

Date: 20 October 1968

Mission Number: 1-3-106-8294

Flight Designation: Crown 4

Location: 037/23/109

Distressed Aircraft: Dover Lead and JG 29

1. CROWN 4 was airborne from CH 77 at 2305Z/19 Oct 68. We overheard a briefing by QUREN to JG 31 concerning two pilots who ejected from DOVER LEAD near Tiger Island. They were reported in the water NE of Tiger Island with DOVER 2 orbiting the area. SALVAGE 12 (S-2E) was on scene and was designated the OSC by CROWN 4 pending the arrival of SPAD 11 and 12. JG 29 was enroute to the area at our takeoff time. After we were airborne and climbing out SALVAGE 12 reported that JG 29 was in the water and in trouble, and was the target of gunfire from Tiger Island. This was at 2334Z. SPAD 11 and 12 arrived on scene at 2355Z and SPAD 11 was designated the OSC.

2. Fastmovers were requested to suppress the groundfire from Tiger Island, and JG 31 and 33 were directed to remain south or east of the island in a safe area until directed to attempt a recovery. The following fastmovers were used:

<u>Callsign</u>	<u>On Scene</u>
GUNFIGHTER 3 and 4	2320Z
RATTLER 1 and 2	2330Z
REDNECK 1 and 2	2400Z
WALDO 306 and 310	0020Z

A SKIMMER flight of F-105's was available but were not used. SPAD 11 directed the RESCAP against artillery and gun emplacements on Tiger Island to suppress the groundfire directed against JG 29. DOVER LEAD was located approximately 900 meters NE of JG 29, and the Jolly Green crew, now in life rafts, were located approximately 500 meters NE of JG 29.

3. At 0030Z, when the forces were organized, JG 31 and 33 moved in for the pickups while SPAD 11 and 12 layed down a smoke screen over the gun positions, and WALDO flight strafed the island with 20MM.

4. The recoveries were successful. JG 31 picked up the P and CP of JG 29; JG 33 picked up the two pilots from DOVER LEAD and the FM and PJ from JG 29. JG 33 dropped off the DOVER pilots at the REPOSE because of the injuries to the Alpha pilot. The remaining survivors were returned to CH 77.

ALPHA - L/C Donald D'Amico
BRAVO - 1/Lt Sam Wilburn

The Alpha pilot suffered spinal injuries and the Bravo pilot was suffering from exposure. All JG 29 personnel were in good shape. All forces RTB at 0046Z.

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5. JG 31 reported, after questioning the JG 29 pilot, that JG 29 was downed by groundfire from the island, although no further information as to HOW or WHAT happened was given. RFDNECK 1 indicated that he received at least one hit on each of three passes. No other battle damage was reported. There was extremely heavy groundfire reported by the aircraft involved.

6. No mission problems. The SPAD's and working fastmovers were controlled on 364.2; the orbiting RESCAP aircraft were held in orbit north of the island by WATERBOY on 306.0; the JG's were on 364.2 and 142.7; and QUEEN was worked on HF only. QUEEN's support was excellent throughout the entire mission; all requests for support were directed to QUEEN, and QUEEN was extremely responsive to all of our requests. SPAD 11 directed a superb mission, continuously exposing himself to hostile groundfire to mark the targets, strafe, and lay down the smoke screen with SPAD 12. SALVAGE 12 was of great help in locating the downed personnel until JG 31 and 33 could get in position.

7. Crew:

RCC Major Bruce R. Rauhe
CP Captain Robert J. Nelson Jr.
N Captain Thomas J. Oliver
FE SSGT Clyde H. Duncan
FE TSGT Amos A. Raper
LM MSGT Ellis H. Whitaker
RO A1C Dwight E. Wilke

8. Special Mention: A1C Wilke performed in a completely outstanding manner throughout the entire mission. He was our sole contact with QUEEN, and relayed all requests and information to them concerning the conduct of the mission. His followup on requests for fastmovers, and accurate reporting and relay of information was exceptional and directly contributed to the successful accomplishment of the mission.

Bruce R. Rauhe

BRUCE R. RAUHE, Major, USAF
Rescue Crew Commander

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GROUP-4
Downed every 3 year intervals
Declassified after 12 years.

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



REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE (1-3-106-8293 20 820-88) (U) AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS

Classified by
SUBJECT TO DECLASSIFICATION
EXEMPTION (U) AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 11/11/88

TO: 37C
JSARC
IN TURN

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

2. (C) At 2220Z JG 29 took off from Ch. 77 for fragged Echo Orbit. At 2245Z JG 29 heard a call on UHF Guard that Dover 1 was coming out of the Tally Ho area with battle damage and one of his engines was on fire. Queen advised JG 29 of this on VHF immediately after the call was heard on guard. JG 31 and 33 were preparing for fragged departure from Ch. 77 when notified of Dover 1's difficulties. They expedited their departure. JG 31 was airborne at 2305Z and JG 33 at 2320Z. Dover 2 (Wingman) advised that Dover 1 was heading south toward Tiger Island with intentions of recovering at Ch. 77 if the engine fire did not get any worse. Panama and Vice Squad GCI's gave JG 29 range and bearing to Dover Flight. At 2300Z Dover 2 advised on guard that Dover 1 had bailed out and he sighted two good chutes. They were going down in the vicinity of Tiger Island. JG 29 was approximately 42 miles out of survivors position at this time and received a vector from Waterboy GCI to the survivors position. The survivors were reported by Dover 2 to be approximately 2 miles east of Tiger Island. JG 29 headed for this point with heading and range assistance from Waterboy GCI, and requested Waterboy to provide Fast Mover fire suppression because of the close proximity of survivors to Tiger Island. When Waterboy reported JG 29 as 12 miles out, fuel was dumped to 1400 lbs total internal and tip tanks empty. Upon arrival at the reported survivors position there were no survivors in sight. JG 29 asked Dover 2 for a TACAN position of survivors off Ch. 109. He reported that he did not have the survivors in sight at this time. A Navy fixed wing aircraft reported that he had the survivors in sight and they were South East of the island and for JG 29 to turn and head South. JG 29 turned South but this heading would have resulted in coming approximately $\frac{1}{2}$ mile off the eastern edge of Tiger Island, so the island was circumnavigated on the East side by approximately $2\frac{1}{2}$ miles. While coming around to the SE side of the island, JG 29 Copilot spotted the survivors smoke. JG 29 advised Waterboy that they had the survivors in sight and Waterboy advised that the Fast Mover high cover was on the way. JG 29 made a call on VHF to Crown and requested that they be available for refueling if it was decided to return survivors to Ch. 77. Crown confirmed that they would be available. JG 29 made a descending right hand turn to final for pickup of the survivor that was closest to Tiger Island. Estimated distance from Tiger Island was 1 to $1\frac{1}{2}$ miles. When Tiger Island was at JG 29's 12 o'clock position muzzle flashes were observed from the area inland from the shore of the island. A water landing was selected as the most

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expedious means of getting the survivor aboard. The sea state was generally 2 - 3. However on the leeward side of the island, where the survivors were, the water was calmer. After the landing, the RS and FE were unable to pull the survivor (Dover 1A) on board because he was still attached to his parachute which was completely submerged. After approximately 1 minute of unsuccessful attempts to get the survivor on board the RS was deployed into the water to assist in removing the parachute and survival equipment hanging below Dover 1A's raft. The RS was observed diving below the water next to the survivors raft and cutting away the shroud lines of the parachute. Dover 1A and the RS were at the JG 29 pilots 2 o'clock position at 8 - 10 feet. The RS then worked the survivor who was in his raft next to JG 29 for the pickup. When he and the FE had the survivor half way in the door, a loud bang was heard behind the cockpit and the helicopter yawed right and rolled left. Rudder control was lost. Dover 1B (approximately 250 yards south) later stated that he observed small arms and what appeared to be mortars being fired at JG 29 and that the helicopter took a hit in the tail rotor section. No ground fire could be observed from JG 29 during this period because the island was at its 8 o'clock position and the survivor, RS and FE were on the side of the helicopter away from the island. When JG 29 yawed right and rolled left the main rotor contacted the water on the left side. The RS and survivor went under the helicopter and surfaced on the left side. The RS was holding onto the survivor and retained this hold while under water and was still holding the survivor when he surfaced on the left side next to the tip tank of JG 29. Time elapsed from water landing to this point was 4 to 5 minutes. Approximate time was 2318Z. JG 29 Pilot called Mayday on Guard. The Copilot shut down #1 engine. The throttle quadrant was damaged and he could not shut off #2 speed selector. #2 engine was shut down by turning off the fuel shut off valve. The FE inflated a raft and evacuated the aircraft. The Copilot was directed to evacuate the cockpit and he went into the cabin and inflated a life raft. The RCC then turned off the battery switch and evacuated the cockpit. The RCC and RCCP now heard approximately 6 - 8 rounds hit near the helicopter (closest observed about 100 feet) and decided to evacuate the helicopter. One life raft would not inflate so a spare was inflated for the RCC. The RCCP and RCC then evacuated the helicopter and paddled away from Tiger Island and JG 29. Estimated distance from Tiger Island was now 3/4 mile. Fire was observed coming from the beach area of Tiger Island and it appeared that the helicopter was still the main target. Two F-4's were now observed hitting the island and all ground fire from the island was redirected towards the F-4's. After about three firing passes by each F-4, they departed and JG 29 again came under fire but with less intensity and several rounds hit in the area of the RCC and RCCP and in the area approximately 300 yards away where the RS, FE and first survivor were located.

3. (C) Another direct hit was observed on JG 29 and it started a small fire near the right sponson area which went out in a couple of minutes. All survivors were now drifting clear of the island and the SPADS, F-4's and a F-105 flight were hitting the island with heavy ordnance. All ground fire was now being directed at the aircraft as they made their bomb runs. Many hits were observed on the island where the ground fire was originating and one secondary

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explosion was observed. Call signs of strike acft were Gunfighters 3,4,7,8, Redneck 1,2, Gulforce 501, and Simmer 1,2,3 and 4.

4. (C) Spads 11 and 12 were launched from Ch. 77 and remained on scene for the entirety of the SAR effort. JG 31 and 33 were enroute to the scene. JG 31 arrived at 2400Z and JG 33 at 0018Z. JG 31 and Spad 11 observed another direct hit on JG 29 which started a fire. Spad 11 advised that a immediate attempt should be made to recover the six survivors. The danger of fire and explosion of the downed helicopter was imminent.

5. (C) JG 31 moved in closer and observed heavy fire coming from the Island so withdrew when Spad 11 said the fire on JG 29 had gone out. At the same time JG 33, still about eight minutes from the scene, advised JG 31 to hold off and they would both go in together under cover of smoke and heavy air strikes on the Island. The penetration tactic of low and fast was determined to be the best. After coordination with Spad 11 and strike acft JG 31 and 33 started a high speed top of the waves approach with jinking being employed on the run in. Spads laid smoke and strike acft delivered ordinance on the island.

6. (C) JG 33 picked up Dover 1B first and then moved closer to the island and picked up three more survivors: Dover 1A, the FE and PJ of JG 29. JG 31 recovered the RCC and the RCP of JG 29. All were hoist pickups from a low hover over the water. Heavy fire was observed from the island and several shells were observed and heard exploding near the rescue helicopters. JG 33 had a hoist malfunction during the second pickup but was remedied when the co-pilot immediately switched hoist control to the pilots position. No hits were taken by either JG 31 or 33. The tactics of high speed penetration at wave top height, jinking on the run in, low hover over a heavy sea and rapid, professional recovery techniques greatly enhanced the successful accomplishment of the mission. Both Jolly Green crews highly recommend the navy seat that was used on this mission. ?

7. (C) The successful recovery of Dover 1A must be attributed to JG 29's PJ holding on to him while going under the Helicopter after it was hit and subsequently retrieving his raft, helping him into it and staying with him. He joined up two of the survivors (FE Dover 1A) and was primarily responsible for paddling them away from the beach area of Tiger Island towards which they were drifting. He remained in the water throughout the entire survival situation and continued to paddle the survivors away from the island until they were picked up. His only equipment on hand was a LPU, Wet Suit, Knife and flippers. Time in the water for all JG 29 survivors was one hour and 15 minutes and one hour and 40 minutes for the Dover pilots. JG 31 and JG 33 exited the area at 0030Z. JG 31 returned to Ch. 77 with the rescued pilots of JG 29. JG 33 delivered Dover 1A and 1B to the hospital ship Repose. Dover 1A required immediate medical attention and Dover 1B wanted to stay with him. JG 33 then returned to Ch. 77 with the FE and PJ of JG 29 arriving at 0130Z. Coordination throughout the entire SAR effort was outstanding.

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3. (U) Survivors were:

EE CP Crew
RCC Capt Gerald W Moore
RCCP Capt Laurens C Davis
FE Sgt Robert T Anderson
PJ Sgt Steven T White

Dover 1 Crew
LtCol D.R. D'Amico 366 TFW
Lt S. Wilburn 366 TFW

Crewmembers of Jolly Greens

JG 31 (High)
RCC Capt Jerry M Griggs
RCCP Capt Harry W Hagen Jr
FE TSgt Arthur L Ambrose
PJ Sgt Steve H Northern

JG 33 (Lo)
RCC Maj Charles E Wicker
RCCP Maj Robert D Shular
FE SSgt Kenneth P Hannagan
PJ A1C Dennis C Palmer

Jerry M Griggs
JERRY M GRIGGS, CAPT USAF
RESCUE CREW COMMANDER

Charles E Wicker
CHARLES E WICKER, MAJ USAF
RESCUE CREW COMMANDER

GROUP 4

Downgraded at 3 year
Intervals; declassified
after 15 years

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SUPPORTING DOCUMENT 5

24.

Summary Report 1-3-106-8293, 20 Oct 68

(C) At 2220Z, Jolly Green 29 took off from CH 77 for fragged Echo orbit. At 2245Z JG 29 heard a call on UHF Guard that Dover 1 was coming out of the Tally Ho area with battle damage and one of his engines on fire. Queen advised JG 29 of this on VHF immediately after the call was heard on guard. JG 31 and 33 were preparing for fragged departure from CH 77 when notified of Dover's difficulties. They expedited their departure. JG 31 was airborne at 2305Z and JG 33 at 2320Z. Dover 2 (wingman) advised that Dover 1 was heading south toward Tiger Island with intentions of recovering at CH 77 if the engine fire did not get any worse. Panama and Vice Squad GCI's gave JG 29 range and bearing to Dover flight. At 2300Z Dover 2 advised on guard that Dover 1 had bailed out and he sighted two good chutes. They were going down in the vicinity of Tiger Island. JG 29 was approximately 42 miles out of the survivors position at this time and received a vector from Waterboy GCI to the survivors position. The survivors were reported by Dover 2 to be approximately 2 miles east of Tiger Island. JG 29 headed for this point with heading and range assistance from Waterboy GCI, and requested Waterboy to provide Fast Mover fire suppression because of the close proximity of survivors to Tiger Island. When Waterboy reported JG 29 as 12 miles out, fuel was dumped to 1400 lbs total internal and tip tanks empty. Upon arrival at the reported survivors position there were no survivors in sight. JG 29 asked Dover 2 for a Tacan position of survivors of CH 109. He reported that he did not have the survivors in sight at this time. A Navy fixed wing aircraft reported that he had the survivors in sight and they were Southeast of the island and for JG 29 to turn and head south. JG 29 turned South but this heading would have resulted in coming approximately $\frac{1}{2}$ mile of the eastern edge of Tiger Island, so the island was circumnavigated on the East side by approximately $2\frac{1}{2}$ miles. While coming around to the SE side of the island, JG 29 Copilot spotted the survivor's smoke. JG advised Waterboy that they had the survivors in sight and Waterboy advised that the Fast Mover high cover was on the way. JG 29 made a call on VHF to Crown and requested that they be available for refueling if it was decided to return survivors to CH 77. Crown confirmed that they would be available. JG 29 made a descending right turn to final for pickup of the survivor closest to Tiger Island. Estimated distance from Tiger Island was 1 to $1\frac{1}{2}$ miles. When Tiger Island was at JG 29's 12 o'clock position muzzle flashes were observed from the area inland from the shore of the island. A water landing was selected as the most expeditious means of getting the survivor aboard. The sea state was generally 2-3. However on the leeward side of the island, where the survivors were, the water was calmer. After the landing, the RS and FE were unable to pull the survivor (Dover 1A) on board because he was still attached to his parachute which was completely submerged. After approximately 1 minute of unsuccessful attempts to get the survivor on board the RS was deployed into the water to assist in removing the

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parachute and survival equipment hanging below Dover 1A's raft. The RS was observed diving below the water next to the survivors raft and cutting away the shroud lines of the parachute. Dover 1A and the RS were at the JG pilot's 2 o'clock position at 8-10 feet. The RS then worked the survivor who was in his raft next to the JG 29 for the pick-up. When he and the FE had the survivor half way in the door, a loud bang was heard behind the cockpit and the helicopter yawed right and rolled left. Rudder control was lost. Dover 1B (approximately 250 yards south) later stated that he observed small arms and what appeared to be mortars being fired at JG 29 and that the helicopter took a hit in the tail rotor section. No ground fire could be observed from JG 29 during this period because the island was at its 8 o'clock position and the survivor, RS and FE were on the side of the helicopter away from the island. When JG 29 yawed right and rolled left the main rotor contacted the water on the left side. The RS and survivor went under the helicopter and surfaced on the left side. The RS was holding onto the survivor and retained this hold while under water and was still holding the survivor when he surfaced on the left side next to the tip tank of JG 29. Time elapsed from the water landing to this point was 4 to 5 minutes. Approximate time was 2318Z. JG 29 Pilot called Mayday on Guard. The Copilot shut down #1 engine. The throttle quadrant was damaged and he could not shut off #2 speed selector. #2 engine was shut down by turning off the fuel shut off valve. The FE inflated a raft and evacuated the aircraft. The Copilot was directed to evacuate the cockpit and he went into the cabin and inflated a life raft. The RCC and RCCP now heard approximately 6-8 rounds hit near the helicopter (closest observed was about 100 feet) and decided to evacuate the helicopter. One life raft would not inflate so a spare was inflated for the RCC. The RCCP and the RCC then evacuated the helicopter and paddled away from Tiger Island and JG 29. Estimated distance from Tiger Island was now 3/4 mile. Fire was observed coming from the beach area of Tiger Island and it appeared that the helicopter was still the main target. Two F-4's were now observed hitting the island and all ground fire from the island was redirected towards the F-4's. After about three firing passes by each F-4, they departed and JG 29 again came under fire but with less intensity and several rounds hit in the area of the RCC and RCCP and in the area approximately 300 yards away from where the RS, FE and first survivor were located.

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26.

(C) Spads 11 and 12 were launched from CH 77 and remained on scene for the entire SAR effort. JG 31 and 33 were enroute to the scene. JG 31 arrived at 2400Z and JG 0018Z. JG 31 and Spad 11 observed another direct hit on JG 29 which started a fire. Spad 11 advised that an immediate attempt should be made to recover the six survivors. The danger of fire and explosion of the downed helicopter was imminent.

(C) JG 31 moved in closer and observed heavy fire coming from the Island, so withdrew when Spad 11 said the fire on JG 29 had gone out. At the same time, JG 33, still about eight minutes from the scene, advised JG 31 to hold off and they would both go in together under cover of smoke and heavy air strikes on the Island. The penetration tactic of low and fast was determined to be the best. After coordination with Spad 11 and strike aircraft JG 31 and 33 started a high speed top of the waves approach with jinking being employed on the run in. Spads laid smoke and strike aircraft delivered ordnance on the island.

(C) JG 33 picked up Dover 1B first and then moved closer to the island and picked up three more survivors; Dover 1A, the FE and PJ of JG 29. JG 31 recovered the RCC and the RCCP of JG 29. All were hoist pickups from a low hover over the water. Heavy fire was observed from the island and several shells were observed and heard exploding near the rescue helicopters. JG 33 had a hoist malfunction during the second pickup but it was remedied when the copilot immediately switched hoist control to the pilot's position. No hits were taken by either JG 31 or 33. The tactics of high speed penetration at wave top height, jinking on the run in, low hover over a heavy sea and rapid, professional recovery techniques greatly enhanced the successful accomplishment of the mission. Both JG crews highly recommend the navy seat that was used on this mission.

(C) The successful recovery of Dover 1A must be attributed to JG 29's PJ holding on to him while going under the helicopter after it was hit and subsequently retrieving his raft, helping him into it and staying with him. He joined up two of the survivors (FE and Dover 1A) and was primarily responsible for paddling them away from the beach area of Tiger Island, towards which they were drifting. He remained in the water throughout the entire survival situation and continued to paddle the survivors away from the island until they were pickup up. His only equipment on hand was a LPU, wet suit, knife and flippers. Time in the water for all JG 29 survivors was one hour and 15 minutes and one hour and 40 minutes for the Dover pilots. JG 31 and JG 33 exited the area at 0030Z. JG 31 returned to CH 77 with the rescued pilots of JG 29. JG 33 delivered Dover 1A and 1B to the hospital ship Repose. Dover 1A required immediate medical attention and Dover 1B wanted to stay with him. JG 33 then returned to CH 77 with the FE and PJ of JG 29 arriving at 0130Z. Coordination throughout the entire SAR effort was outstanding.

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(U) Survivors were:

Jolly Green 29

RCC Capt Gerald W. Moore
RCCP Capt Laurens C. Davis
FE Sgt Robert T. Anderson
PJ Sgt Stephen T. White

Crewmembers of Jolly Greens:

Jolly Green 31

RCC Capt Jerry M. Griggs
RCCP Capt Harry W. Hagen Jr.
FE TSgt Arthur L. Ambrose
PJ Sgt Steve M. Northern

JERRY M. GRIGGS, Captain, USAF
Rescue Crew Commander

Dover 1

LtCol D. R. D'Amico 366 TFWg
Lt S. Wilburn 366 TFWg

Jolly Green 33

RCC Major Charles E. Wicker
RCCP Major Robert D. Shular
FE SSgt Kenneth P. Hannegan
PJ ALC Dennis C. Palmer

Gregory P. Lawrence	Earnest Casbeer	While attempting to extract a Special Forces team in contact with the enemy, the acft received intensive ground fire which damaged aircraft, followed by a fire.
Leroy Wright	14 man SF assault force	Son Tay Raider, Crashed into compound
Mickey D. Berry	Robert Cassidy	helo experienced loss of transmission fluid from ground fire, helo landed in the sea, but sank in rough seas.
Eugene L. Clay	Larry W. Maysey	Acft was hit on takeoff by ground fire after MEDEVAC of USA personnel. Pilot awarded MOH for this mission.
Gerald L. Hartzel	L. E. Davis	Caught fire, FE died of wounds after.
James E. Smith	Donald G. Smith	Downed by ground fire during SAR for MISTY 11 (F-100F 1Lt Muller AD and Capt Clapper J) aircraft destroyed by friendly aircraft.
Robert Anderson	Steven T. White	North Vietnam, at 0717H, the helo had made water landing to recover the crew of DOVER 01 (F-4D, 1Lt Donald D Amico & 1Lt Sammy F. Wilburn, 366th TFW Danang, both recovered) when the aircraft was hit by enemy fire from Tiger Island, lost rotor blade and caught fire; at 0833H the crew was picked up from rafts by JG31 and JG33. At 0940H, it was reported JG29 was floating belly up and at 1215H it sank.
Williams	M.L. Walder	aircraft was hovering to pick up ground party when it lost engine, aircraft was destroyed by bombing.
Elmer L. Holden	James D. Locker	JOLLY GREEN 23 was flying a SAR mission for HELLBORNE 215, a USMC A-4E piloted by 1Lt Walter R. Schmidt Jr. (MIA), who was downed northwest of the Ashau Valley. Voice contact was established with the survivor, who reported he possibly had a broken leg. Several attempts at pickup were made by the lead helicopter, JG22, but they were unsuccessful due to the intense ground fire. After suppressive fire was put in, JG23 moved in to attempt the pickup, JG23 reported taking hits and then caught fire. The pilot attempted to land in a small clearing, but the helicopter exploded when it hit the ground and burned intensely. There were no indications anyone survived the crash. The pilot of JG23, LTJG Jack Rittichier, was a U.S. Coast Guard helicopter pilot, he is the only USCG man who is unaccounted for in SEA and was the first USCG casualty of the Vietnam war. He was part of a pilot exchange program between the USAF and Coast Guard.

67-14710	HH-3E	9 Jun 68	37th ARRS	SVN
66-13283	HH-3E	27 Oct 67	37th ARRS	Laos
66-13282	HH-3E	20 Oct 68	37th ARRS	NVN
66-13281	HH-3E	24 Oct 69	37th ARRS	Laos
66-13280	HH-3E	15 Apr 70	37th ARRS	SVN
66-13279	HH-3E	9 Nov 67	37th ARRS	Laos
65-12786	CH-3E	16 Oct 68	37th ARRS	NVN
65-12785	HH-3E	12 Nov 70	40th ARRS	NVN

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needed assistance. A classic SAR effort developed with 14 A-1E Sandys and Spads and numerous Army helicopter gunships being used to suppress the ground fire of the hostile forces. JG 28 was cleared in to attempt a landing to pick up the survivors, but in the process it received numerous hits from enemy ground fire and was forced to leave the scene. Shortly thereafter, JG 10 started in for the pickup and received intense ground fire from the enemy below and eventually crashed and burned. The crew of JG 10 were feared lost, until contact was later made with the PJ and the aircraft commander who was injured. After sortie upon sortie was employed to silence the ground fire, JG 32 moved in for a hovering pickup, while JGs 25 and 21 stood by as backup. JG 32 managed to successfully recover the four survivors of the ground team plus two crewmembers of JG 10. ^{13/}

20 OCT 62

Later the same month, a dramatic rescue of an unusual nature was made of two aircrewmembers who had successfully ejected and were in the water northeast of Tiger Island. JG 29 went in to attempt a pickup of the survivors and received intense ground fire from Tiger Island, causing it to crash into the water within 500 meters of the two survivors. The four crewmembers of JG 29 abandoned the aircraft and deployed their life rafts. Heavy ground fire was still coming from the enemy on Tiger Island, so many fast movers were called in to suppress the ground fire, while two A-1Es, Spads 11 and 12, laid down a smoke screen to provide cover for JGs 31 and 33 who moved in and successfully picked up all six survivors. ^{14/}

While water pickups generally were preferred because of the lower likelihood of enemy fire, this case turned out to be one of the hottest of missions.

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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 to the bombing pause effective