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DEPARTMENT OF THE AIR FORCE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96310



REPLY TO
ATTN OF:

1-40 Ops

27 Oct 68

SUBJECT:

Mission Narrative Report (2-3-063, 25 Oct 68) (U)

TO:

1-40 C *John*
3rd ARRG (JSARC) *209 9 Nov 68*
IN TURN

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

1. (U) This report is submitted IAW ARSM 55-2/3rd ARRG Sup 1, dated 11 July 1968.

2. (C) At 0050L, 25 October 1968, Compress notified Det 1, 40 Aerospace Rescue and Recovery Squadron of a downed F-4 in North Vietnam and that contact had been established with the survivor, Manual 13-B. The UMD coordinates of the survivor were given as KE 528/998. At 0445L, Jolly Green 16 (Low) and Jolly Green 17 (High) were scrambled with instructions to hold at position 098/96/89. Enroute, the Jollies had to cross two of the most heavily defended roads in Southeast Asia. Sandies 01 and 2 preceded the Jollies to the area and Sandies 5 and 6 joined the Jollies enroute to the orbit point. The Sandies and Jollies arrived at the orbit point at 0550L. Enroute weather to the orbit point was 8000 feet overcast with light to moderate turbulence. Misty 20 and Dipper Flight were in the area and had established radio contact with the survivor. At 0615L, Sandy low lead had pinpointed the survivor at UMD coordinates KE 528/028. The area, which was a bowl approximately 1600' MSL was completely surrounded by high karst approximately 2200' MSL. Sandy 1 advised Jolly Green 16 that the weather was rapidly deteriorating with a ceiling of 300 to 500 feet, visibility 1-1 1/2 miles, rain and fog. Due to the weather, Sandies 5 and 6 were instructed to hold on top and not try to escort Jolly Green 16 down. Jolly Green 16 started a descent, from 8000' MSL, through a solid overcast with a last known position of 096/95/89. The helicopter broke out at 300 to 500 AGL with the clouds being on top of the karst, rain reducing visibility to 1-1 1/2 miles. We started over toward the general area, but numerous times had to stop and turn around or go either due north or south because the karst was in the clouds. Because the helicopter had to remain so low and vary the route through the valleys, it was very hard to obtain an accurate radio bearing on Sandy 1 on UHF Homer. Jolly Green 16 arrived in the area at 0659L and was given directions from Sandy 1 and Manual 13. The survivor was hanging in a tree on the side of a karst. At this time there was fog in the bowl and on top of the karst, with visibility of 1/2-1 mile with light rain. The survivor stated he was in the clouds. Jolly Green 16 asked the survivor to ignite a red smoke flare and with direction from Sandy 1,

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started through the cloud to the high karst and the survivor. Finally, the survivor stated, "You are directly over me", and his parachute was spotted. The rotor wash of the helicopter helped to dissipate the cloud and fog directly over the survivor. A hover was established at 0703L and the forest penetrator was lowered. Neither the engineer nor rescue specialist could see the survivor. The survivor could not untangle himself from the shroud lines, survival kit, etc. The penetrator was raised and then lowered again with the rescue specialist on the penetrator. The rescue specialist directed the pilot and hoist operator with his radio as he was lowered to a point approximately three feet below the survivor, then back up so the survivor sat in his lap, then he cut all lines and gave the signal to bring the hoist up. The rescue specialist and survivor were hoisted aboard at 0720L. Although the pickup was completed within an anti-aircraft fire area, no anti-aircraft fire was observed. Jungle cover was very dense in the pickup area and the correct use of survival radios, both by Manual 13 and the rescue specialist, were a great aid in pinpointing the survivor and recovering him while the rescue specialist was on the penetrator. The condition of the survivor was poor, with a badly injured left eye, bruised shoulder, right knee and lacerations of the face and arms. Return weather was overcast with bases at 100 to 300 feet, tops at 8000 feet. Sandies 1, 2, 5, and 6 escorted the Jollies to Channel 89. Jolly Green 16 and 17 landed at 0825L. Radio discipline was outstanding between the Sandies, Crown One, Nail 20, and Jollies. I would like to commend the survivor on the outstanding job he did in giving directions and keeping calm.

3. (C) The name of the survivor is 1st Lt Darrell L. Richardson, USAF, 390 Tactical Fighter Squadron, Da Nang AB, RVN.

4. (U) Crewmembers of Jolly Green:

Jolly Green 16 (Low)

Lt Col Royal A. Brown

Capt Robert Heron Jr.

MSgt Lee R. Maples

A1C Barry D. Hebert

RCC

RCCP

FE

PS

Jolly Green 17 (High)

Major Milton S. Washington

Lt Col John H.I. Morse

SSgt William J. Jordan

A1C Robert L. Harris

Royal A. Brown Jr.
ROYAL A. BROWN Jr., Lt Col, USAF
Rescue Crew Commander

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CENTRO ID. BOLIVIA (MFA 11111) J

THE LIXIQUISHED TIMING CROSS

TO

THE J. DAVIES

Master Sergeant Lee E. Davies distinguished himself by extraordinary achievement while participating in aerial flight as an RF-35 Flight Engineer in North Vietnam, on 28 October 1968. On that date, Sergeant Davies effected the successful recovery of an injured Air Force pilot from an extremely hostile area. Despite the dense jungle canopy which hid the survivor and suspended him in his parachute harness, Sergeant Davies directed the helicopter's movements with pin-point accuracy and, in an outstanding display of airmanship and crew coordination, hoisted the pilot to safety. The professional competence, aerial skill, and devotion to duty displayed by Sergeant Davies reflect great credit upon himself and the United States Air Force.



320	Laos	THERMAL	Leighton	RF4/11 TRS	Udorn	17 Sep 68	JG 16	Maj Reagan, S/Sgt Price, A/lc King
321	Laos	HOB0	Maj Bagwell	A-1/601 SOS	NKP	22 Oct 68	JG 17	L/C Brown, Cpt Lintner, Sgt Burnett, A/lc Horka
322	NVN	MANUAL	Lt Richardson	F4/390 TFS	Danang	25 Oct 68	JG 16	L/C Brown, Cpt Heron, M/Sgt Maples, A/lc Hebert
323	Laos	NAIL	Cpt Grenoble	O-2/23 Tass	NKP	18 Nov 68		
324	Laos	Litter	Cpt Welch	F-105/309 TFS	Tuy Hoa		JG 15	L/C Brown, Cpt Wheate, Sgt Hannegan, T/Sgt Farrior
325	Laos	WOLF	Lt Boone	F4/497 TFS	Ubon	19 Nov 68	JG 15	Maj Sancton, Cpt Mckinley, Sgt Berry, A/lc Horka
326 & 327	Laos	TAMPA	Maj Gallagher Lt. Chastain	F4/497 TFS	Ubon	4 Dec 68	JG 17	Cpt Harwood, Maj Warwick, Sgt Burnett, T/Sgt Beasley
328	Laos	DALLAS	Cpt Walker	F105/357 TFS	Takhli	6 Dec 68	JG 36	L/C Brown, Maj Weeden, M/Sgt Maples, A/lc King
329	Laos	RIDGE	Cpt Drewery	F4/11 TRS	Udorn	12 Dec 68	JG15	Maj Reinhardt, Cpt Gibson, Sgt Gallagher, A/lc King
330	Laos	CANDLESTICK	Lt Turner	C123/606 SOS	NKP	13 Dec 68	JG 16	Cpt

Da Nang Pilot Rescued By 'Jolly Green' Crew

By Sgt. Skip Hewlett

"The weather was terrible. We were really lucky to make the pickup," was the way Lt. Col. Royal A. Brown, Flomaton, Fla., an HH-3E "Jolly Green" rescue crew commander, Detachment 1, 40th Aerospace Rescue and Recovery Squadron, described Friday's (Oct. 25) early morning rescue mission over the southern panhandle of North Vietnam.

Colonel Brown, 45, and his crew picked up 1st Lt. Darrell Richardson, Seattle, an F-4 "Phantom" pilot with 366th Tactical Fighter Wing, Da Nang AB, Republic of Vietnam. Lieutenant Richardson's plane was hit by anti-aircraft fire 20 miles southwest of Dong Hoi, North Vietnam. He punched out and landed in a double canopy jungle 30 feet above the ground.

The plane went down at 10 p.m. The night before. The Jolly Greens were scrambled during the
(Continued on page 8)

Pilot Rescued 'Jolly Green' Crew

(Continued from Page 1)

early morning hours. At first light they were over the area searching for the downed pilot. Four A-1 "Sandies" from 602nd Special Operations Squadron flew cover for the Jolly Greens during the operation.

"Finding the pilot was a real problem," said Colonel Brown. "The weather was so bad, we were actually hovering in the clouds. The ceiling was about 150 feet with less than half a mile visibility. Finally, we could see him from the side, but not from directly above because of the trees."

MSgt. Lee R. Maples, 42, San Antonio, flight engineer, let down the penetrator, "... but we had to bring the penetrator back up because the trees blocked it from the pilot. We had to send the pararescue man down." A1C Barry D. Hebert, 22, Bend, Ore., the pararescue specialist (PJ), was the real key to the rescue according to Capt. Robert Heron Jr.,

36, Fort Walton Beach, Fla., co-pilot; "The PJ snatched him right out of there."

Airman Hebert dropped down on the penetrator, directed the helicopter over the downed pilot by radio and gave instructions to the hoist operator so that he was pulled directly below Lieutenant Richardson. "The pilot was hung in the trees by his parachute," said Airman Hebert. "I lifted him up a little onto the second seat of the penetrator and cut him from the chute."

"Despite being out there all night, he was still in good spirits," Airman Hebert said. The pickup was completed at 7:25 a.m.

What did the rescued pilot say when he came aboard the Jolly Green? "My eye is messed up. My shoulder is messed up. My knee is messed up. But I feel great."

