FE Sgt Mickey D. Berry
RS A1C Sammie J. Thompson

Richard D. Griffiths
RICHARD D. GRIFFITHS
Rescue Crew Commander

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~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

DECLASSIFIED

~~CONFIDENTIAL~~

430

SUPPORTING DOCUMENT 4

23.

Summary Report 1-3-105-3292, 18 Oct 68

(C) At 0424Z, 18 Oct 68, Jolly Greens 29 and 32 were scrambled from Quang Tri Marine Air Station. A Marine RF-4B, call sign Pigment 54, had been hit by ground fire north of Dong Ha and was heading down the coast to Da Nang when he lost all hydraulics and had to abandon the aircraft because it became uncontrollable. After takeoff, JG 29 contacted Crown and was given a downed aircraft position of 010/15 CH 69 and a second position of 130/40 CH 109. JG 32 contacted Waterboy GCI for a direct radar vector to the scene and was given a position of 080/14/109. A strong beeper signal was received by JG 32 and the ARA-25 homer agreed with the position Waterboy GCI had given. JG 32 proceeded direct to the area of 080/14/109 and sighted one survivor. JG 32 transferred all fuel out of the tips into the main tanks and dumped down to 1000 lbs in each tank to permit maximum buoyancy on landing. A landing was made beside Pigment 54 Bravo at 0443Z, in a Sea State 3 condition. While the survivor was being lifted into the helicopter by the FE and RS, Pigment 54 Alpha released a smoke flare and called his position to JG 32 over his RT-10. JG 32 lifted off with the first survivor and air taxied over to Pigment 54 Alpha, a distance of approximately 400 yards. Another water landing was made and Pigment 54 Alpha was taken aboard at 0445Z. Queen directed JG 32 to RTB Channel 77. Both survivors appeared to be in excellent condition. Pigment 54 Alpha said that he had a sore back but requested JG 32 to continue to Channel 77 rather than leave him on the Hospital Ship Sanctuary which was located ten miles from the pickup point.

(C) The survivors were: John W. Quist, 075825, Major, USMC, H & S Co. Hq III MAF and Douglas T. Schausenbach, 095050, 1Lt USMC, V & N-1, MAC-11 1st MAW.

(U) Other aircraft assisting: Crown 4, Crown 6, Nail 14 (O-1), Stormy 02 (F-4C) and JG 29.

(U) Crews of the Jolly Greens were:

Jolly Green 32

RCC Capt Richard D. Griffiths
RCCP Capt George R. Stokes
FE Sgt Robert T. Anderson
RS ALC Robert E. Cassidy

Jolly Green 29

RCC Major Billy J. Wingfield
RCCP Major Paul S. Davis Jr.
FE Sgt Mickey D. Berry
RS ALC Sammie J. Thompson

RICHARD D. GRIFFITHS, Captain, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

Eight Rescued on Two Days

Jim Reeves was all involved in this one.

Rescuemen Match Efforts With Fate

DA NANG—The men involved in rescues at Da Nang had two hectic days recently in which they saved eight aircrew members, including four of their own.

On Oct. 20, all the guns of North Vietnam's Tigre Island couldn't stop one of the most dramatic rescue efforts in the Gulf of Tonkin.

Six Air Force personnel were pulled from the enemy's grasp near the island stronghold about four miles away. The quick re-

sponse of tactical airpower and the courage of Air Force crews made the daring escape possible.

Two days earlier, the rescue team saved two RF-4B Marine crewmembers after they had parachuted into the stormy, windlashed Gulf of Tonkin. The Marine pilots climbed aboard a Jolly Green rescue helicopter of the 37th Aerospace Rescue and Recovery Squadron exactly 23 minutes after they had been forced to bail out.

The Oct. 19 rescue began early in the morning when an F-4 Phantom from the 366th Tactical Fighter Wing was crippled by enemy fire over the southern panhandle of North Vietnam. The two crewmembers headed for the coastline and ejected near Tigre Island.

Jolly Green Giant helicopters from the rescue squadron immediately were vectored to the area to make the pickup. A-1 Skyraider pilots from a detachment element of the 6th Special Operations Squadron were scrambled to direct about a dozen tactical fighters called A-6 provide fire support for the rescue.

As the fighters headed for the rescue site, Communist gunners on Tigre Island opened fire. The first hit blew a chopper's tail off after it had landed to make the pickup.

"Our rescue attempt was over at that time and we became a part of the surviving party," recalled Jolly Green pilots Captains Gerald M. Moore and Laurence C. Davis Jr. Once in their rafts they rowed against the mounting seas away from the enemy fire.

Helping the F-4 pilot — who had suffered serious back injuries — were pararescueman Sgt. Steve T. White of Los Altos, Calif., and the copter's flight engineer, Sgt. Robert T. Anderson of St. Louis.

After facing 10-foot swells and

Maj. Charles Wicker, the rescue crew commander. "Each time we went into a hover, the people on the island started zeroing in on us. I've never made faster pickups in my life, because the enemy was just walking them up to the chopper."

It took only three to four minutes to pick up all six men — four on Major Wicker's aircraft and two on the chopper commanded by Capt. Jerry M. Griggs, Kannapolis, N.C.

Two days earlier, the two Marine pilots were rescued by a Jolly Green scrambled from Quang Tri Marine Corps base, 23 miles from the crash scene.

Making the pickup were Captains Richard D. Griffiths, Pembroke, Mass., and George Stokes, Houston, AIC Robert Cassidy, Mercer, Pa., and Sergeant Anderson who was to play another life-saving role two days later.

*Chuck,
Major James Reeves was
the Spad Leader on
this mission
Don Dineen*

37 ARRSq, History, Oct - Dec 1968

5.

(3)(U) 1-3-104, 17 Oct 1968. This mission was an attempted night rescue of an Army helicopter crew that had gone down east of Quang Tri. Search was terminated after various aircraft had reported negative results. (Ref. Supporting Document 3, page 22.)

(4)(U) 1-3-105, 18 Oct 1968. This mission involved the successful recovery of two Marine RF-4 crew members who had gone down off the coast at Quang Tri. (Ref. Supporting Document 4, page 23.)

(5)(U) 1-3-106, 20 Oct 1968. In an attempt to rescue two survivors down at sea, Jolly Green 29 was hit while on the water. The mission that followed resulted in the successful rescue of all the Jolly Green crew members and the two original survivors. Jolly Green 29 was lost on this mission (Ref. Supporting Document 5, page 24.)

(6)(U) 1-3-108, 27 Oct 1968. On this mission Jolly Green 32 successfully recovered a downed Spad (A-1H) pilot utilizing all resources available to sterilize the area. Factors contributing to the success of the mission were: a well-briefed plan of execution; highly successful air strikes; a well-laid smoke screen and the survivor's capability to follow instructions. (Ref. Supporting Document 6, page 29.)

(7)(U) 1-3-109, 30 Oct 1968. This mission resulted in the successful recovery of 11 persons who were aboard a CH-47 that crashed near Quang Tri. (Ref. Supporting Document 7, page 32.)

(8)(U) 1-3-110, 1 Nov 1968. Jolly Green 25 recovered one survivor from the water and another was picked up off of LST Holmes County. This was the last recovery prior to the bombing pause effective