

OCT 68

9-5

Det 9, 38ARRSq Hist, Oct - Dec 68

On touching down, Maj Goodwin got out the rescue helicopter and directed the loading and securing of the injured, while Capt Adamson directed on the loud hailer. With the injured on board, Capt Adamson proceeded as fast as possible to the 71st Army Field Hospital, some seven air miles away, where he released his patients. One of the injured was able to board himself, while the other two suffered from severe burns, lacerations and multiple fractures. Then Capt Adamson returned to Camp Holloway to pick up the two firemen who had succeeded in putting the fire out and prevented possible injury to the large crowd that had gathered.

THE DUC CO MEDIVAC

At 0615Z, Det 9, 38 ARRSq, was notified of a downed US Army O-1, Headhunter 18, tail number 57-2917, coordinates 13-47N - 107-29E. At 0630Z it was determined a valid SAR objective was available and Pedro 74, a HH-43F, tail number 63-9712, was launched. At 0700Z, Pedro 74, was informed that the survivors had been picked up and would be available for medivac at Duc Co Special Forces Camp - 13-47N - 107-38E. Pedro 74 picked up the two US Army personnel at Duc Co at 0715Z and proceed directly to the 71st Army Field Hospital. The pilot of the O-1 had a minor cut, the observer, a broken nose and suffering from shock. Survivors were Capt James C. Murphy, US 05423861, and 1stSgt Carrol J. Koe, US, RA 15248668, both of the 219th Aviation Company, 52 Aviation Battalion. The weather was not a factor. Crewmembers of Pedro 74 were Capt Derry A Adamson, Rescue Crew Commander; Maj Robert A. Bunton, Rescue Crew Co-pilot; SSgt Frank R. Deck Jr., Flight Engineer, and ALC David L. Patterson, Pararescue Specialist.

March 11, 1970

Rescue Pilot, PJ Receive Silver Stars

TAN SON NHUT—Two men from the 3d Aerospace Rescue and Recovery Group here recently received the Silver Star. Maj. Gen. Robert J. Dixon, Seventh Air Force vice commander, presented the awards.

Capt. Charles D. Langham and SSgt. Earnest D. Casbeer were cited for "gallantry in connection with military operations against an opposing armed force..." Oct. 24, 1969, and Oct. 5, 1968, respectively.

Both are assigned to the 3d ARRG's 37th Aerospace Rescue and Recovery Squadron at Da Nang AB.

As aircraft commander of an HH-3 Jolly Green helicopter, Captain Langham was trying to recover two downed Air Force pilots when his aircraft was damaged by hostile fire.

According to the citation accompanying the award, he nursed his helicopter to a safer area and landed. In doing so he "... saved his crew from probable serious injury or possible death."

Sergeant Casbeer, a rescue specialist on the HH-3, had penetrated a heavily defended enemy area to take out a U.S. Special Forces team surrounded by enemy forces when his aircraft was hit and finally downed.

The sergeant then helped rescue his aircraft commander and provided covering fire while he and the rest of his team were rescued.

☆ ☆ ☆

PJ AWARDED DFC

DA NANG AB, RVN (7AF) — A1C George P. Hoffman III, a pararescue specialist with the 37th Aerospace Rescue and Recovery Squadron here, was recently awarded the Distinguished Flying Cross.

Brig. Gen. Allison C. Brooks, commander, Aerospace Rescue and Recovery Service, made the presentation.

☆ ☆ ☆

DECLASSIFIED

~~SECRET~~

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/}

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.

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

~~SECRET~~

5 OCT 62

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/}

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.

~~SECRET~~

Rescue and SOS SEA Losses

Names listed in are KIA/MIA; in blue were POW; in black are survivors.

Total Losses

Model	Hostile	Operational	Logistical	Unknown
CH-3	15	5		9
HH-3	10	4		3
HH-53B	2			
HH-53C	9	9	4	
CH-53C	6	1		
HU-16	4			
HH-43	8	4	1	

Jolly Green H-3 SEA Losses

Tail Number	Model	Date	Unit	Location	Call Sign	Pilot	CoPilot	Flight Engineer	Pararescueman	
<u>63-09685</u>	CH-3E	6 Nov 65	38th ARRS	NVN	Jolly Green	Warren E. Lilly	Jerry Singleton	B. E. Naugle	Arthur Cormier	SAR for SA by ground fir
<u>64-14233</u>	HH-3E	15 Jan 68		NVN	Jolly Green 20	Gregory A. Etzel	David E. Holt	Elwood R. Beam	Angus W. Sowell	Acft was flyi (EB-66C) wh for survivors.
<u>65-12778</u>	HH-3E	20 Oct 66	38th ARRS		Jolly Green	Youngblood	E. Burford			
<u>65-12779</u>	HH-3E	6 Feb 67	38th ARRS	NVN	Jolly Green 05				Duane A. Hackney	helo was hit NAIL 65; cra
<u>65-12782</u>	HH-3E	5 Oct 68	37th ARRS	Laos	Jolly Green 10	Lernon Granier	ALBERT O. WESTER KIA	GREGORY P. LAWRENCE KIA	Earnest Casbeer	While attempt in contact wit intensive gro followed by a

~~SECRET~~

DECLASSIFIED

recovery took place at night with Crown 7 providing flares for illumination. One of the JGs hovered over the tanker and a pararescueman went down and brought up the sick men. A doctor was aboard and treated the men while en route to a hospital in Vietnam.^{9/}

On another occasion, in the spring of 1968, a Buff recovered a Thai woman who was in the process of having triplets, and in severe pain. The woman was taken from a small isolated village and delivered to a hospital.^{10/} There were numerous episodes that included dedicated effort by all concerned, and particularly by the pararescuemen. (PJ). On 29 March 1969, after a long approach through intense hostile fire, a pararescueman went down on the penetrator to a survivor who was located on top of a karst that was quite inaccessible from the ground. The survivor was in severe shock and suffering from a broken leg and a broken arm. The PJ assisted the man for a number of minutes, while four Sandys worked the surrounding area over continuously. He was finally able to get the survivor on the hoist and carried him up into the JG. Still under intense fire, the JG egressed safely and took the badly injured man to the hospital ship Repose.^{11/} On another occasion in April 1969, a PJ was on the ground for more than 30 minutes in the midst of an extremely hot area to recover the body of a pilot who had received fatal brain damage during ejection. A complete report could be written about these pararescuemen in SEA.^{12/}

A different kind of rescue took place on 5 October 1968, when Crown 6, on orbit over the Tonkin Gulf, received a call from a Forward Air Controller that an Army Ground Recon Team was under intense enemy fire and desperately

~~SECRET~~

DECLASSIFIED

LAOS ANALYST LEAD SHEET

CASE: 1298

RANK & NAME(s): SGT LAWRENCE, GREGORY P
POSITION: -01 FLIGHT ENGINEER VEHICLE/#: HH-3E/65-12782
MAJ WESTER, ALBERT D
STATUS: EXCAVATE -02 COPILOT CALL SIGN: JOLLY GREEN 10
PROVINCE: XEKONG DATE/TIME: 5 OCT 68/1510G
DISTRICT: KALUM (SURVEYED CRASH/BURIAL SITE) UTM/(GEO): 48P YC 561 692
(155925N 1072336E)
UNIT: USAF, 37 AEROSPACE RESCUE MAPS: 6440-I, 6441-II,
AND RECOVERY SQUADRON, ND 48-4
DANANG AB, RVN D-48-11

J223 ANALYST: CAPT TERRY E. HUNTER AND MR. BILL FORSYTH.

ORDNANCE ONBOARD: UNKNOWN, NORMALLY WOULD HAVE BEEN ARMED WITH 2 X 7.62MM
MINI-GUNS.

AIRCRAFT IDENTIFICATION FEATURES: SIKORSKY "JOLLY GREEN GIANT"; FUSELAGE
LENGTH 16.69M (54.75 FT) X CABIN WIDTH 1.98M (6.5 FT); 2 X G.E. T58-GE-5
ENGINES #285071 AND 285008; FIVE-BLADE MAIN ROTOR 18.9M (62 FT) DIAMETER,
FIVE-BLADE TAIL ROTOR 3.15M (10.33 FT) DIAMETER.

OTHER IDENTIFICATION FEATURES: NONE.

BASIC CIRCUMSTANCES:

- ON 5 OCTOBER 1966, THE HH-3C JOLLY GREEN HELICOPTER WAS ATTEMPTING AN
EMERGENCY EXTRACTION OF THE SPECIAL FORCES RECONNAISSANCE TEAM INVOLVED IN
THE CASE 1299 INCIDENT. THE FIRST JOLLY GREEN INTO THE LANDING ZONE WAS
HIT BY GROUND FIRE AND HAD TO ABORT THE PICKUP WITH 2-3 INCHES OF FUEL IN
THE CARGO COMPARTMENT. JOLLY GREEN 10 ATTEMPTED ANOTHER PICKUP AND AS THE
AIRCRAFT REACHED A HOVER OVER THE LZ IT TOOK HEAVY FIRE FROM THE SOUTHWEST
SIDE OF THE LZ. ONE HIT TORE AT LEAST A SIX INCH HOLE IN THE FLOOR OF THE
CARGO COMPARTMENT. THE HELICOPTER MADE A RIGHT BANKING TURN AND EXITED THE
LZ AREA ON A 180 HEADING FROM ITS APPROACH COURSE. BOTH ENGINE FIRE
WARNING LIGHTS CAME ON AND THE CABIN AND ENGINES WERE IN FLAMES. THE
AIRCRAFT CRASHED ABOUT 200- 300 YARDS FROM THE LZ. IMMEDIATELY AFTER THE
CRASH, ANOTHER JOLLY GREEN OBSERVED THE AIRCRAFT BEING CONSUMED BY AN
EXTREMELY LARGE AND BRIGHT FIRE. 15 MINUTES AFTER THE CRASH, RADIO CONTACT
WAS ESTABLISHED WITH THE PARARESCUE SPECIALIST, FOLLOWED A FEW MINUTES
LATER BY THE PILOT. FOLLOWING THE CRASH, THE RECON TEAM MADE ITS WAY TO
THE LOCATION OF THE JOLLY GREEN SURVIVORS AND THE GROUP WAS PICKED UP AT
ABOUT 1800G.

DOCUMENTATION COMMENTS:

- A SAR SUMMARY FOR THE INCIDENT DESCRIBES THE LZ WHERE THE CASE AIRCRAFT ATTEMPTED TO PICK UP THE SPECIAL FORCES TEAM AS FOLLOWS: "THE LZ WAS A CIRCULAR CLEARING OF APPROXIMATELY 25 METERS IN DIAMETER AND WAS SITUATED AT THE BASE OF A RIDGE WHICH RAN APPROXIMATELY ON A SOUTHWEST TO NORTHEAST HEADING, RISING APPROXIMATELY 2000 FEET ABOVE THE LZ. TO THE SOUTH OF THE LZ A STEEPLY SLOPED HILL 'ROSET' (PROBABLY MEANT ROSE) ALMOST THE HEIGHT OF THE RIDGE AND FORMED MORE OR LESS A NORTHWEST EXTENSION FROM THE RIDGE ITSELF. TO THE EAST OF THE VALLEY IN WHICH THE LZ WAS LOCATED WAS A RIDGE LINE RUNNING NORTH-SOUTH AT THE SOUTHEAST END OF THE ASHAU VALLEY. THE EFFECT OF THE TOPOGRAPHY FORMED A CLOSED OR BOXED CANYON RESTRICTING ENTRY AND EXIT ROUTES AND ALSO MANEUVERING ROOM IN THE PROXIMITY OF THE LZ JOLLY GREEN 10 (CASE AIRCRAFT) . . PERFORMED A CRASH LANDING 200 TO 300 YARDS FROM THE LZ AT APPROXIMATELY YC 592 700 (RECORD LOCATION), UTM GRID. . . (RESCUE EFFORT FOLLOWS) JOLLY GREEN 32 WAS HOVERING WITH THE MAIN ROTOR BLADES BETWEEN TWO LAYERS OF BRANCHES OF A 100 FOOT TREE, AT THE 12 O-CLOCK POSITION. THERE WAS ANOTHER TREE TO THE 9 O'CLOCK POSITION JUST OUTSIDE THE ROTOR TIPS. JG-32 HAD PREVIOUSLY ATTEMPTED TO ACCOMPLISH THE PICKUP WITH THE NOSE POINTED DOWN THE RAVINE TO ALLOW AN EXIT ROUTE, BUT CLIPPED SMALL BRANCHES WITH THE TAIL ROTOR WITHOUT BEING FAR ENOUGH UP SLOPE TO HOVER OVER THE JG-10 SURVIVORS. WHILE THE TWO JG-10 SURVIVORS WERE BEING HOISTED, THE JG-32 PILOT OBSERVED MEN COMING DOWN A PATH AT 1 O'CLOCK POSITION AND PROCEEDING TOWARD THE 3 O'CLOCK POSITION ON THE RIGHT, WEST, SIDE OF THE STREAM. AFTER JG-10 CREWMEN WERE ABOARD, JG-32 BACKED AND SLID RIGHT AND DOWN TO A 20 TO 30 FOOT HOVER TO PICKUP THREE MEMBERS OF CARROT TOP (SPECIAL FORCES TEAM)."
- I (MR. FORSYTH) TALKED TO THE PILOT OF JOLLY GREEN 10, LTC (RETIRED) VERNON GRANIER WHO TOLD ME THE CRASH SITE WAS ABOUT 50 YARDS FROM THE STREAM IN THE BOTTOM OF THE RAVINE AND WAS BETWEEN THE STREAM AND THE EXTRACTITON LZ, HE SAID IT WAS CLOSER THAN THE 200-300 YARDS FROM THE LZ (EXTRACTION) REPORTED IN THE ABOVE SAR SUMMARY. HE DID NOT KNOW WHICH SIDE (EAST/WEST) OF THE STREAM HE WAS ON, JUST THAT IT WAS "THE MOUNTAIN SIDE". HE DOES NOT REMEMBER ANYTHING ABOUT THE LOCATION OF THE EXTRACTION LANDING ZONE, WHEN HE CAME IN THERE WERE UH-1'S CIRCLING THE AREA AND HE FLEW IN TO THEM AND NOT THE TERRAIN. THE RESCUE SPECIALIST WHO ALSO SURVIVED THE CRASH TOLD HIM HE WENT UP THE HILL A SHORT DISTANCE FROM THE CRASH SITE AND RAN INTO "A VILLAGE" (PROBABLY A FEW HUTS). HE ALSO SAID THE H-34 THAT CRASHED JUST PRIOR TO HIS ARRIVAL WAS AT OR NEAR THE TEAM'S INSERTION LZ, HE DID NOT ACTUALLY SEE IT, SINCE HE WAS CONCERNED WITH THE RESCUE OF THE TEAM. COL GRANIER HAD SLIDES OF THE CRASH SITE HE SENT TO US. ALTHOUGH THE DETAIL IN THE PICTURE PRECLUDES AN ACCURATE PLOT OF WHERE THE CRASH SITE ACUALLY LOCATED, BASED ON VISIBLE TERRAIN FEATURES, A BEST ESTIMATE OF THE CRASH SITE LOCATION IS YC574706.
- BRIGHT LIGHT STATES MAJOR WESTER DIED IN THE CRASH AND SGT LAWRENCE ALSO DIED, WITH HIS BODY ALMOST CUT IN HALF.
- THERE IS PROBABLY AN ERROR IN THE REPORTING OF THE CASE 1299/1298 COORDINATES. AN AMERICAN WITNESS HAS BEEN CONTACTED AND HIS DESCRIPTION OF THE INCIDENT SUGGESTS THE CASE 1299 ARE PROBABLY GENERALLY CORRECT AND 1298 IS IN ERROR.

- 1298 CONTINUED:

- ONE SURVIVOR (ENGELKE) AND THE SAR SUMMARY REPORT (SPT DOC #1) REPORTED A H-34, WHICH HAD INSERTED THE TEAM, WAS SHOT DOWN LEAVING THE LZ. THIS IS NOT REFLECTED IN THE SAR LOG OR JSARC CRASH BOOK. THIS COULD BE A VNAF H34 LISTED IN SEALOSS AS LOST ON 5 OCT 68, WITH NO UTM COORDINATES. THE TAIL NUMBER OF THE AIRCRAFT WAS 145593; HOWEVER, A VIETNAMESE LISTING OF ITS LOSSES INDICATES THE HELICOPTER WAS DOWNED AT 1030H, 30KM SW OF A SHAU VALLEY WITH A CREW OF THREE, WHO SURVIVED. THE 1298/1299 INCIDENT AREA IS 13KM SOUTH OF A SHAU.

- THE SAR LOG (05/0635Z) SAYS THE TEAM WAS AT "1601N 10721E" (YC5172), THIS IS 5.5 KM WNW OF THE RECORD LOCATION. THE CASE 1299 RECORD LOCATION IS OVER A VERY STEEP RIDGE AND 2.8KM WEST OF THE RECORD LOCATION FOR THE CRASH SITE OF CASE 1298. THERE WAS NO UPDATE OF THE TEAM'S POSITION OR AN ENTRY FOR THE CRASH SITE OF CASE 1298. THE SAR LOG (05/0826Z) SAYS THE TEAM WAS "MOVING DOWN HILL TO MAKE CONTACT WITH THE PJ" AT THE CASE 1298 CRASH SITE.

- THE JSARC CRASH LOG LISTS THE CRASH SITE OF CASE 1298 AS "1612N10723E/YC565915", WHICH IS 21 KM NORTH OF THE CASE 1298/1299 RECORD AREA; HOWEVER, TACAN BEARINGS FROM THE SAR SUMMARY REPORT PLOT IN THE GENERAL 1298/1299 AREA, SUGGESTING THE JSARC LOCATION IS OUT OF THE BALL PARK.

- THE LOSS LOCATIONS FOR CASE 1298 AND 1299 ARE 2.5 KILOMETERS APART; HOWEVER, WITNESS STATEMENTS FROM THE INCIDENT SUGGEST THE LOCATIONS ARE ONLY A FEW HUNDRED METERS APART. ON 22 OCTOBER, MR. BILL FORSYTH INTERVIEWED MR. STEVE ENGELIKE, ONE OF THE SURVIVORS OF THE 1299 INCIDENT. FROM HIS DESCRIPTION OF THE INCIDENT IT APPEARED THE CASE 1299 COORDINATES MAY BE CORRECT AND THE CASE 1298 LOCATION IS IN ERROR. ON 22 NOVEMBER, AFTER REVIEWING A PACKAGE I HAD SENT HIM, THE WITNESS CONFIRMED THE LOCATION OF THE CASE 1299 INCIDENT RECORD COORDINATES ARE PROBABLY WITHIN 200 METERS OF THE ACTUAL LOCATION AND THE 1298 INCIDENT LOCATION IS IN ERROR. HE INDICATED HE THOUGHT THE CRASH SITE WAS LOCATED NEAR YC564702.

- ON 31 JAN 1996, JTF-FA RECEIVED A MEMO FROM LT BRUCE COBB, USNR, WHO HAD SPOKEN TO MR. KHANH VAN DOAN, A FORMER ARVN SPECIAL FORCES SOLDIER WHO WAS A WITNESS TO THE DEATH OF CASE 1299 (STRIDE) HE STATES THAT THE HELO FOR CASE 1298 CRASHED APPROXIMATELY 300 METERS EAST OF WHERE STRIDE'S BODY WAS LEFT. DOAN PROVIDED TWO POSSIBLE COORDINATES FOR THE 1298 CRASH SITE ARE YC5894 7038 AND YC5921 7021. (REF: 22 JAN 1996 MEMORANDUM FROM LT BRUCE COBB, USNR)

PREVIOUS INVESTIGATIONS:

- DURING THE JULY AND AUGUST 1991, DURING SRV ITERATION 14, THE QUANG NAM-DANANG PROVINCE TASK TEAM INTERVIEWED MR. HO SI THI, DEPUTY CHAIRMAN OF THE FATHERLAND FRONT IN NAM DONG DISTRICT. MR. THI REPORTED THAT ON 5 OCTOBER 1968 A BATTLE BEGAN WHICH LASTED THROUGHOUT THE DAY. ONE HELICOPTER WAS SHOT DOWN AND FOUR OTHER HELICOPTERS WERE HIT BUT MANAGED TO FLY OUT OF THE AREA. THE WRECKAGE OF THE HELICOPTER WHICH WAS SHOT DOWN CONTAINED ONE LARGE BODY AND TWO SMALLER BODIES. THI PROVIDED NO FURTHER INFORMATION. ALTHOUGH THE INDIVIDUAL IS PROBABLY REFERRING TO THIS CASE, THE NUMBER OF BODIES SEEN DOES NOT CORRELATE TO THE INCIDENT AND HE MAY BE RELATING HEARSAY INFORMATION. IT IS DOUBTFUL HE WOULD BE ABLE TO PROVIDE ANY SPECIFIC LOCATION FOR THE CRASH SITE; HOWEVER, THIS INDIVIDUAL HAS BEEN IDENTIFIED AS A WITNESS ON CASE 1159 AND CAN BE INTERVIEWED CONCERNING THIS CASE IN CONJUNCTION WITH 1159. (REF: JCRC LIAISON BANGKOK 110900Z OCT 91; SUBJ: ADDITIONAL INFORMATION REPORT CONCERNING CASE 1298)

- 1298 CONTINUED:

- IN JANUARY 1993, DURING JFA 93-3L, THE LAO SAID THIS CASE WAS LOCATED IN VIETNAMESE TERRITORY. SOVIET AND SRV CHARTS SHOW THE CASE WELL INSIDE LAOS. (REF: AMEMBASSY VIENTIANE 091021ZFEB93; SUBJ: SUMMARY REPORT OF U.S.-LAO JOINT FIELD ACTIVITY 93-3L, 14 JAN-8 FEB 93)

- ON 15 DECEMBER 1993, DURING THE JFA 94-2L TRI-LATERAL OPERATION, A JOINT TEAM INTERVIEWED TWO WITNESSES TO THIS INCIDENT AT LAO BAO. OF THE TWO, ONLY ONE COULD RECALL DETAILS OF THE INCIDENT. THE KNOWLEDGEABLE WITNESS, MR. HO SI THI (47 YEARS OF AGE IN DECEMBER 1993) IS A RESIDENT OF NAM DONG DISTRICT, THUA THIEN-HUE PROVINCE. FROM 1960 THRU 1967 MR THI SERVED AS A MEMBER OF THE HUONG SON VILLAGE MILITIA AND IN 1967 HE BECAME THE COMMANDER OF THE VILLAGE MILITIA AND SERVED IN THAT POSITION UNTIL 1969. MR. THI RECALLED AN INCIDENT ON 5 OCTOBER 1968 WHEN HE WAS INVOLVED IN A BATTLE WITH GROUND FORCES AND A HELICOPTER WAS SHOT DOWN. AFTER THE BATTLE, HE VISITED THE CRASH SITE AND SAW THE BADLY BURNED HELICOPTER AND THREE BODIES ABOUT 100 METERS FROM THE WRECKAGE. TWO OF THE BODIES APPEARED TO BE ARVN SOLDIERS, WHILE THE THIRD WAS AN AMERICAN. HE REPORTED HE RECOVERED MAPS AND A COMPASS FROM THE AMERICAN'S BODY, THESE ITEMS WERE LATER TURNED OVER TO DISTRICT OFFICIALS. HE SAID THAT ONE WEEK AFTER THE INCIDENT, THE AREA WAS BOMBED BY B-52'S. WHEN ASKED IF HE COULD GUIDE A TEAM TO THE SITE, HE WAS NOT CERTAIN, DUE TO THE PASSAGE OF TIME AND CHANGES IN THE TERRAIN AND FOREST. ON A MAP HE POINTED TO THE AREA OF YC5669 AS THE APPROXIMATE LOCATION OF THE CRASH SITE. DUE TO WEATHER, THE TEAM COULD NOT REACH THE INCIDENT LOCATION. THE TEAM CHIEF SUGGESTED MR. THI MAY BE OF SOME HELP IN LOCATING THE CRASH SITE. (REF: AMEMBASSY VIENTIANE 270731ZDEC93; SUBJ: DETAILED REPORT OF INVESTIGATION: PRIORITY CASE 1298)

- ON 30 AUG 95 DURING THE 37TH JFA, IE2 INTERVIEWED MR. HO SI THI AGAIN CONCERNING CASES 1298 AND 1299. MR. THI AGAIN PROVIDED INFORMATION THAT CORRELATES TO BOTH INCIDENTS. ADDITIONALLY, ON 4 SEP 95, IE2 INTERVIEWED ANOTHER WITNESS, MR. PHAM XUAN HOI, WHO CORROBORATED MR. THI'S STATEMENT. (REF: CDR JTF-FA 281736Z SEP 95; SUBJ: ADDITIONAL INFORMATION 37003 ON CASES 1298 AND 1299).

- BETWEEN 19 AND 24 OCTOBER 1996, DURING JFA 97-1L, A JOINT TEAM INVESTIGATED CASE 1298 AND 1299. THE TEAM TOOK THE VIETNAMESE WITNESS, MR. HO SI THI, TO AN LZ AT YC551688 AND MOVED NORTH FROM ONE RIDGE LINE TO ANOTHER, HOWEVER, THE WITNESS WAS UNABLE TO RECALL THE AREA AND THE TEAM RETURNED TO THE SAME LZ. AFTER RETURNING THE WITNESS TO LAO BAO, THE TEAM ESTABLISHED ANOTHER LZ AT YC553710 AND MOVED TO THE U.S. WITNESS LOCATION (YC564702), WHERE A SEARCH WAS CONDUCTED WITH NEGATIVE RESULTS. THE TEAM FLEW TO A THIRD LZ AT YC594698 AND CONDUCTED A SEARCH OF THE RECORD LOCATION (YC592700), WITH NEGATIVE RESULTS. LASTLY, THE TEAM WENT TO YC589703 AND SEARCHED THE SRV WITNESS LOCATION, WITH NEGATIVE RESULTS. (NOTE: A GROUND SEARCH OF THE SAR LOG LOCATION WAS NOT REQUIRED SINCE THE COORDINATE IS TO THE NEAREST MILE) (REF: CDR JTF-FA 271757Z NOV 96; SUBJ: UNILATERAL REPORT OF INVESTIGATION OF CASE 1159)

- FROM 13 DEC THROUGH 15 DEC 1996 DURING JFA 97-2L, THE IE INVESTIGATED CASE 1298 WITH A SRV WITNESS MR. PHAM XUAN HOI (PHAMJ XUAAN HOOIJ), WHO HAD VISITED A CRASH SITE OF A HELICOPTER IN 1968 AND OBSERVED THE PROBABLE BODY OF AN AMERICAN IN A BOMB CRATER AND THREE OTHER BODIES IN THE AREA. ON 15 DEC 96, THE WITNESS IDENTIFIED A CRASH SITE AT YC559695 THAT POSSIBLY

- 1298 CONTINUED:

CORRELATES TO CASE 1298. MR. HOI POINTED OUT THE BOMB CRATER WHERE HE ALLEGEDLY SAW THE BODY OF THE PROBABLE AMERICAN, A TEST PIT WAS DUG WITH NEGATIVE RESULTS. DURING THE SURVEY OF THE SITE, THE IE FOUND MINIMAL WRECKAGE, BUT DID NOT RECOVER ANY REMAINS, LIFE SUPPORT, EQUIPMENT, OR PERSONAL EFFECTS. (NOTE: IT WAS LATER DETERMINED THIS WAS THE CRASH SITE OF THE H-34 HELICOPTER) (REF: CDR JTF-FA 241709Z JAN 97, SUBJ: DETAILED REPORT OF INVESTIGATION OF TRI-LATERAL CASE 1298)

- ON 26, 27, 28, AND 30 APR 97, DURING JFA 97-4L, THE INVESTIGATION ELEMENT (IE) CONDUCTED A JOINT INVESTIGATION OF CASE 1298 IN KALUM DISTRICT, XEKONG PROVINCE, LAO PDR. ON 26 AND 27 APR 97, THE TEAM ATTEMPTED AN AERIAL RECONNAISSANCE OF THE TWIN PEAKS DEPICTED ON THE PHOTOGRAPHS TAKEN AT THE TIME OF THE INCIDENT THAT WERE PROVIDED BY THE PILOT OF THE CASE 1298 HELICOPTER, LTCOL (RETIRED) VERNON GRANIER. DUE TO INCLEMENT WEATHER, THE TEAM COULD NOT REACH THE AREA. ON 28 APR 97, THE TEAM FOUND THE TWIN PEAKS AND MADE AN ASSESSMENT OF THE PROBABLE CRASH SITE AREA IN RELATION TO THE SOURCE OF THE SMOKE DEPICTED IN THE PHOTOGRAPHS. ON 30 APR 97, THE TEAM SEARCHED THE SUSPECTED CRASH SITE AREA AND FOUND LARGE PIECES OF WRECKAGE CONSISTENT WITH AN HH-3 HELICOPTER. BASED ON THE LOCATION OF THE CRASH SITE, AND THE MATERIAL EVIDENCE RECOVERED, THIS SITE CORRELATES TO CASE 1298. (REF: CDR JTF-FA HONOLULU HI, 161715Z JUN 97; SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE 1298)

- ON 24 MAY 1998, DURING THE JFA 98-4L TRILATERAL INVESTIGATION OF CASE 1299, THE IE TOOK MR. HO SI THI TO THE CASE 1298 CRASH SITE AS A STARTING POINT FOR THE CASE 1299 INVESTIGATION. MR. SI RECOGNIZED THE SITE AND SAID HIS SIX-MAN MILITIA TEAM FIRED ON THE HELICOPTER, WHICH CRASHED AND BURNED. LATER, AFTER A FIREFIGHT WITH A U.S. SPECIAL FORCES TEAM, THIS MEN WENT TO THE CRASH SITE AND FOUND THE BURNT WRECKAGE AND WHAT HE DESCRIBED AS THREE BURNT CORPSES. ON WAS ONLY PARTIALLY BURNT AND HE IDENTIFIED THE REMAINS AS AN AMERICAN, AS HE SAW SOME BLOND HAIR AND WHITE SKIN ON THE SKULL. THE OTHER CORPSES WAS COMPLETELY UNRECOGNIZABLE. MR. SI THEN POINTED OUT THE TWO LOCATIONS IN THE CENTER OF THE MAIN WRECKAGE AREA WHERE HIS TEAM BURIED THE BODIES WITH A LIGHT LAYER OF DIRT. THE TEAM DUG TWO 50CM TEST PITS, WITH NEGATIVE RESULTS. (REF: CDR JTF-FA HONOLULU HI, 301815Z JUL 98; SUBJ: ADDITIONAL INFORMATION REPORT 984L-002; PROBABLE BURIAL SITE ASSOCIATED WITH CASE 1298)

REMAINS:

- NONE.

POTENTIAL WITNESSES:

- NONE IN LAOS.

SPECIFIC REQUIREMENTS:

- EXCAVATE THE CRASH SITE AND TWO REPORTED BURIAL LOCATIONS WITHIN THE CRASH SITE. TENTATIVELY PROJECTED FOR JFA 01-5L, AUGUST 2001.

1298 CONTINUED

J223 RECOMMENDATIONS:

- NONE.

COMMENTS:

- THE BODY OF ONE ARVN SOLDIER WAS REPORTEDLY LEFT 50 METERS FROM THE 1298 CRASH SITE, WHILE ANOTHER WAS LEFT AT THE LANDING ZONE.

BRIEF ON ~~CONFIDENTIAL~~ COMBAT SITUATION } Build 70CT
 TUESDAY ~~2146~~ 2 USAF - CREW } HH-3E
 ALSO 2 USA - NON CREW }
 4 RVN - " "

1-3-102

THIS MSN INVOLVED THE RESCUE ^{RECOVERY} OF A ^{SPECIAL FORCES} GROUND PARTY & ^{THE SURVIVORS} OF A DOWNED HH-3E, ^{ASQ} ~~ASQ~~ ^{APPROX 50 MI} WEST OF DANANG OVER THE LAOTIAN BORDER.

COVEY 216 AFAC INITIALLY NOTIFIED CROWN 6 ABOUT ^A ~~SOME~~ PROBLEM EXISTING IN HIS AREA WHICH WAS SOON DETERMINED TO BE A 7 MAN GROUND PARTY SURROUNDED BY THE ENEMY. 4 MEMBERS OF THE UNIT WERE WOUNDED, & AMMO WAS RUNNING LOW. TWO SPADS ^(A1H5) WERE LAUNCHED FROM DANANG TO JOIN 4 OTHER SPADS ALREADY WORKING THE AREA. JOLLY GREENS 28410 ^{TWO} (BOTH HH-3E's) WERE ^{ALSO} LAUNCHED FROM DANANG ^{AND} ~~ALSO~~ HELICOPTER GUNSHIPS WERE CONTINUALLY SUPPLIED ON SCENE BY THE 1ST MAW. AFTER A PERIOD OF SUPPRESSION, J.G. 28 ATTEMPTED THE RECOVERY BUT HAD TO ~~WITHDRAW~~ WITHDRAW BECAUSE OF A FUEL LEAK CAUSED BY HOSTILE FIRE. AFTER FURTHER SUPPRESSION THE AREA WAS DEEMED WORKABLE FOR THE JOLLY GREENS BY ACFT ON SCENE &

J.G. 10 ATTEMPTED THE RECOVERY. J.G. 10 WAS HIT ^{AS IT WAS APPROACHING A HOVER APPROX 20 FEET AGL. THE HELICOPTER CRASHED APPROX 100 YDS} IN A HOVER, ~~CRASHED~~ CRASHED 100 METERS FROM THE ^{SPECIAL FORCES} GROUND PARTY. TWO CREW MEMBERS, THE RCC & THE P.T. SURVIVED. AN EXTENSIVE SUPPRESSION OF THE AREA WAS MADE WHILE THE GROUND PARTY MOVED TO JOIN THE SURVIVORS OF J.G. 10.

DOWNGRADED AT 3 YEAR INTERVALS
 DECLASSIFIED AFTER 15 YEARS.
 DOD DIR 5200.10

UNCLASSIFIED ~~CONFIDENTIAL~~

AT

A PERIOD OF HEAVY
AFTER ~~THIS~~ SUPPRESSION ~~ATTEMPT~~, THE AREA WAS AGAIN
CONSIDERED WORKABLE FOR THE TOLLY GREENS & J.G.
32 SUCCESSFULLY MADE A HOIST RECOVERY OF 6 ^{SPECIAL} ~~GROUND~~
^{FORCES} ~~PARTY~~ PERSONNEL & THE 2 U.G. 10 SURVIVORS. ALTHOUGH
SUPPRESSION WAS CONTINUOUS DURING THE RECOVERY
J.G. 32 ALSO TOOK GROUND FIRE HITS. ~~SURVIVORS WERE~~
~~TAKEN TO DAMAGE.~~ ^{DEBRIEFING OF THE TWO SURVIVING CREW MEMBERS} ~~THE 2 DECEASED CREW MEMBERS~~
^{INDICATED THAT IN ALL PROBABILITY} ~~OF J.G. 10 WERE~~ THE CO-PILOT MAJ WESTER, & THE
^{SGT} ENGINEER-LAWRENCE. ~~(NAME UNKNOWN)~~ WERE KILLED ON IMPACT.

8 COMBAT SAVES

FURTHER THE ~~ACT~~ ^{ACFT} WAS COMPLETELY ENVELOPED IN
FLAMES - ~~IT~~ IMMEDIATELY AFTER IT HIT THE
GROUND AND EXPLODED JUST SECONDS AFTER THE
SURVIVING C/MS EVACUATED. THE
~~ACT~~ WRECKAGE

HC-130 2 SORTIES 5+00

HH-3E's 7 SORTIES 15+10

HH-43 1 SORTIE +30

A-1's 18 SORTIES ~~2+05~~ 32+30

UH-1's ¹⁰ ~~3~~ SORTIES 12+30

F-4C 2 SORTIES 2+50

F-100 2 SORTIES 2+00

02 2 SORTIES 7+30

MAJ FRATNER
HOSP - 6 WESCU

SGT CASBER
UNINSURED

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD OIR 5200.10

~~CONFIDENTIAL~~

UNCLASSIFIED

~~CONFIDENTIAL~~

A FURTHER REPORT STATED THAT AFTER JG 10 WAS HIT & CRASHED, FLAMES ENVELOPED THE ACFT INSTANTLY AS MAJ GRANIER ATTEMPTED TO FREE MAJ WESTER FROM HIS SEAT. IN SO DOING HE NOTICED THAT MAJ WESTER HAD NO PULSE & IN FACT HAD ALREADY EXPIRED. A FEW SECONDS LATER THE ACFT EXPLODED AS THE SURVIVING CREW MEMBERS EVACUATED THE WRECKAGE.

* THE REMAINS OF THE DECEASED CREW MEMBER WERE NOT RECOVERED.

~~CONFIDENTIAL~~

DECLASSIFIED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 10 YEARS

UNCLASSIFIED

ACFT ON
TUESDAY
ALSO

~~CONFIDENTIAL~~ COMBAT S. VES
~~PLAN~~ 2 USAF - CREW
2 USA - NON CREW
4 RVN - " "

Built 70CT
HH-3E

1-3-102

THIS MSN INVOLVED

THE RESCUE ^{RECOVERY} ^{SPECIAL FORCES} OF A GROUND PARTY &
THE SURVIVING CREW MEMBERS ^{THE WRECK SITE} OF A DOWNED HH-3E, APPROX 50 MI
WEST OF DANANG OVER THE LAOTIAN BORDER.

COVEY 216 AFAC INITIALLY NOTIFIED
CROWN 6 ABOUT ^A ~~SOME~~ PROBLEM EXISTING IN HIS AREA
WHICH WAS SOON DETERMINED TO BE A 7 MAN
GROUND PARTY SURROUNDED BY THE ENEMY. 4 MEMBERS
OF THE UNIT WERE WOUNDED, & AMMO WAS RUNNING LOW.
TWO SPADS ^(AHS) WERE LAUNCHED FROM DANANG TO JOIN
4 OTHER SPADS ALREADY WORKING THE AREA. JOLLY GREENS
28410 ^{TWO} (BOTH HH-3E'S) WERE ^{ALSO} LAUNCHED FROM DANANG
~~AND~~ HELICOPTER GUNSHIPS WERE CONTINUALLY
SUPPLIED ON SCENE BY THE 1ST MAW. AFTER
A PERIOD OF SUPPRESSION, J.G. 28 ATTEMPTED THE
RECOVERY BUT HAD TO ~~WITHDRAW~~ WITHDRAW ~~BECAUSE~~
BECAUSE OF A FUEL LEAK CAUSED BY HOSTILE FIRE.
AFTER FURTHER SUPPRESSION THE AREA WAS DEEMED
WORKABLE FOR THE JOLLY GREENS BY ACFT ON SCENE &

J.G. 10 ATTEMPTED THE RECOVERY. J.G. 10 WAS HIT
AS IT WAS APPROACHING A HOVER APPROX 20 FEET A.G.L. THE HELICOPTER CRASHED APPROX 300 YDS
IN A HOVER, ~~CRASHED~~ CRASHED 700 METERS FROM
^{SPECIAL FORCES} THE GROUND PARTY. TWO CREW MEMBERS, THE
RCC & THE P.T. SURVIVED. AN EXTENSIVE SUPPRESSION
OF THE AREA WAS MADE WHILE THE GROUND
PARTY MOVED TO JOIN THE SURVIVORS OF J.G. 10.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5300.10

~~CONFIDENTIAL~~

UNCLASSIFIED

~~CONFIDENTIAL~~

AT

A PERIOD OF HEAVY
AFTER ~~THIS~~ SUPPRESSION ATTEMPT, THE AREA WAS AGAIN
CONSIDERED WORKABLE FOR THE TOLLY GREENS & J.G.
32 SUCCESSFULLY MADE A HOIST RECOVERY OF 6 ^{SPECIAL} ~~GROUND~~
^{FORCES} ~~PARTY~~ PERSONNEL & THE 2 J.G. 10 SURVIVORS. ALTHOUGH
SUPPRESSION WAS CONTINUOUS DURING THE RECOVERY
J.G. 32 ALSO TOOK GROUND FIRE HITS. ~~SURVIVORS WERE~~
~~TAKEN TO DAMAGE.~~ ^{DEBRIEFING OF THE TWO SURVIVING CREW MEMBERS} ~~THE 2 DECEASED CREW MEMBERS~~
^{INDICATED THAT IN ALL PROBABILITY} ~~OF J.G. 10 WERE~~ THE CO-PILOT MAJ WESTER, & THE
^{SGT} ENGINEER - LAWRENCE. ~~(AND ONE OTHER)~~ WERE KILLED ON IMPACT.

8 COMBAT SAVES

FURTHER THE ~~ACFT~~ WAS COMPLETELY ENVELOPED IN
FLAMES ~~IMMEDIATELY~~ IMMEDIATELY AFTER IT HIT THE
GROUND AND EXPLODED JUST SECONDS AFTER THE

HC-130 2 SORTIES 5+00

SURVIVING C/MS EVACUATED. THE
~~ACFT WRECKAGE~~

NH-3E's 7 SORTIES 15+10

MAJ FRANKER

HOSP - 6 WESU

NH-43 1 SORTIE +30

SGT CASBER

UNINSURED

A-1's 18 SORTIES ~~2+05~~ 32+30

UH-1's ¹⁰ ~~3~~ SORTIES 12+30

F-4C 2 SORTIES 2+50

F-100 2 SORTIES 2+00

02 2 SORTIES 7+30

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10.

~~CONFIDENTIAL~~

UNCLASSIFIED

~~CONFIDENTIAL~~

A FURTHER REPORT STATED THAT AFTER JG 10 WAS HIT & CRASHED, FLAMES ENVELOPED THE ACFT INSTANTLY AS MAJ GRANIER ATTEMPTED TO FREE MAJ WESTER FROM HIS SEAT. IN SO DOING HE NOTICED THAT MAJ WESTER HAD NO PULSE & IN FACT HAD ALREADY EXPIRED. A FEW SECONDS LATER THE ACFT EXPLODED AS THE SURVIVING CREW MEMBERS EVACUATED THE WRECKAGE.

THE REMAINS OF THE DECEASED CREW MEMBERS WERE NOT RECOVERED.

~~CONFIDENTIAL~~

UPGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 10 YEARS

FLASH

~~CONFIDENTIAL~~

UNCLASSIFIED

FLASH

PT 0065
ZTTCZYUW RUMSCMV5480 2800000-CCCC--RUCIEUA.
ZNY CCCCC
DE RUMHPD-036 2791845
ZNY CCCCC
Z 0 051707Z OCT 68

6 OCT 68 03 14

FM DL 1 3ARRGP SON TRA AB RVN
TO RUMUFKA/3ARRGP/JSARC/TAN SON NHUT AB RVN
RUCIEUA/HQ ARRS SCOTT AFB TIL
RUHHAHA/PACARRC/PROCP/HICKAM AFB HAWAII
RUEFHQA/HQ USAF/AFXOPFH
RUEFHQA/CSAF/AFCP/AFXOPFH
INFO RUCIEUA/MAC/MCP/MAOCSA
RUMKAA/TAL/0005 TR/LANGELY AFB VA
RUMTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEXAS
RUHEAA/CINCPACAF/CC
RUCIAAA/HQ USAF ALTERNATE CP MAXWELL AFB ALA
RUMSAL/7AF/DOO/DO/DP/DI/BDPMP/CP/TACCSS/TSN AB RVN
RUEBEAA/ARDC/ABERDEEN PROVING GROUND MARYLAND
RUMHAW/1ST MAW DANANG AB RVN
RHMSMVA/MACV SAIGON RVN
RUMLDNA/VMO 2 MAG 16 MARBLE MOUNTAIN MCAS RVN
RUHHBRA/CINCPACFLT PEARL HARBOR HAWAII
RUMEPKK/HML 367 MAG 36 HUE PHU BAI MCAS RVN
RUMFSAA/COM SEVENTH FLT

66115
ARRS
P/W

STAFF	ACT	INFO
AGENCY		
ARCCO		
ARODC	☒	
ARPDG		
ARBDC		
ARMDC		
ARDAS		
ARXDC		
ARFOI		
ARIG		
ARASG		

PAGE 2 RUMHPD 036 ~~CONFIDENTIAL~~
RUMFSAA/ALL SEVENTH FLT CVA TG CRDS
RUYVSYC/CTE SEVEN ZERO PT TWO PT ONE PT ONE
RUMFSAA/CTU SEVEN SEVEN PT ZERO PT ONE
RUMFSAA/CTU SEVEN SEVEN PT ZERO PT TWO
RUMOSRA/OL 2 3ARRGP UDORN RTAFB THAILAND
RUMUJHA/39ARRS TUY HOA AB RVN
RUMHPB/37ARRS DANANG AB RVN
RUMNTB/6 SOS PLEIKU AB RVN
RUMBPN/602 SOS NAKHON PHANOM RTAFB THAILAND

BT

~~CONFIDENTIAL~~/JOPREP JIFFY RESCUE/OL-1, 3ARRGP/OCT 68.

SUBJ: (U) RESCUE INFORMATION REPORT.

1. RESCUE OPENING/CLOSING REPORT

2. 1-3-102-8279

3. A. GROUND PARTY EXTRACTION

B. S/E

C. GROUND PARTY AND CAMOUFLAGED/782/HH-32 JOLLY GREEN 10.

D. USA

E. GROUND PARTY: COMMAND AND CONTROL, NORTH
JOLLY GREEN 10: USAF, 37ARRS

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS

PAGE 3 RUMHPD 036 ~~CONFIDENTIAL~~

F. JOLLY GREEN 10 RCC: MAJ GRANIER, VERNON R.

G. NUMBER OF GROUND PERSONNEL:

JOLLY GREEN 10: 4 POB

4. COVEY 216, 05/0622Z

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AT 12 YEARS

FLASH

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

FLASH

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

UNCLASSIFIED

5. S/E
6. 1/HC-130P/0622Z, 2/A-1H/0623Z, 2/HH-3E/0623Z.
7. DIVERTED CROWN 6 FROM NORMAL ORBIT 0624Z, SPAD 11 AND 12 LAUNCHED AT 0633Z.
8. 1601.5N - 107.21E
9. A. NOT A FACTOR.
B. 2000 BROKEN, SMOKE IN AREA RESTRICTING VISIBILITY, WIND LIGHT.
10. 01-1, 3ARRGP, MAJOR JOE B. MARSHALL JR: TSGT WILLIAM11. TACC-NS, PANAMA (GCI), WATERBOY (GCI), 1ST MAW (TADC), MAG 16, MAG 36.
12. COVEY 216, 0622Z/1601.5N - 107.21E.
13. 37ARR5/HH-3E/PENETRATOR/1014Z
14. 11/11/B/B/0/3.
15. TAKEN TO DANANG AB, RVN.
16. 2/5PLUS00/HC-130P/39ARRS; 7/15PLUS10/HH-3E/37ARRS;

PAGE 4 RUMHPD 036 C O N F I D E N T I A L

- 4/7PLUS00/A-1E/602SOS;
14/25PLUS30/A-1H/65DS; 4/5PLUS00/UH-1/VM02 MAG 16; 6/7PLUS
30/UH-1/HML 367; MAG 36;
2/2PLUS00/F4C/366TFW; 2/2PLUS00/F100/31TFW; 1/0PLUS30/HH43E/
DET 7; 3BARRS; 2/7PLUS30/02A/20TASS.
17. 0/0/0/0/UNK/0/UNK/UNK
18. A. RCC MAJ OLSEN, D.P.; RCCP LCOL GRADY, J.H.; PJ SGT
NUSBAUM, J.D.;
PJ SSGT AVERY, A.J.; ALL OF 37ARRS.
B. MAJ GRANIER, V.R.; SGT CASBEER, E.D., BOTH OF 37ARRS.
ENGELNE, S.D.; BLACK, L.M.; SGT THO; 0-2 KHANH; 0-2 KUANG;
D-2 DU; ALL OF COMMAND AND CONTROL, NORTH.
19. A. VICINITY OF GQYPQMTN - 107.21E, 100 PER CENT EFFECTIVE.
B. ALL PERSONNEL FOUND.
C. S/E
D. S/E
H. EIGHT ARRS COMBAT SAVES, INCLUDING TWO USAF CREWMEN,
TWO USA SPECIAL FORCES NON-CREWMEN, FOUR RVN NON-CREWMEN/NO
AIR REFUELINGS/JOLLY GREEN 10 DOWNED DUE TO HOSTILE ACTION/NO
PJ DEPLOYMENTS. COVEY 216 (FAC) INITIALLY NOTIFIED CROWN 6 ABOUT

PAGE 5 RUMHPD 036 C O N F I D E N T I A L

SOME PROBLEM EXISTING IN HIS AREA, BUT GARBLED RADIOS PREVENTED
FULL INFORMATION ON INITIAL CONTACT. CROWN 6 SOON DETERMINED THAT
A SEVEN MAN GROUND PARTY WAS SURROUNDED BY THE ENEMY, FOUR
MEMBERS OF THE UNIT WERE WOUNDED, AND AMMUNITION WAS RUNNING
LOW. JSARC WAS ADVISED OF THEIR REQUEST FOR EXTRACTION AND
APPROVAL WAS RECEIVED. TWO SPADS (A-1'S) WERE LAUNCHED FROM
DANANG AB TO JOIN THE FOUR SPADS ALREADY WORKING THE AREA.
JOLLY GREENS 28 AND 10 WERE LAUNCHED FROM DANANG TO PROCEED TO THE
AREA. ALSO, HELICOPTER GUNSHIPS WERE REQUESTED FROM 1ST MAW
TADC. HELO DIRECTOR, CAPT HOFFER. CAPT HOFFER SUPPLIED FOUR
GUNSHIPS INITIALLY AND CONTINUED TO SUPPLY GUNSHIPS AS THE ONES
ON SCENE RETURNED FOR FUEL. AFTER A PERIOD OF SUPPRESSION,

FLASH

* C O ~~CONFIDENTIAL~~ *

FLASH.

~~CONFIDENTIAL~~

* C O N F I D E N T I A L *

UNCLASSIFIED

JOLLY GREEN 28 ATTEMPTED TO MAKE THE RECOVERY, BUT HAD TO PULL OUT BECAUSE OF A FUEL LEAK. IT WAS LEARNED LATER THAT THE FUEL LEAK WAS CAUSED BY HOSTILE GROUND FIRE. AFTER FURTHER SUPPRESSION ATTEMPTS, THE AREA WAS DEEMED WORKABLE FOR THE JOLLY GREEN BY AIRCRAFT ON SCENE AND JOLLY GREEN 10 ATTEMPTED THE RECOVERY. JOLLY GREEN 10 TOOK GROUND FIRE HITS AND CRASHED 100 METERS FROM THE GROUND PARTY. TWO CREW MEMBERS OF JOLLY 10 SURVIVED THE CRASH. AN EXTENSIVE SUPPRESSION OF THE AREA WAS MADE WHILE THE

PAGE 6 RUMHPD 036SC O N F I D E N T I A L
GROUND PARTY MOVED TO JOIN THE SURVIVORS OF JOLLY GREEN 10. AFTER THIS SUPPRESSION ATTEMPT, THE AREA WAS AGAIN CONSIDERED WORKABLE FOR JOLLY GREENS AND JOLLY GREEN 32 SUCCESSFULLY MADE A HOIST RECOVERY OF SIX GROUND PARTY PERSONNEL AND THE TWO JOLLY GREEN 10 SURVIVORS. ALTHOUGH SUPPRESSION WAS CONTINUOUS DURING THE RECOVERY. JOLLY GREEN 32 ALSO TOOK GROUND FIRE HITS. ALL SURVIVORS WERE TAKEN TO DANANG AB. GP-4.
BT

FAEE SS

NNNN#

m/k

FLASH

* C O N F I D E N T I A L *
~~CONFIDENTIAL~~

FLASH

~~CONFIDENTIAL~~

UNCLASSIFIED

FLASH

PT 0065
ZTTCZYUW RUMSCMV5480 2800000-CCCC--RUCIEUA.
ZNY CCCCC
DE RUMHPD 036 2791845
ZNY CCCCC
Z 0 051707Z OCT 68

6 OCT 68 03 14

FM DL 1 3ARRGP SON TRA AB RVN
TO RUMUFKA/3ARRGP/JSARC/TAN SON NHUT AB RVN
RUCIEUA/HQ ARRS SCOTT AFB TIL
RUHHABA/PACARRC/PROCP/HICKAM AFB HAWAII
RUEFHQA/HQ USAF/AFXOPFH
RUEFHQA/CSAF/AFCP/AFXOPH
INFO RUCIEUA/HAC/MCP/MADCOA
RUMFAA/TAF/DOOS/ER/LANGELY AFB VA
RUMTFJA/USAF/AFPMSC/RANDOLPH AFB TEXAS
RUMFAA/LINGPACAF/CC
RUCFAA/HQ USAF ATTENATE CP MAXWELL AFB ALA
RUMSAL/7AF/DOO/DO/DP/DI/BDPMP/CP/TACCSS/TSN AB RVN
RUEBAAA/ARDC/ABERDEEN PROVING GROUND MARYLAND
RUMHAW/1ST MAW DANANG AB RVN
RHMSMVA/MACV SAIGON RVN
RUMLDNA/VMO 2 MAG 16 MARBLE MOUNTAIN MCAS RVN
RUHHBRA/CINCPACFLT PEARL HARBOR HAWAII
RUMPKK/HML 367 MAG 36 HUE PHU BAI MCAS RVN
RUMFSAA/COM SEVENTH FLT

66115
ARRS P/W

STAFF	ACT	INFO
AGENCY		
ARCCO		
ARODC		
ARPDC		
ARBDC		
ARMDC		
ARDAS		
ARXDC		
ARFOI		
ARNG		
ARASG		

PAGE 2 RUMHPD 036 ~~CONFIDENTIAL~~
RUMFSAA/ALL SEVENTH FLT CVA TG CRDS
RUYVSYC/CTE SEVEN ZERO PT TWO PT ONE PT ONE
RUMFSAA/CTU SEVEN SEVEN PT ZERO PT ONE
RUMFSAA/CTU SEVEN SEVEN PT ZERO PT TWO
RUMOSRA/OL 2 3ARRGP UDORN RTAFB THAILAND
RUMJHA/39ARRS TUY HOA AB RVN
RUMHPB/37ARRS DANANG AB RVN
RUMNTB/6 SOS PLEIKU AB RVN
RUMBPN/602 SOS NAKHON PHANOM RTAFB THAILAND
BT

~~CONFIDENTIAL~~/JOPREP JIFFY RESCUE/OL-1, 3ARRGP/OCT 68.

SUBJ: (U) RESCUE INFORMATION REPORT.

1. RESCUE OPENING/CLOSING REPORT

2. 1-3-102-8279

3. A. GROUND PARTY EXTRACTION

B. S/E

C. GROUND PARTY AND CAMOUFLAGED/782/HH-32/DOO/DO/DP/DI/BDPMP/CP/TACCSS/TSN AB RVN

D. USA

E. GROUND PARTY: COMMAND AND CONTROL, NORTH
JOLLY GREEN 10: USAF, 37ARRS

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS

DECLASSIFIED ON 10-31-2001

PAGE 3 RUMHPD 036 ~~CONFIDENTIAL~~

F. JOLLY GREEN 10 RCC: MAJ GRANIER, VERNON R.

G. NUMBER OF GROUND PERSONNEL: 7

JOLLY GREEN 10: 4 POB

4. COVEY 216, 05/0622Z

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED ON 10-31-2001

FLASH

~~CONFIDENTIAL~~

DECLASSIFIED AT 3 YEAR INTERVALS
DECLASSIFIED ON 10-31-2001

FLASH

* ~~CONFIDENTIAL~~ *

UNCLASSIFIED

5. S/E
6. 1/HC-130P/0622Z, 2/A-1H/0623Z, 2/HH-3E/0623Z.
7. DIVERTED CROWN 6 FROM NORMAL ORBIT 0624Z, SPAD 11 AND 12 LAUNCHED AT 0633Z.
8. 1601.5N - 107.21E
9. A. NOT A FACTOR.
B. 2000 BROKEN, SMOKE IN AREA RESTRICTING VISIBILITY, WIND LIGHT.
10. DL-1, 3ARRGP, MAJOR JOE B. MARSHALL JR: TSGT WILLIAM 11. TACC-NS, PANAMA (GCI), WATERBOY (GCI), 1ST MAW (TADC),
MAG 16, MAG 36.
12. COVEY 216, 0622Z/1601.5N - 107.21E.
13. 37ARRS/HH-3E/PENETRATOR/1014Z
14. 11/11/B/B/D/3-2
15. TAKEN TO DANANG AB, RVN.
16. 2/5PLUS00/HC-130P/39ARRS; 7/15PLUS10/HH-3E/37ARRS;

PAGE 4 RUMHPD 036 C O N F I D E N T I A L

- 4/7PLUS00/A-1E/602S05;
- 14/25PLUS30/A-1H/6S05; 4/5PLUS00/UH-1/VM02 MAG 16; 6/7PLUS 30/UH-1/HML 367, MAG 36;
- 2/2PLUS00/F4C/366TFW; 2/2PLUS00/F100/31TFW; 1/0PLUS30/HH43E/DET 7, 38ARRS; 2/7PLUS30/02A/20TASS.
17. 0/0/0/0/UNK/0/UNK/UNK
18. A. RCC MAJ OLSEN, D.P.; RCCP LCOL GRADY, J.H.; PJ SGT NUSBAUM, J.D.;
PJ SSGT AVERY, A.J., ALL OF 37ARRS.
B. MAJ GRANIER, V.R.; SGT CASBEER, E.D., BOTH OF 37ARRS.
ENGELNE, S.D.; BLACK, L.M.; SGT THO; 0-2 KHANH; 0-2 KUANG;
0-2 DU; ALL OF COMMAND AND CONTROL, NORTH.
19. A. VICINITY OF 6QYPQMTN - 107.21E, 100 PER CENT EFFECTIVE.
B. ALL PERSONNEL FOUND.
C. S/E
D. S/E
H. EIGHT ARRS COMBAT SAVES, INCLUDING TWO USAF CREWMEN, TWO USA SPECIAL FORCES NON-CREWMEN, FOUR RVN NON-CREWMEN/NO AIR REFUELINGS/JOLLY GREEN 10 DOWNED DUE TO HOSTILE ACTION/NO PJ DEPLOYMENTS. COVEY 216 (FAC) INITIALLY NOTIFIED CROWN 6 ABOUT

PAGE 5 RUMHPD 036 C O N F I D E N T I A L

SOME PROBLEM EXISTING IN HIS AREA, BUT GARBLED RADIOS PREVENTED FULL INFORMATION ON INITIAL CONTACT. CROWN 6 SOON DETERMINED THAT A SEVEN MAN GROUND PARTY WAS SURROUNDED BY THE ENEMY, FOUR MEMBERS OF THE UNIT WERE WOUNDED, AND AMMUNITION WAS RUNNING LOW. JSARC WAS ADVISED OF THEIR REQUEST FOR EXTRACTION AND APPROVAL WAS RECEIVED. TWO SPADS (A-1'S) WERE LAUNCHED FROM DANANG AB TO JOIN THE FOUR SPADS ALREADY WORKING THE AREA. JOLLY GREENS 28 AND 10 WERE LAUNCHED FROM DANANG TO PROCEED TO THE AREA. ALSO, HELICOPTER GUNSHIPS WERE REQUESTED FROM 1ST MAW TADC. HELO DIRECTOR, CAPT HOFFER. CAPT HOFFER SUPPLIED FOUR GUNSHIPS INITIALLY AND CONTINUED TO SUPPLY GUNSHIPS AS THE ONES ON SCENE RETURNED FOR FUEL. AFTER A PERIOD OF SUPPRESSION,

* C O ~~CONFIDENTIAL~~ *

FLASH

FLASH.

~~CONFIDENTIAL~~

* C O N F I D E N T I A L *

UNCLASSIFIED

JOLLY GREEN 28 ATTEMPTED TO MAKE THE RECOVERY, BUT HAD TO PULL OUT BECAUSE OF A FUEL LEAK. IT WAS LEARNED LATER THAT THE FUEL LEAK WAS CAUSED BY HOSTILE GROUND FIRE. AFTER FURTHER SUPPRESSION ATTEMPTS, THE AREA WAS DEEMED WORKABLE FOR THE JOLLY GREEN BY AIRCRAFT ON SCENE AND JOLLY GREEN 10 ATTEMPTED THE RECOVERY. JOLLY GREEN 10 TOOK GROUND FIRE HITS AND CRASHED 100 METERS FROM THE GROUND PARTY. TWO CREW MEMBERS OF JOLLY 10 SURVIVED THE CRASH. AN EXTENSIVE SUPPRESSION OF THE AREA WAS MADE WHILE THE

PAGE 6 RUMHPD 036SC O N F I D E N T I A L
GROUND PARTY MOVED TO JOIN THE SURVIVORS OF JOLLY GREEN 10. AFTER THIS SUPPRESSION ATTEMPT, THE AREA WAS AGAIN CONSIDERED WORKABLE FOR JOLLY GREENS AND JOLLY GREEN 32 SUCCESSFULLY MADE A HOIST RECOVERY OF SIX GROUND PARTY PERSONNEL AND THE TWO JOLLY GREEN 10 SURVIVORS. ALTHOUGH SUPPRESSION WAS CONTINUOUS DURING THE RECOVERY. JOLLY GREEN 32 ALSO TOOK GROUND FIRE HITS. ALL SURVIVORS WERE TAKEN TO DANANG AB. GP-4.
BT

AEE SS

NNNN#

m/k

FLASH

* C O N F I D E N T I A L *
~~CONFIDENTIAL~~

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 Chau 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.)

Supporting Documents# 16

57

<u>SAVE NO</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>SERIAL NO</u>	<u>DATE</u>	<u>SOURCE</u>
377	B.F. Rose	1/Lt-M	0103189	28 Aug 68	1-3-94
378	Melvin Hickson	Sgt	UNK	1 Sep 68	1-3-96
379	Paul Stankiewicz	Capt	UNK	1 Sep 68	1-3-96
380	Raymond E. Headlee	Capt	UNK	1 Sep 68	1-3-96
381	John J. Shelby	Capt	UNK	1 Sep 68	1-3-96
382	Thomas Brown	TSgt	UNK	1 Sep 68	1-3-96
383	Oscar Perez	Sgt	UNK	1 Sep 68	1-3-96
384	Joe L. Longlois	Sgt	UNK	1 Sep 68	1-3-96
385	Roger E. Wells	Sgt	UNK	1 Sep 68	1-3-96
386	Norman E. Goldblatt	Sgt	UNK	1 Sep 68	1-3-96
387	Larry E. Bustle	Maj-AF	UNK	11 Sep 68	1-3-97
388	Urbain Reinhart	Lt-A	UNK	27 Sep 68	1-3-100
389	Billy Wingfield	Maj-AF	UNK	27 Sep 68	1-3-100
390	Watson Burnfield	Maj-AF		27 Sep 68	1-3-100
391	Duane I. Beland	Sgt-AF		27 Sep 68	1-3-100
392	Allen J. Avery	SSgt-AF	UNK	27 Sep 68	1-3-100
393	Vernon R. Granier	Maj-AF		5 Oct 68	1-3-102
394	Ernest D. Casbeer	SSgt-AF		5 Oct 68	1-3-102
395-396	UNK	UNK-A	UNK	5 Oct 68	1-3-102
397-400	UNK ARVN	UNK	UNK	5 Oct 68	1-3-102
401	Richard D. Griffiths	Capt-AF		15 Oct 68	1-3-103
402	Harry W. Hagen Jr.	Capt-AF		15 Oct 68	1-3-103

S.B.10

DECLASSIFIED

145

DEPARTMENT OF THE AIR FORCE
39TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96316



Major George E. Eldridge, RCC Crown 6, 5 Oct 68

7 OCT 68

Mission Narrative #1-3-102-8279

1. Crown 6 on Golf orbit received call at 0620Z from FAC Covey 216(0-2) requesting a JG for pick-up of seven Army personnel, (4 wounded) who were under fire. Position was given as 220 degrees 30NM off CH 69. Queen was notified and Crown 6 proceeded towards area. Covey 216, On Scene Commander, was aided by Covey 258 and was directing strikes by Spads at the time. Spads 11/12 scrambled from Danang and arrived in the area. Spad 11 said Jolly's were usable int the area in a response to a Queen question and JG 28/10 arrived at 0730Z from Danang. They were escorted by Army Gun Ships, Hostage 1-0 and 1-1. At 0747Z, JG 28 made an attempted landing on the LZ. He received ground fire from enemy troops in the grass 30 feet from their landing point. JG 28 reported heavy fuel leaks in the acft and departed the area escorted by JG 10 and Spad 11. Spad 12 remained on scene. Hostage 11 expended their ordnance on the scene and RTB after JG 28. At 0749Z, JG 32/25 reported 20 minutes out from the scene. (They did not arrive in 20 minutes due to time lost in escorting JG 28 as he passed). Covey 216 used Spads 12/03/04 in continued strikes around the landing zone. JG 10 returned to the area and gun ships Hair 1 and 2 arrived at 0810Z. JG 10 started in for a pickup. At 0811Z, JG 10 took ground fire and crashed. Spad 12 stated he through all been killed. The crash site burned for the next 2 hours. At 0817Z, Covey 116 made voice contact with the PJ from JG 10. He relayed there was one other survivor of the crash. Covey 216 RTB due to low fuel and Covey 258 became OSC. Spad 11 (back on scene) stated another pickup attempt at the LZ was impossible. Tracers had been sighted during JG 10's attempt. Est 50 cal. nothing that large had been noticed before. At 0827Z, the ground party was told to move away from the landing zone and into the draw at the crash site and to attempt contact with the survivors. The movement was very slow due to the wounded. After the ground party was 50 meters away from the LZ, fast movers were put in the area (Gunfighters 7/8). At 1000Z, Covey 258 stated he thought that both party's had made contact. He also stated fog was moving into the area. With approaching darkness plus the fog, it was decided that an attempt had to be made shortly IXX if the survivors were to be extracted prior to night fall. Smoke was obscuring the LZ area from the known enemy positions. Spad 11 became OSC for the pickup attempt at 1003Z. It is not known just how many HELLRA-1's were present for the third try. Spad's 01/02/03/04/29/30/31 and 32 plus Sandy's 1/2/7 and 8 were all on the scene in the last hour. Gun ships Hostage 68/69 also returned for the final portion. Crown 2 was diverted and arrived in the area as a tanker since JG 32/25 had reported a bingo time of 1015Z. Crown 2 arrived on scene at 1002Z. The A-1's set up their Daisy chain on the sides of the draw and at 1004Z, JG 32 made an attempt with JG 25 high and JG 21 in reserve. At 1005Z, JG 32 backed into a tree top. No reported damage. At 1006Z, JG 32 reported in hover. At 1008Z, he reported 2 survivors on board, 2 on the hoist and 2 approaching. No ground fire reported. At 1013Z, JG 32 reported he had max power and had to pull out due to weight. JG 25 replaced JG 32 in hover and at 1015Z, reported no contact. At 1017Z, JG 32 reported 6 survivors on board and that they had stated all others were dead. Covey 258 requested confirmation. Stated there

GROUP 4
EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

CONFIDENTIAL

DECLASSIFIED

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



REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-102-8270)

Classified by (U) 10 OCT 1968
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 1970

TO: 37C
JSARC
IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3ARRGp Sup 1 dated 15 June 1967.

2. (C) On 5 Oct 68, JG 28 and JG 10 were scrambled at 0655Z with instructions to proceed to the 270/34/77 for rendezvous with a two ship flight of Army UH-1F Gunships. JG's 28 and 10 had been briefed prior to departure that at approximately 0100Z a 9 man ground party had been air-lifted to an LZ at approximately the 270/53 of CH77. After unloading, the H-34 which carried them had been shot down exiting the LZ area. The ground party had then come under heavy ground attack from grenade, mortar and automatic weapons fire in close proximity to the LZ. Airstrikes had been conducted to suppress the enemy throughout the AM, but due to the weather conditions, the results were questionable. JG's 28 and 10 arrived at the rendezvous point at approximately 0720Z and the gunship escort five minutes thereafter. Enroute the JG's contacted Covey 216, the O.S.C., and were briefed on the survivors' situation. An Army ground party of 9 men were located on a helicopter landing zone on the 270/51/77, further refined to the 215/31/69. There were at that time, Spads 11 and 12, 13 and 14 on the scene plus several Huey Gunships. The JG's were advised that due to a stratus type cloud deck which lay approximately 1000' above the LZ, thorough suppression could not be accomplished. After the gunship flight arrived at the rendezvous point, the JG's proceeded to the rescue site. After holding in the immediate area for approximately 15 minutes until the ground party reported there was very light gunfire in the vicinity, Covey 216, still the O.S.C., advised that JG 28 could go in for a pickup attempt with the gunship flight to escort and provide ground suppression during the approach, landing and exit. The LZ was a circular clearing of approximately 25 meters in diameter and was situated at the base of a ridge which ran approximately on a SW to NE heading and rising approximately 2000 feet above the LZ. To the south of the LZ a steeply sloped hill rose to almost the height of the ridge and formed more or less a NW extension from the ridge itself. To the east of the valley in which the LZ was located was a ridge line running NS at the SE end of the A Shau Valley. The effect of the topography formed a closed or boxed canyon restricting entry and exit routes and also maneuvering room in proximity of the LZ. JG 28 began the approach from approximately 4000' descending below the cloud deck on a SSE heading direct to the LZ. The ground party had spread a panel on the SE side of the LZ and the crew of JG 28 could see 4 or 5 team members around the panel. The RCC brought JG 28 to a hover at the north side of the LZ and simultaneously began a hovering right turn so as to align the aircraft on the exit heading of NE. Upon completing the turn, in

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~
10 OCT 1968

DECLASSIFIED



a hover at approximately 10 feet above the center of the LZ with the cargo door facing the previously observed survivors, the RCCP observed movement on the SW side of the LZ (at the 9 o'clock position of JG 28) and the RS saw 3 or 4 individuals stand up. Both crewmembers initially determined them to be the other half of the ground party to be extracted since they too were on the edge of the LZ opposite the first group observed. However immediately after standing erect, the latter group began firing automatic weapons into the left side of JG 28. The RS called out "gunfire" and the FE simultaneously announced over ICS that JG 28 had taken numerous hits and the main fuel line had been severed causing a massive fuel leak. The FE and RS were immediately drenched with fuel and were temporarily blinded. Upon hearing the gunfire and the warnings from the FE and RS the RCC immediately started withdrawing from the LZ while the RCCP returned fire through his cockpit window. As JG 28 left the LZ and attained forward flight there were 2 to 3 inches of fuel in the cargo compartment and fuel spray was being blown into the cockpit. The cockpit windows were closed alleviating the fuel spray problem. Cockpit indications after exiting the LZ were all engine and transmission indicators normal, "master caution" light on, both "aft tank boost pump failure" lights on and "aft fuel bypass" caution light on. With the quantity of fuel inside the aircraft the RCC was hesitant to activate any electrical switch or to transmit on ICS or other communication systems. After clearing the hostile area and gaining altitude however, JG 28 reported to the O.S.C. its condition and the situation at the LZ. JG 28 reported that it had received heavy automatic weapons fire from the perimeter of the LZ. Next, in an effort to reduce or stem the flow of fuel into the cargo compartment the two aft boost pumps were secured. This completely stopped the leakage. JG 10 during this time had been orbiting the general area to provide emergency cover for JG 28. JG 28, escorted by Spad 11, then proceeded toward CH 77 maintaining radio silence and without further change to the aircraft configuration. At 0735Z, JG 32 and JG 25, manned with make up crews, scrambled from CH 77 at Queens request and proceeded to the holding point at 270/34/77. Enroute to the holding point, JG's 32 and 25 were notified by Spad 11 that JG 28 had received hits and had a bad fuel leak inside the helicopter. Spad 11 requested that JG 32 or JG 25 intercept JG 28 and provide escort for his return to CH 77. Spad 11 conducted the intercept between JG 25 and JG 28 and then joined up with JG 32 for escort to the LZ pickup area. JG 25 escorted JG 28 to the vicinity of CH 77 and then returned to an orbit point approximately 1 mile SW of the LZ at 9000' MSL. After JG 28 had pulled out because of taking hits the Covey FAC directed Huey Rocket Ships to expend ordnance and called for another JG pickup attempt. As JG 32 arrived at 215/30/69 at approximately 0835Z, JG 10 commenced the approach to the LZ. JG 10's approach path was similar to JG 28's. As JG 10 reached a hover over the LZ intense ground fire was received from the SW side of the LZ. The PJ noted a large hole, approximately 6" in diameter, in the cabin floor. The RCC made a right banking turn of approximately 180 degrees and proceeded to egress. Both engine fire warning lights came on. The other aircraft on scene observed JG 10 burning as it proceeded away from the LZ. The engines and cabin were in flames. The PJ and FE manned and fired the M-60's as JG 10 exited. The RCC was able to control the aircraft, and performed a crash landing 200 to 300 yards from the LZ at approximately YG 592 700, UTM grid. Immediately after the crash, JG 32 made a low pass over the crash site and observed an extremely large, bright fire consuming JG 10. Approximately 15 minutes after the crash, voice contact was established with the JG 10 PJ. Several minutes later, voice contact was established with another JG survivor. When the JG 10 PJ came up on voice again, he was notified by Covey 258 of the second survivor's location. Carrot Top, the call sign of the ground party, was told to evacuate the LZ,

GROUP 4

Downgraded at 5 year
intervals; declassified
after 12 years



DECLASSIFIED

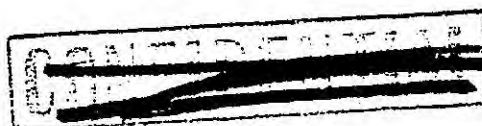


move down the ravine to the JG 10 crash site and join with the two JG 10 survivors. At this time there were 7 survivors of the ground party remaining. Once Carrot Top vacated the LZ, numerous Spads and Gunfighter airstrikes were directed upon the area around the LZ. JG 25 returned from escort of JG 28 to CH 77 at approximately 0905Z. The crew of JG 28, upon landing at CH 77, obtained a replacement aircraft, JG 21, and after briefing the 37th ARRS Commander and Operations Duty Officer on the situation, launched in JG 21 and returned to the SAR scene at approximately 0930Z. The Spad and Gunfighter airstrikes continued until the two JG 10 survivors joined, and past the time that Carrot Top had estimated his team's arrival at the crash site. The cloud layer confronted by JG 28 and JG 10 on their approaches was replaced with a smoke layer from the airstrikes that obscured the LZ from the crash site. As the smoke layer was hindering the effectiveness of additional airstrikes and darkness was approaching Spad 11 determined that a rescue attempt be made even though Carrot Top had not accomplished their join-up with the JG 10 survivor's. The JG 10 survivor's had been notified to expect indigenous persons among the team led by American advisors. The JG 10 survivors and Carrot Top were notified to come up on the penetrator in groups of 2 or 3. The eight Spads and Sandy's on scene at this time formed a daisy chain around JG 32 as JG 32 dumped fuel to 1400 pounds. At this time (1000Z) JG 25 (high bird) descended from high orbit position and established a low orbit approximately 1000' AGL 1 mile SE of the pickup area on the opposite side of the ridge line where Spads were making their airstrikes and JG 32 was making the pickup. JG 32 established voice contact with a JG 10 survivor and flew and hovered to the crash site. The indicated altitude was 2400 feet with a 22 degree C temperature. The JG 10 survivors reported hearing JG 32 and popped a smoke flare which was observed by the JG 32 PJ hoist operator. The other JG 32 PJ sighted the men and directed the RCC over the survivors. JG 32 was hovering with the main rotor blades between two layers of branches of a 100 foot tree, at the 12 o'clock position. There was another tree to the 9 o'clock position just outside the rotor tips. JG 32 had previously attempted to accomplish the pickup with the nose pointed down the ravine to allow an exit route, but clipped small branches with the tail rotor without being far enough up slope to hover over the JG 10 survivors. | While the two JG 10 survivors were being hoisted, the JG 32 pilot observed men coming down a path at 1 o'clock position and proceeding toward the 3 o'clock position on the right (West) side of the stream. After JG 10 crewmen were aboard, JG 32 backed and slid right and down to a 20 to 30 foot hover to pickup 3 members of Carrot Top. This group initially removed the penetrator from the hoist cable, but then replaced it and were hoisted as a group of 3. As they entered the door, they unplugged the PJ hoist operator's headset. The JG 10 PJ who was firing one M-60, reconnected the JG 32 hoist operator's plug and adjusted his boom mike. As 3 more of the Carrot Top team arrived, JG 32 believed it was receiving incoming ground fire, but with the Spads continuing to strafe and rocket in the immediate area and the JG 32 M-60's and M-16's being manned by the JG 32 PJ, JG 10 survivors, and on-board Carrot Top personnel, JG 32 remained in a hover. The PJ hoist operator lowered the penetrator again. As he raised the 3 men from the ground, he noticed that one of the indigenous team members had a vine wrapped around him. The hoist operator lowered the penetrator and allowed the man to untangle himself. The 3 man group was hoisted with the one man hanging in the strap as he did not regain his seat after untangling himself from the vine. As this group was brought into the cabin, the hoist operator's headset was unplugged again. The hover power required at this time was 103% Q on each engine. JG 32 announced on UHF Guard that it was at maximum power and was withdrawing. JG 32 backed and turned, gained airspeed and climbed out. Fifteen minutes passed from approach to exit time. Spad 11 requested to know the number of survivors on board and the number

GROUP 4

3.

Downgraded at 3 year
intervals; declassified
after 10 years



DECLASSIFIED



remaining on the ground. JG 32 had to ask Spad 11 to stand by because ICS contact had not been reestablished with the Guys-in-Back. The PJ was attending the survivors who needed attention; the hoist operator (also a PJ) was firing a weapon unaware that his headset was again unplugged. The pilots of JG 32 couldn't make themselves heard by shouting or with the crew alarm bell. The RCCP was finally able to attract the crews attention and on ICS directed the JG 32 PJ and hoist operator to question each man to determine the number of survivors on the ground. Both JG 10 survivors reported that no other JG 10 crewmembers were alive and all the Carrot Top team reported no other Carrot Top people alive. Of the 7 carrot Top members who departed the LZ, the wounded one was killed by AK-47 fire as they approached the JG crash site. He was killed while he was being carried by two of the team. JG 32 reported that no more survivors existed approximately 5 minutes after Spad 11 requested the information. Because JG 32's radio call that JG 32 was departing due to maximum power requirement implied that more survivors were on the ground, Spad 11 committed JG 25 to approach the pickup scene while attempting to confirm via radio the number of remaining survivors. The eight Spads were continuing the "Daisy Chain" expending ordnance in the area and directed JG 25 to the JG 10 crash site. JG 25 jettisoned tip tanks and dumped fuel to 1400 lbs. As the Spads would make a firing pass near the LZ and JG 10 crash site, each one would take over directing JG 25 to the pickup area. JG 25 arrived over the crash site and established a hover approximately 50' above the tree tops. Several calls were made by JG 25 and Spad on UHF Guard for any additional survivors to pop smoke or give a call on their radio. The JG 25 crew did not observe any smoke or survivors in the area around the crash site or the pickup point of the other survivors so they departed the area. Approximately 1 minute after JG 25 departed the crash site (1018Z) JG 32 advised all SAR forces that there were no more survivors on the ground. Twenty four A-1 sorties occurred. JG 21, 25, and 32 returned to CH 77 arriving at approximately 1045Z. During JG 32's spiraling descent from 6000' to the CH 77 traffic pattern, the PJ announced that the four indigenous troops on board were experiencing ear pains. A climb to 2000' and ear block clearing techniques taught by the PJs alleviated the problem. It is recommended that standard tactics for extraction of any survivors pinned down by adjacent hostile forces include the attempt of the survivors to move prior to the commitment of a JG. It is also recommended that the headset cord of the hoist operator be attached to the right side of his helmet and the cord extend to the aft of the cabin door rather than across the entrance way and the modified helmet plug-in be strong. It is also recommended that JP-5 be considered for use instead of JP-4. Radar altimeters are still needed by this unit

3. (C) The survivors were: JG 10 Major Vernon R. Granier, EV3020666, SSgt Earnest Casbeer, AF18731219 - Carrot Top 2 Americans and 2 indigenous.

(U) Other aircraft assisting: Spad 11: Maj D. Dineen
03: Maj J. Wheeler
29: Maj Deportier
31: Maj J. Gaffney
01: Maj W. Parkham
35: LC Learnard
12: LC V. Cole
04: Maj J. Egbert
30: Maj D. Pierce
32: Menke
02: Capt D. Hinson
36: Maj Teskey



FR00PP - check
out ~~above~~ above
recommendation
- get 3 GP through
col R

DECLASSIFIED

Sandys 01, 02, 07, 08
FAC's Covey 216 and Covey 258
Helo Ordnance Support Hostage and Scarface
Rescap Gunfighters 7, 8

~~CONFIDENTIAL~~

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

JOLLY GREEN 28/21
RCC LCDR Lonnie L. Mixon
RCCP Capt Vincent A. Ziccardi
FE Sgt Duane I. Beland
RS TSgt Nathaniel Smith JR

JOLLY GREEN 10
RCC Granier, Vernon R. ✓
RCCP Maj Albert D. Wester ×
FE Sgt Gregory P. Lawrence×
RS SSgt Earnest D. Casbeer ✓

JOLLY GREEN 32
RCC Maj Don P. Olsen
RCCP LtCol James H. Grady
FE AIC Neusbaum
RS AIC Allen J. Avery

JOLLY GREEN 25
RCC Capt Gerald W. Moore
RCCP Capt Don W. Wiegard
RS Sgt Norman C. Kohlstrand
RS AIC Sammie J. Thompson

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

~~CONFIDENTIAL~~

5.

GROUP 4

Downgraded at 3 year
intervals; declassified
after 10 years

DECLASSIFIED

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



REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-102-8279)

Classified by (U) 10 OCT 1968
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 51 APR 1974

TO: 37C
JSARC
IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3ARRGp Sup 1 dated 15 June 1967.

2. (C) On 5 Oct 68, JG 28 and JG 10 were scrambled at 0655Z with instructions to proceed to the 270/34/77 for rendezvous with a two ship flight of Army UH-1F Gunships. JG's 28 and 10 had been briefed prior to departure that at approximately 0100Z a 9 man ground party had been air-lifted to an LZ at approximately the 270/53 of CH77. After unloading, the H-34 which carried them had been shot down exiting the LZ area. The ground party had then come under heavy ground attack from grenade, mortar and automatic weapons fire in close proximity to the LZ. Airstrikes had been conducted to suppress the enemy throughout the AM, but due to the weather conditions, the results were questionable. JG's 28 and 10 arrived at the rendezvous point at approximately 0720Z and the gunship escort five minutes thereafter. Enroute the JG's contacted Covey 216, the O.S.C., and were briefed on the survivors' situation. An Army ground party of 9 men were located on a helicopter landing zone on the 270/51/77, further refined to the 215/31/69. There were at that time, Spads 11 and 12, 13 and 14 on the scene plus several Huey Gunships. The JG's were advised that due to a stratus type cloud deck which lay approximately 1000' above the LZ, thorough suppression could not be accomplished. After the gunship flight arrived at the rendezvous point, the JG's proceeded to the rescue site. After holding in the immediate area for approximately 15 minutes until the ground party reported there was very light gunfire in the vicinity, Covey 216, still the O.S.C., advised that JG 28 could go in for a pickup attempt with the gunship flight to escort and provide ground suppression during the approach, landing and exit. The LZ was circular clearing of approximately 25 meters in diameter and was situated at the base of a ridge which ran approximately on a SSE heading and rising approximately 2800 feet above the LZ. To the south of the LZ a steeply sloped hill rose to almost the height of the ridge and formed more or less a NW extension from the ridge itself. To the east of the valley in which the LZ was located was a ridge line running NS at the SE end of the A Shau Valley. The effect of the topography formed a closed or boxed canyon restricting entry and exit routes and also maneuvering room in proximity of the LZ. JG 28 began the approach from approximately 4000' descending below the cloud deck on a SSE heading direct to the LZ. The ground party had spread a panel on the SE side of the LZ and the crew of JG 28 could see 4 or 5 team members around the panel. The RCC brought JG 28 to a hover at the north side of the LZ and simultaneously began a hovering right turn so as to align the aircraft on the exit heading of NE. Upon completing the turn, in

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

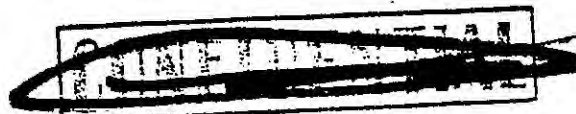
DECLASSIFIED



a hover at approximately 10 feet above the center of the LZ with the cargo door facing the previously observed survivors, the RCCP observed movement on the SW side of the LZ (at the 9 o'clock position of JG 28) and the RS saw 3 or 4 individuals stand up. Both crewmembers initially determined them to be the other half of the ground party to be extracted since they too were on the edge of the LZ opposite the first group observed. However immediately after standing erect, the latter group began firing automatic weapons into the left side of JG 28. The RS called out "gunfire" and the FE simultaneously announced over ICS that JG 28 had taken numerous hits and the main fuel line had been severed causing a massive fuel leak. The FE and RS were immediately drenched with fuel and were temporarily blinded. Upon hearing the gunfire and the warnings from the FE and RS the RCC immediately started withdrawing from the LZ while the RCCP returned fire through his cockpit window. As JG 28 left the LZ and attained forward flight there were 2 to 3 inches of fuel in the cargo compartment and fuel spray was being blown into the cockpit. The cockpit windows were closed alleviating the fuel spray problem. Cockpit indications after exiting the LZ were all engine and transmission indicators normal, "master caution" light on, both "aft tank boost pump failure" lights on and "aft fuel bypass" caution light on. With the quantity of fuel inside the aircraft the RCC was hesitant to activate any electrical switch or to transmit on ICS or other communication systems. After clearing the hostile area and gaining altitude however, JG 28 reported to the O.S.C. its condition and the situation at the LZ. JG 28 reported that it had received heavy automatic weapons fire from the perimeter of the LZ. Next, in an effort to reduce or stem the flow of fuel into the cargo compartment the two aft boost pumps were secured. This completely stopped the leakage. JG 10 during this time had been orbiting the general area to provide emergency cover for JG 28. JG 28, escorted by Spad 11, then proceeded toward CH 77 maintaining radio silence and without further change to the aircraft configuration. At 0735Z, JG 32 and JG 25, manned with make up crews, scrambled from CH 77 at Queens request and proceeded to the holding point at 270/34/77. Enroute to the holding point, JG's 32 and 25 were notified by Spad 11 that JG 28 had received hits and had a bad fuel leak inside the helicopter. Spad 11 requested that JG 32 or JG 25 intercept JG 28 and provide escort for his return to CH 77. Spad 11 conducted the intercept between JG 25 and JG 28 and then joined up with JG 32 for escort to the LZ pickup area. JG 25 escorted JG 28 to the vicinity of CH 77 and then returned to an orbit point approximately 1 mile SW of the LZ at 9000' MSL. After JG 28 had pulled out because of taking hits the Covey FAC directed Huey Rocket Ships to expend ordnance and called for another JG pickup attempt. As JG 32 arrived at 215/30/69 at approximately 0835Z, JG 10 commenced the approach to the LZ. JG 10's approach path was similar to JG 28's. As JG 10 reached a hover over the LZ intense ground fire was received from the SW side of the LZ. The PJ noted a large hole, approximately 6' in diameter, in the cabin floor. The RCC made a right banking turn of approximately 180 degrees and proceeded to egress. Both engine fire warning lights came on. The other aircraft on scene observed JG 10 burning as it proceeded away from the LZ. The engines and cabin were in flames. The PJ and FE manned and fired the M-60's as JG 10 exited. The RCC was able to control the aircraft, and performed a crash landing 200 to 300 yards from the LZ at approximately YC 592 700, WTM grid. Immediately after the crash, JG 32 made a low pass over the crash site and observed an extremely large, bright fire consuming JG 10. Approximately 15 minutes after the crash, voice contact was established with the JG 10 PJ. Several minutes later, voice contact was established with another JG survivor. When the JG 10 PJ came up on voice again, he was notified by Covey 258 of the second survivor's location. Carrot Top, the call sign of the ground party, was told to evacuate the LZ,

GROUP 4

2. Downgraded at 5 year
interval; Declassified
after 10 years



DECLASSIFIED

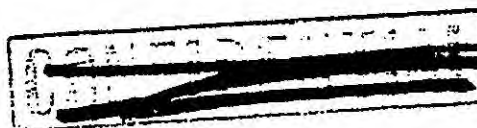


move down the ravine to the JG 10 crash site and join with the two JG 10 survivors. At this time there were 7 survivors of the ground party remaining. Once Carrot Top vacated the LZ, numerous Spads and Gunfighter airstrikes were directed upon the area around the LZ. JG 25 returned from escort of JG 28 to CH 77 at approximately 0905Z. The crew of JG 28, upon landing at CH 77, obtained a replacement aircraft, JG 21, and after briefing the 37th ARRS Commander and Operations Duty Officer on the situation, launched in JG 21 and returned to the SAR scene at approximately 0930Z. The Spad and Gunfighter airstrikes continued until the two JG 10 survivors joined, and past the time that Carrot Top had estimated his team's arrival at the crash site. The cloud layer confronted by JG 28 and JG 10 on their approaches was replaced with a smoke layer from the airstrikes that obscured the LZ from the crash site. As the smoke layer was hindering the effectiveness of additional airstrikes and darkness was approaching Spad 11 determined that a rescue attempt be made even though Carrot Top had not accomplished their join-up with the JG 10 survivor's. The JG 10 survivor's had been notified to expect indigenous persons among the team led by American advisors. The JG 10 survivors and Carrot Top were notified to come up on the penetrator in groups of 2 or 3. The eight Spads and Sandy's on scene at this time formed a daisy chain around JG 32 as JG 32 dumped fuel to 1400 pounds. At this time (1000Z) JG 25 (high bird) descended from high orbit position and established a low orbit approximately 1000' AGL 1 mile SE of the pickup area on the opposite side of the ridge line where Spads were making their airstrikes and JG 32 was making the pickup. JG 32 established voice contact with a JG 10 survivor and flew and hovered to the crash site. The indicated altitude was 2400 feet with a 22 degree C temperature. The JG 10 survivors reported hearing JG 32 and popped a smoke flare which was observed by the JG 32 PJ hoist operator. The other JG 32 PJ sighted the men and directed the RCC over the survivors. JG 32 was hovering with the main rotor blades between two layers of branches of a 100 foot tree, at the 12 o'clock position. There was another tree to the 9 o'clock position just outside the rotor tips. JG 32 had previously attempted to accomplish the pickup with the nose pointed down the ravine to allow an exit route, but clipped small branches with the tail rotor without being far enough up slope to hover over the JG 10 survivors. While the two JG 10 survivors were being hoisted, the JG 32 pilot observed men coming down a path at 1 o'clock position and proceeding toward the 3 o'clock position on the right (West) side of the stream. After JG 10 crewmen were aboard, JG 32 backed and slid right and down to a 20 to 30 foot hover to pickup 3 members of Carrot Top. This group initially removed the penetrator from the hoist cable, but then replaced it and were hoisted as a group of 3. As they entered the door, they unplugged the PJ hoist operator's headset. The JG 10 PJ who was firing one M-60, reconnected the JG 32 hoist operator's plug and adjusted his boom mike. As 3 more of the Carrot Top team arrived, JG 32 believed it was receiving incoming ground fire, but with the Spads continuing to strafe and rocket in the immediate area and the JG 32 M-60's and M-16's being manned by the JG 32 PJ, JG 10 survivors, and on-board Carrot Top personnel, JG 32 remained in a hover. The PJ hoist operator lowered the penetrator again. As he raised the 3 men from the ground, he noticed that one of the indigenous team members had a vine wrapped around him. The hoist operator lowered the penetrator and allowed the man to untangle himself. The 3 man group was hoisted with the one man hanging in the strap as he did not regain his seat after untangling himself from the vine. As this group was brought into the cabin, the hoist operator's headset was unplugged again. The hover power required at this time was 103% Q on each engine. JG 32 announced on UHF Guard that it was at maximum power and was withdrawing. JG 32 backed and turned, gained airspeed and climbed out. Fifteen minutes passed from approach to exit time. Spad 11 requested to know the number of survivors on board and the number

GROUP 4

3.

Downgraded at 3 year
intervals; declassified
after 10 years



DECLASSIFIED



remaining on the ground. JG 32 had to ask Spad 11 to stand by because ICS contact had not been reestablished with the Guys-in-Back. The PJ was attending the survivors who needed attention; the hoist operator (also a PJ) was firing a weapon unaware that his headset was again unplugged. The pilots of JG 32 couldn't make themselves heard by shouting or with the crew alarm bell. The RCGP was finally able to attract the crews attention and on ICS directed the JG 32 PJ and hoist operator to question each man to determine the number of survivors on the ground. Both JG 10 survivors reported that no other JG 10 crewmembers were alive and all the Carrot Top team reported no other Carrot Top people alive. Of the 7 Carrot Top members who departed the LZ, the wounded one was killed by AK-47 fire as they approached the JG crash site. He was killed while he was being carried by two of the team. JG 32 reported that no more survivors existed approximately 5 minutes after Spad 11 requested the information. Because of JG 32's radio call that JG 32 was departing due to maximum power requirement implied that more survivors were on the ground, Spad 11 committed JG 25 to approach the pickup scene while attempting to confirm via radio the number of remaining survivors. The eight Spades were continuing the "Daisy Chain" expending ordnance in the area and directed JG 25 to the JG 10 crash site. JG 25 jettisoned tip tanks and dumped fuel to 1400 lbs. As the Spads would make a firing pass near the LZ and JG 10 crash site, each one would take over directing JG 25 to the pickup area. JG 25 arrived over the crash site and established a hover approximately 50' above the tree tops. Several calls were made by JG 25 and Spad on UHF Guard for any additional survivors to pop smoke or give a call on their radio. The JG 25 crew did not observe any smoke or survivors in the area around the crash site or the pickup point of the other survivors so they departed the area. Approximately 1 minute after JG 25 departed the crash site (1018Z) JG 32 advised all SAR forces that there were no more survivors on the ground. Twenty four A-1 sorties occurred. JG 21, 25, and 32 returned to CH 77 arriving at approximately 1045Z. During JG 32's spiraling descent from 6000' to the CH 77 traffic pattern, the PJ announced that the four indigenous troops on board were experiencing ear pains. A climb to 2000' and ear block clearing techniques taught by the PJs alleviated the problem. It is recommended that standard tactics for extraction of any survivors pinned down by adjacent hostile forces include the attempt of the survivors to move prior to the commitment of a JG. It is also recommended that the headset cord or the hoist operator be attached to the right side of his helmet and the cord extend to the aft of the cabin door rather than across the entrance way and the modified helmet plug-in be strong. It is also recommended that JP-5 be considered for use instead of JP-4. Radar altimeters are still needed by this unit.

3. (C) The survivors were: JG 10 Major Vernon R. Granier, FV3020666, SSgt. Earnest B. Casbeer, AF18731219. Carrot Top: 2 Americans and 4 indigenous.

4. (U) Other aircraft assisting: Spad 11: Maj. D. Dineen
03: Maj. J. Wheeler
29: Maj. Deportier
31: Maj. J. Gaffney
01: Maj. W. Parkham
35: LC Learnard
12: LC V. Cole
04: Maj. J. Egbert
30: Maj. D. Pierce
32: Menke
02: Capt. D. Hinson
36: Maj. Teskey



FRDOPF - check
not done above
recommendation
- get 3 GP through
col R

DECLASSIFIED

Sandys 01, 02, 07, 08
FAC's Covey 216 and Covey 258
Helo Ordnance Support Hostage and Scarface
Rescap Gunfighters 7, 8

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

JOLLY GREEN 28/21
RCC LCDR Lonnie L. Mixon
RCCP Capt Vincent A. Ziccardi
FE Sgt Duane I. Beland
RS TSgt Nathaniel Smith JR

JOLLY GREEN 10
RCC Granier, Vernon R. /
RCCP Maj Albert D. Wester x
FE Sgt Gregory P. Lawrence x
RS SSgt Earnest D. Casbeer /

JOLLY GREEN 32
RCC Maj Don P. Olsen
RCCP LtCol James H. Grady
RH ALC Neusbaum
RS ALC Allen J. Avery

JOLLY GREEN 25
HCC Capt Gerald W. Moore
RCCP Capt Don W. Wiegard
RS Sgt Norman C. Kohlstrand
RS ALC Sammie J. Thompson

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

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 10 years

DECLASSIFIED

~~CONFIDENTIAL~~

422

SUPPORTING DOCUMENT 1

15.

Summary Report 1-3-102-8279, 5 Oct 68

(C) On 5 Oct 68, Jolly Green 28 and Jolly Green 10 were scrambled at 0655Z with instructions to proceed to the 270/34/77 for rendezvous with a two ship flight of Army UH-1F gunships. JG's 28 and 10 had been briefed prior to departure that approximately at 0100Z a nine man party had been air-lifted to an LZ at approximately the 270/53 of CH 77. After unloading, the H-34 which carried them had been shot down exiting the LZ area. The ground party had then come under heavy ground attack from grenade, mortar and automatic weapons fire in close proximity to the LZ. Airstrikes had been conducted to suppress the enemy throughout the a.m., but due to the weather conditions, the results were questionable. JG's 28 and 10 arrived at the rendezvous point at approximately 0720Z and the gunship escort five minutes thereafter. Enroute the JG's contacted Covey 216, the On Scene Commander, and were briefed on the survivor's condition. An Army ground party of nine men were located on a helicopter landing zone on the 270/51/77, further refined to the 215/31/69. There were, at that time, Spads 11, 12, 13 and 14 (A1-H) on the scene plus several Huey gunships. The JG's were advised that due to a stratus cloud deck which lay approximately 1000' above the LZ, thorough suppression could not be accomplished. After the gunship flight arrived at the rendezvous point, the JG's proceeded to the rescue site. After holding in the immediate area for approximately 15 minutes until the ground party reported there was very light gunfire in the vicinity, Covey 216, still the O.S.C. advised that JG 28 could go in for a pickup attempt with the gunship flight to escort and provide ground suppression during the approach, landing and exit. The LZ was a circular clearing of approximately 25 meters in diameter and was situated at the base of a ridge which ran approximately on a SW to NE heading and rising approximately 2000' above the LZ. To the south of the LZ a steeply sloped hill rose to almost the height of the ridge and formed more or less a NW extension from the ridge itself. To the east of the valley in which the LZ was located was a ridge line running NS at the SE end of the A Shau Valley. The effect of the topography formed a closed or boxed canyon restricting entry and exit routes and also maneuvering room in proximity of the LZ. JG 28 began the approach from approximately 4000' descending below the cloud deck on a SSE heading to the LZ. The ground party had spread a panel on the SE side of the LZ and the crew of JG 28 could see four or five team members by the panel. The RCC brought JG 28 to a hover at the north side of the LZ and simultaneously began a hovering right turn so as to align the aircraft with the exit heading. Upon completing the turn in a hover at approximately 10 feet above the center of the LZ with the cargo door facing the previously observed survivors, the RCCP observed movement on the SW side of the LZ (at the 9 o'clock position of JG 28) and the RS saw three or four individuals stand up. Both crewmembers initially determined them to be the other half of the ground party to be extracted since they too were on the edge of the LZ opposite from the

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

423

16.

first group observed. However, immediately after standing erect, the latter group began firing automatic weapons into the left side of JG 28. The RS called out "gunfire" and the FE simultaneously announced over ICS that JG 28 had taken numerous hits and the main fuel line had been severed causing a massive fuel leak. The FE and RS were immediately drenched with fuel and were temporarily blinded. Upon hearing the gunfire and the warnings from the FE and RS the RCC immediately started withdrawing from the LZ while the RCCP returned fire thru his cockpit window. As JG 28 left the LZ and attained forward flight there were 2 to 3 inches of fuel in the cargo compartment and fuel spray was being blown into the cockpit. The cockpit windows were closed alleviating the fuel spray problem. Cockpit indications after exiting the LZ were all engine and transmission indicators normal, "Master caution" light, both "aft tank boost pump failure" lights on and "aft fuel bypass" caution light on. With the quantity of fuel inside the aircraft the RCC was hesitant to activate any electrical switch or to transmit on ICS or other communications systems. After clearing the hostile area and gaining altitude however, JG 28 reported to the O.S.C. its condition and the situation at the LZ. JG 28 reported that it had received heavy automatic weapons fire from the perimeter of the LZ. Next, in an effort to reduce or stem the flow of fuel into the cargo compartment the two aft boost pumps were secured. This completely stopped the leakage. JG 10 during this time had been orbiting the general area to provide emergency cover for JG 28. JG 28, escorted by Spad 11, then proceeded toward CH 77 maintaining radio silence and without further change to the aircraft configuration. At 0735Z, JG 32 and JG 25, manned with make up crews, scrambled from CH 77 at Queen's request and proceeded to the holding point at 270/34/77. Enroute to the holding point, JG's 32 and 25 were notified by Spad 11 that JG 28 had received hits and had a bad fuel leak inside the helicopter. Spad 11 requested that JG 32 or JG 25 intercept JG 28 and provide escort for his return to CH 77. Spad 11 conducted the intercept between JG 25 and JG 28 and then joined up with JG 32 for escort to the LZ pickup area. JG 25 escorted JG 28 to the vicinity of CH 77 and then returned to an orbit point approximately 1 mile SW of the LZ at 9000' MSL. After JG 28 had pulled out because of taking hits the Covey FAC directed Huey Rocket Ships to expend ordinance and called for another JG pickup attempt. As JG 32 arrived at 215/30/69 at approximately 0835Z, JG 10 commenced the approach to the LZ. JG 10's approach path was similar to JG 28's. As JG 10 reached a hover over the LZ intense ground fire was received from the SW side of the LZ. The PJ noted a large hole, approximately 6" in diameter, in the cabin floor. The RCC made a right banking turn of approximately 180 degrees and proceeded to egress. Both engine fire warning lights came on. The other aircraft on scene observed JG 10 burning as it proceeded away from the LZ. The engines and cabin were in flames. The PJ and FE manned and fired the M-60's as JG 10 exited. The RCC was able to control the aircraft, and performed a crash landing 200 to 300 yards from the LZ

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

424

17.

at approximately YC 592 700, UTM grid. Immediately after the crash, JG 32 made a low pass over the crash site and observed an extremely large, bright fire consuming JG 10. Approximately 15 minutes after the crash, voice contact was established with the JG 10 PJ. Several minutes later, voice contact was established with another JG survivor. When the JG 10 PJ came up on voice again, he was notified by Covey 258 of the second survivor's location. Carrot Top, the call sign of the ground party, was told to evacuate the LZ, move down the ravine to the JG 10 crash site and join with the two JG 10 survivors. At this time there were 7 survivors of the ground party remaining. Once Carrot Top vacated the LZ, numerous Spads and Gunfighter airstrikes were directed upon the area around the LZ. JG 25 returned from escort of JG 28 to CH 77 at approximately 0905Z. The crew of JG 28, upon landing at CH 77, obtained a replacement aircraft, JG 21, and after briefing the 37 ARRSq Commander and Operations Duty Officer on the situation, launched in JG 21 and returned to the SAR scene at approximately 0930Z. The Spad and Gunfighter airstrikes continued until the two JG 10 survivors joined, and past the time that Carrot Top had estimated his team's arrival at the crash site. The cloud layer confronted by JG 10 on their approaches was replaced with a smoke layer from the airstrikes that obscured the LZ from the crash site. As the smoke layer was hindering the effectiveness of additional airstrikes and darkness was approaching Spad 11 determined that a rescue attempt should be made even though Carrot Top had not accomplished their join-up with the JG 10 survivors. The JG 10 survivors had been notified to expect indigenous persons among the team led by American advisors. The JG 10 survivors and Carrot Top were notified to come up on the penetrator in groups of 2 or 3. The 8 Spads and Dandys on the scene at this time formed a daisy chain around JG 32 as JG 32 dumped fuel to 1400 pounds. At this time (1000Z) JG 25 (high bird) descended from high orbit position and established a low orbit approximately 1000' AGL 1 mile SE of the pickup area on the opposite side of the ridgeline where Spads were making their airstrikes and JG 32 was making the pickup. JG 32 established voice contact with a JG 10 survivor and flew and hovered to the crash site. The indicated altitude was 2400 feet with a 22 degree C. temperature. The survivors reported hearing JG 32 and popped a smoke flare which was observed by the JG 32 PJ hoist operator. The other JG 32 PJ sighted the men and directed the RCC over the survivors. JG 32 was hovering with the main rotor blades between two layers of branches of a 100' tree, at the 12 o'clock position. There was another tree to the 9 o'clock position just outside the rotor tips. JG 32 had previously attempted to accomplish the pickup with the nose pointed down the ravine to allow an exit route, but clipped small branches with the rail rotor without being far enough up slope to hover over the JG 10 survivors. While the two JG 10 survivors were being hoisted, the JG 32 pilot observed men coming down a path at 1 o'clock position and proceeding toward the 3 o'clock position on the right (west) side of the stream. After JG 10 crewmen were aboard, JG 32

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

18.

backed and slid right and down to a 20 to 30 foot hover to pickup 3 members of Carrot Top. This group initially removed the penetrator from the hoist cable, but then replaced it and were hoisted as a group of 3. As they entered the door, they unplugged the PJ hoist operator's headset. The JG 10 PJ who was firing one M-60, reconnected the JG 32 hoist operator's plug and adjusted his boom mike. As three more of the Carrot Top team arrived, JG 32 believed it was receiving incoming ground fire, but with the Spads continuing to strafe and rocket the immediate area and the JG 32 M-60's and M-16's being manned by the JG 32 PJ, JG 10 survivors, and on board Carrot Top personnel, JG 32 remained in a hover. The PJ hoist operator lowered the penetrator again. As he raised the 3 men from the ground, he noticed that one of the indigenous team members had a vine wrapped around him. The hoist operator lowered the penetrator and allowed the man to untangle himself. The 3 man group was hoisted with the one man hanging in the strap as he did not regain his seat after untangling himself from the vine. As this group was brought into the cabin, the hoist operator's headset was unplugged again. The hover power required at this time was 103Q on each engine. JG announced on UHF Guard that it was at maximum power and was withdrawing. JG 32 backed and turned, gained airspeed and climbed out. Fifteen minutes passed from approach to exit time. Spad 11 requested to know the number of survivors on board and the number remaining on the ground. JG 32 had to ask Spad 11 to stand by because ICS contact had not been reestablished with the "Guys-in-back." The PJ was attending the survivors who needed attention; the hoist operator (also a PJ) was firing a weapon unaware that his headset was again unplugged. The pilots of JG 32 couldn't make themselves heard by shouting or with the crew alarm bell. The RCCP was finally able to attract the crew's attention and on ICS directed the JG 32 PJ and hoist operator to question each man to determine the number of survivors on the ground. Both JG 10 survivors reported that no other JG crewmembers were alive and all the Carrot Top team reported no other Carrot Top people alive. Of the 7 Carrot Top members who departed the LZ, the wounded one was killed by AK-47 fire as they approached the JG crash site. He was killed while he was being carried by two of the team. JG 32 reported that no more survivors existed approximately 5 minutes after Spad 11 requested the information. Because of JG 32's radio call that JG 32 was departing due to maximum power requirement implied that more survivors were on the ground, Spad 11 committed JG 25 to approach the pickup scene while attempting to confirm via radio the number of remaining survivors. The eight Spads were continuing the "Daisy Chain" expending ordinance in the area and directed JG 25 to the JG 10 crash site. JG 25 jettisoned tip tanks and dumped to 1400 lbs. As the Spads would make a firing pass near the LZ and JG 10 crash site, each one would take over directing JG 25 to the pickup area. JG 25 arrived over the crash site and established a hover approximately 50' above the tree tops. Several calls were made by JG 25 and Spad on UHF Guard for any additional survivors to pop smoke or give a call on their radio. The JG 25 crew did not

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

19.

observe any smoke or survivors in the area around the crash site or the pickup point of the other survivors so they departed the area. Approximately 1 minute after JG 25 departed the crash site (1018Z) JG 32 advised all SAR forces that there were no more survivors on the ground. Twenty-four A-1 sorties occurred. JG 21, 25, and 32 returned to CH 77 arriving at approximately 1045Z. During JG 32's spiraling descent from 6000' to the CH 77 traffic patters, the PJ announced that the four indigenous troops on board were experiencing ear pains. A climb to 2000' and ear blocking techniques taught by the PJ's alleviated the problem. It is recommended that standard tactics for extraction of any survivors pinned down by adjacent hostile forces include the attempt of the survivors to move prior to the commitment of a JG. It is also recommended that the headset cord of the hoist operator be attached to the right side of his helmet and the cord extend to the aft of the cabin door rather than across the entrance way and the modified helmet plug-in be strong. It is also recommended that JP-5 be considered for use instead of JP-4. Radar altimeters are still needed by this unit.

(C) The survivors were: JG 10 - Major Vernon R. Granier,
and Sgt Earnest D. Casbeer, Carrot Top: Two Americans
and four indigenous.

(U) Other aircraft assisting:

Spad 11: Maj D. Dineen	Spad 03: Maj J. Wheeler	Sandys 01, 02,
Spad 29: Maj Deportier	Spad 31: Maj J. Gaffney	07, 08; Fac's:
Spad 01: Maj W. Parkham	Spad 35: LTC Learnard	Covey 216, 258;
Spad 12: LTC V. Cole	Spad 04: Maj J. Egbert	Helo Ordinance
Spad 30: Maj D. Pierce	Spad 32: Monke	Support: Hostage
Spad 02: Capt D. Hinson	Spad 36: Maj Teskey	and Scarface.
		Rescap: Gunfighters
		7 and 8.

(U) Crews of the Jolly Greens were:

JOLLY GREEN 28/21

RCC LCDR Lonnie L. Mixon, USCG
RCCP Capt Vincent A. Ziccardi
FE Sgt Duane I. Beland
RS TSgt Nathaniel Smith Jr.

JOLLY GREEN 32

RCC Maj Don P. Olsen
RCCP LTC James H. Grady
RS ALC John D. Musbaum
RS SSG Allen J. Avery

JOLLY GREEN 10

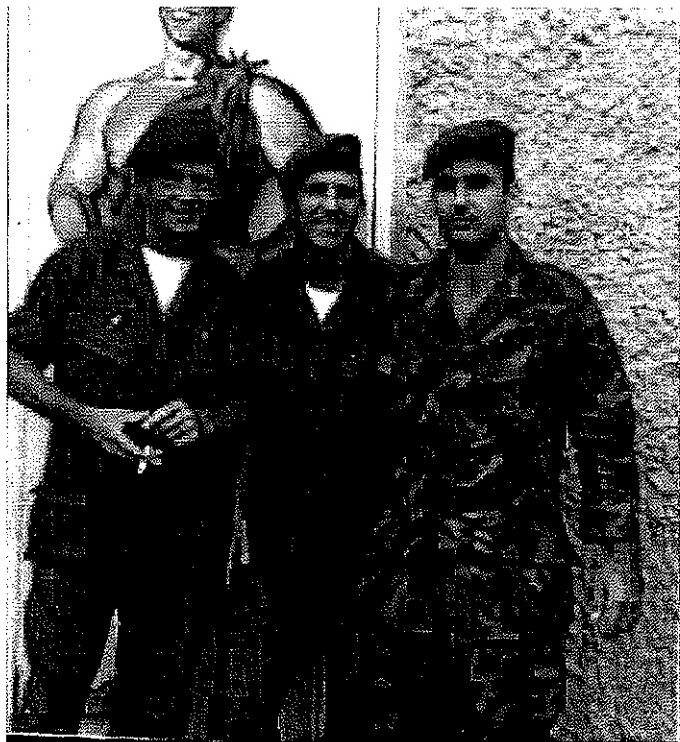
RCC Maj Vernon R. Granier
RCCP Maj Albert D. Wester
FE Sgt Gregory P. Lawrence
RS Sgt Earnest D. Casbeer

JOLLY GREEN 25

RCC Capt Gerald W. Moore
RCCP Capt Don W. Wiegard
RS Sgt Norman C. Kohlstrand
RS ALC Sammie J. Thompson

DON P. OLSEN, Major, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~



FILE = 37th PJs

JOHN HENNESEY
DON CLAUDIUS
PETER J GANUN

1968 (cont)

- 16 Aug 68 Heavy rains along the south coast of Korea caused severe flooding, stranding many Koreans. The HH-43 crews from Detachments 4 and 10, Pacific ARRC, saved the lives of 75 Koreans.
- 5 Oct 68 Two HH-3s assigned to the 37th ARR Squadron were scrambled from Da Nang, Vietnam, to extract a ground party in the vicinity of the A Shau Valley. In the course of the mission one of the HH-3s was disabled and forced to return to base. The other HH-3 was shot down and destroyed. Three more HH-3s were scrambled to recover a total of eight survivors on the ground. Major Don P. Olsen and his crew went into the rescue site, hoisted all eight survivors into the aircraft, and successfully returned to Da Nang. Major Olsen was awarded the Air Force Cross.
- 29 Oct 68 During a hoist training mission at the 58th ARR Squadron, Wheelus AB, Libya, an HH-3 pilot observed a collision between two F-100s on the runway. The pilot of one aircraft rolled clear. The airborne HH-3 was positioned to direct the smoke and flames away from the engulfed cockpit of the second aircraft, allowing the pilot to escape. The helicopter landed, and pararescuemen aboard administered first aid to the injured pilot, who was placed aboard the HH-3 and taken to an ambulance.
- Dec 68 Sergeant Steve M. Northern, a pararescueman, completed 30 months in Southeast Asia (SEA) and personally recorded a total of 51 combat saves. He received two Silver Stars during his tours in SEA. Later, in 1970, Sergeant Northern was killed in an industrial accident in Los Angeles.
- Sergeant Steve M. Northern*
- 24 Dec-
25 Dec 68 HH-3 aircrews from Detachment 1, 40th ARR Squadron were engaged in a mission involving the rescue of a downed pilot in Laos. On 24 December a chute was spotted, and on 25 December a rescue task force returned and Airman First Class Charles D. King, a pararescueman, was lowered at the site, where he located the downed pilot and secured him to the hoist. At this point enemy automatic weapon fire was directed at the plane, Airman King, and the pilot on the ground. Airman King transmitted the message, "I'm hit. I'm hit. Pull



Robert LaPointe

From: <Robert.Baldwin@hurlburt.af.mil>
 To: <rlapointe@gci.net>
 Sent: Tuesday, April 25, 2000 6:52 AM
 Attach: A-Frame Hoist.jpg; BOB.JPG
 Subject: RE: CH-3 A-frame hoist system
 Bob,

Good to hear from you. Attached is an old picture of myself and TSgt Allen Dyer rigging an A-Frame Hoist for a training mission. The picture was taken at Sheppard AFB TX, in 1966.

BALDWIN 9.JPG

The other photo is Jolly 10, (we think) lost 5 October 1968. The Flight Engineer, Greg Lawrence and Co-pilot, Al Wester were killed on the mission. The PJ, SSgt Casbeer and LtCol Vern Grainer were rescued by Jolly 32. The crash site is known but they have yet to recover the remains. Any chance of you coming to the Jolly Green Reunion, 5 - 7 May, Ft Walton Beach?

BALDWIN 10.JPG

John Eldrige was in town this weekend. He and Glena were house guests at the Stanaland's. We had a surprise get together for him at the Crab Trap, about 25 of the old heads showed up. He was surprised, a few tears were shed. Fun was had by all.

Take care and tell all hello for me. Hope to see you soon.

Oh, If this photo don't work, let me know, <<A-Frame Hoist.jpg>>
 <<BOB.JPG>> I will do more research.

Bob (Mouse) Baldwin

> -----Original Message-----

> From: Robert LaPointe [SMTP:rlapointe@gci.net]

> Sent: Sunday, April 23, 2000 12:23 PM

> To: Baldwin, Bob

> Subject: CH-3 A-frame hoist system

>

> Hope you had a quiet Easter. The book is coming along well. I am looking

> for a picture of an A-frame installed in a CH-3. A good substitute would

> be a sketch from a CH-3 tech order. Do you have any ideas on who might

> have one of these I can use in the book. This subject is one of those

> where a picture is worth a 1000 words.

>

> Later

From: Lilweb669@aol.com <Lilweb669@aol.com>
To: rlapointe@gci.net <rlapointe@gci.net>
Date: Tuesday, October 19, 1999 6:29 AM
Subject: DAUGHER OF SGT. GREGORY P.LAWRENCE

Mr. LaPointe,

I was sent the link to your webpage from a friend, Doug McGill, retired PJ. I would like to first say thank you for all the hard work you are doing to let people know of the work and sacrifice that the men of the rescue units did.

I am the daughter of Sgt. Gregory Paul Lawrence, he was the flight engineer on the Jolly Green 10 when it went down on Oct. 5, 1968. I have a webpage to honor my dad and it includes the mission as it was told to me. You can visit the page at
<http://members.aol.com/lilweb669/index.html>

If there is anything I can do to help you with the work you are doing please let me know. I have seen the listing of FE's on the site and there is a little correction that needs to be done...if you don't mind...everyone that knew my dad knew him as Greg...no one knew him as Paul...if you could change it to Greg I would appreciate it.

Thank you again
Deborah Webster
proud daughter of
Sgt. Gregory Paul Lawrence, USAF, KIA/BNR OCT. 5, 1968
37TH ARRS - JOLLY GREEN GIANTS

From: Lilweb669@aol.com <Lilweb669@aol.com>
To: rlapointe@gci.net <rlapointe@gci.net>
Date: Saturday, October 23, 1999 8:33 AM
Subject: Re: DAUGHER OF SGT. GREGORY P.LAWRENCE

Mr. LaPointe,

I do have all the copies of the JTF-FA reports. How did you get any of the reports? I have had the honor of contacting some of the men that were on the mission my dad was on when he died. If you would like to maybe contact them and get their views on the mission I can give you their email addresses. I am sure most of them will be willing to discuss it with you for the book.

Yes, you have my permission to use my dads picture for the book. I also have another website of pictures from the 37th ARRS. I know that there might be some pictures on there that would interest you. The URL for that is <http://members.aol.com/jgkid68/index.htm>

Good luck with your book and let me know when it's on the store shelves...will love to have a copy.

Debbie



PICTURES OF THE 37TH ARRS

These pages are my way of honoring all that served with my dad,
Sgt. Gregory Paul Lawrence KIA. OCT.5,1968, JOLLY GREEN 10

**"He whom this site commemorates was among those who,
at the call of their country, left all that was dear to them,
endured hardness, faced danger, and finally passed out of sight of men by the path
of duty and self-sacrifice, giving up their own lives that others may live in freedom.
Let those who come after see to it that his name be not forgotten."**

This quote was sent to me by Doug Ross, it was taken from a scroll presented to his Grandmother by
King George after his Grandfather, Captain David Ross, DSO, MC, 1st Bt. Argyll & Sutherland
Highlanders, was killed in France on November 9, 1918.

In a letter he wrote to me he said, " Those phrases exactly express my own feelings about all those
that gave their lives in Air Rescue."

I feel the same way.

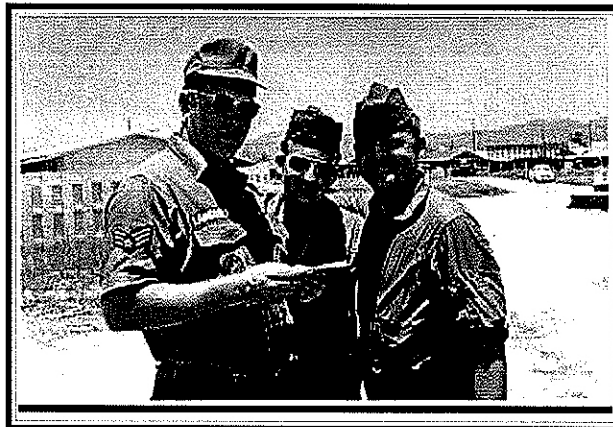


"HAVING A GOOD TIME"

**DEAN CASBEER
DON BOUSHELLE
JACK WATKINS
JOHN HENESEY
DAVE RODRIGUEZ**



"THE GUYS THAT MADE IT HAPPEN"



**GREG LAWRENCE
HERBERT HORNER
MANGRUM**





**JOHN HENNESEY
DON CLAUDIUS
PETER J. GANUN**

I want to thank everyone who has sent me pictures for these pages. If it wasn't for the kindness of Jack Watkins, Duane Beland and Doug McGill these pages would not be possible.

LINKS TO THE OTHER PAGES OF PICTURES

- [2ND PAGE SITES AROUND DANANG](#)
- [3RD PAGE MORE PICTURES](#)
- [4TH PAGE OF PICTURES](#)
- [5TH PAGE OF PICTURES](#)
- [LINKS PAGE](#)



**1962
Beseen**

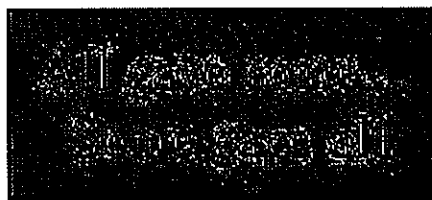
[Sign My Guestbook](#)



[View My Guestbook](#)

This page was created by
Deborah Webster
Proud Daughter of

OUR DAD OUR HERO



Sgt. Gregory P. Lawrence

Sgt. Gregory Paul Lawrence
Born: March 10, 1938
KIA: October 5, 1968
USAF
37th ARRS
DaNang
Jolly Green Giants
"SO OTHERS MAY LIVE"

Our dad gave his life while saving others. We miss him more every day. We have learned so much about our dad and we would like to thank the men that served with him for sharing their memories with us. It means so much to us and helps us to feel closer to him.

On October 5, 1968 the Jolly Greens were called upon by the Army to extract a special forces team, call sign "Carrot Top", from the A Shau Valley in Laos. Two Jolly Green helicopters were sent out along with a team of Sky Raiders to rescue the team. The first JG went in under heavy ground fire attack and recieved damage to their fuel lines and had to abort the mission and return to the base. The second helicopter was the JG10. The 4 crew members of the JG10 were

Dewayne Wester; Co-Pilot, Vernon Granier; Pilot, Dean Casbeer; PJ and Greg Lawrence;FE. These 4 men braved enemy fire to try to rescue the team on the ground but it proved to be too much for them. The JG10 was shot down about 500 meters from the pick up point. The PJ was able to pull the pilot from the burning helicopt but before he could return the JG10 exploded,claiming the lives of the 2 trapped inside. Another JG was sent out to rescue the special forces team and the 2 surviors from the JG10. The mission was completed and they returned back to DaNang with thier helicopter full and thier hearts saddened. They had lost 2 Jolly Greens that day,thier friends,thier brothers of war.

Greg Lawrence and Dewayne Wester lived and died the Jolly Green motto "So others may live" Our father lost his life in a war that made no sense but, we find comfort in knowing that our dad died while helping others and that Heaven gained a great man.

I was only 2 years old when my dad died and my sister was 3 and our brother was 2 months old. Our dad never got to see his son and I have no memory of him. We are always looking for information about our dad and would love to hear any stories that you might have. To even know just a little about the man his was means so much to us. Also I am looking for more information on Maj.Albert Dewayne Wester,the man that died with our dad. I want to add a page to honor him.Anyone that remembers him and that wants to share thier memories with me please contact me.

Please keep coming back to our page often. This is just the begining of our tribute to our dad and we will add more to it as often as we can. Look for a family and friend picture page that I will be adding soon.

THANK YOU FOR VISITING.
The Proud Children of
Sgt.Gregory Paul Lawrence
USAF
KIA/BRN Oct.5,1968
37th ARRS
Jolly Green Giants
Crystal Lynn Lawrence Hood
Deborah Shereen Lawrence Webster
and
Paul Shannon Lawrence

Bill Parker has made a wonderful website in honor of our dad. We are very honored for his work he has done in remembering our father and would love for everyone to visit his page. In Honor of Sgt. G. Lawrence.

Thank you Bill for adopting our dad and keeping the memory of him alive. This site also has information on how you can adopt an POW/MIA to help keep the memories going.

Here are some of our favorite links:

WELCOME to...Sons & Daughters In Touch

Det 9, 38 ARRSq Hist, Oct - Dec 68

CHAPTER III

OPERATIONS

MISSIONS

During the reporting period, Detachment 9 flew 377 sorties of which 95 were in support of aircraft or personnel in distress. There were 138 base support sorties, and 112 training sorties. The remaining 32 sorties were functional check flights. Of the rescue sorties, 69 were local base rescue scrambles and 26 were aircrew recovery missions. While most of these were quite routine, several are worthy of mention.

HOLLOWAY CRASH

On 5 Oct 68, the alert crew consisting of Capt Derry A. Adamson, Rescue Crew Commander; Maj Thomas H. Goodwin, Rescue Crew Co-pilot; Sgt Robert W. Colclough, Airborne Firefighter; and Sgt Henry Michalski Jr., Airborne Firefighter, were scrambled on a US Army CH-47 that had crashed on takeoff at Camp Holloway Field, $2\frac{1}{2}$ miles to the south of Pleiku AB. On arrival at Camp Holloway Field, Capt Adamson orbited the rescue helicopter, with the fire suppression kit suspended beneath it, until personnel were sufficiently cleared away from the wreckage for a landing. Upon clearance from the tower, Capt Adamson made a fire kit approach, set the kit down and dispatched the firemen. Sgts Michalski and Colclough went unhesitatingly to the burning fire, despite the small arms rounds cooking off. Meanwhile, Capt Adamson asked for and received clearance from the tower to cross over the downed Chinook to pick up the survivors who had been removed from the aircraft.

Det 9, 38ARRSq Hist, Oct - Dec 68

On touching down, Maj Goodwin got out the rescue helicopter and directed the loading and securing of the injured, while Capt Adamson directed on the loud hailer. With the injured on board, Capt Adamson proceeded as fast as possible to the 71st Army Field Hospital, some seven air miles away, where he released his patients. One of the injured was able to board himself, while the other two suffered from severe burns, lacerations and multiple fractures. Then Capt Adamson returned to Camp Holloway to pick up the two firemen who had succeeded in putting the fire out and prevented possible injury to the large crowd that had gathered.

THE DUC CO MEDIVAC

At 0615Z, Det 9, 38 ARRSq, was notified of a downed US Army O-1, Headhunter 18, tail number 57-2917, coordinates 13-47N - 107-29E. At 0630Z it was determined a valid SAR objective was available and Pedro 74, a HH-43F, tail number 63-9712, was launched. At 0700Z, Pedro 74, was informed that the survivors had been picked up and would be available for medivac at Duc Co Special Forces Camp - 13-47N - 107-38E. Pedro 74 picked up the two US Army personnel at Duc Co at 0715Z and proceed directly to the 71st Army Field Hospital. The pilot of the O-1 had a minor cut, the observer, a broken nose and suffering from shock. Survivors were Capt James C. Murphy, US 05423861, and 1stSgt Carrol J. Koe, US, RA 15248668, both of the 219th Aviation Company, 52 Aviation Battalion. The weather was not a factor. Crewmembers of Pedro 74 were Capt Derry A. Adamson, Rescue Crew Commander; Maj Robert A. Bunton, Rescue Crew Co-pilot; SSgt Frank R. Deck Jr., Flight Engineer, and ALC David L. Patterson, Pararescue Specialist.

DET 12, 38 ARRS

MISSION 12-38-10 NARRATIVE

411

Det 12, 38 ARRS was alerted by Nha Trang Tower at 0115Z on 8 Oct 68 of an O-2 that had spiraled into a heavily wooded area at BP 835650 -- a point about 17 NM northwest of Nha Trang Apt. Pedro 99 (a HH-43F) scrambled off at 0120Z and Pedro 20 (a "B" model) at 0125Z. After arriving at the crash site, Pedro 99 observed smoke and fire with negative emergency signals having been received. Capt Field, the RCC, decided that a crew member should be lowered to ascertain if there were any survivors, and Sgt DeShae, a para-rescueman, volunteered. A hover was established above the 80 foot trees and Sgt DeShae was lowered to the ground on the forest penetrator. The hoist was then brought up, and Sgt DeShae covered the 15 yards to the crash site. Once there, he reported burning wreckage and the charred remains of one body. While attempting to get aircraft and personnel identification, Sgt DeShae reported that he was under enemy ground fire, and he then took evasive action. The hoist was immediately lowered, and he was brought into the helicopter. During this hoisting operation, Pedro 99 took two hits, one in the rotor blade and one in the vertical stabilizer of the tail, and a strange whistling noise was heard. Although flight characteristics remained unchanged, Capt Field decided to fly to the nearest secure area to check on damage and advised the other aircraft of his decision. Pedro 99 with Pedro 20 flying

cover flew about 3 NM north to Duc My - a MACV camp - and shut down. Blade damage was then found from contact with trees and enemy ground fire on the left set of rotor blade tips, and the aircraft was grounded. Blade change was accomplished the following day, and Pedro 99 returned to Nha Trang. Pedro 99's crew was: RCC - Capt Cortland D. Field; RCP - Maj Richard G. Lauderdale Jr.; FE - Sgt John B. Gent; and PJ - Sgt Edward A. DeShae. Pedro 20's crew was: RCC - 1st Lt Willis J. Thayer; RCP - Maj James N. Madsen; FE - Sgt William (NMI) Grimes; and PJ - Sgt Louis C. Felker.

ADDITIONAL INFORMATION

1. Weather was VFR and 6 plus. An O-1 (call sign "Cutie 20") had observed the O-2 crash and assisted Pedro 99 in locating the site. Radio discipline was good during the hoisting operation which was begun at approximately 0145Z, although excessive chatter was encountered prior to that time by aircraft that were trying to be of assistance. Pedros 99 and 20 departed the area about 0155Z and landed at Duc My at 0205Z.
2. A ground force was put into the crash site area on the afternoon of the 8th and found the total crew of two deceased.

Cortland D. Field

PREPARED BY: CORPLAND D. FIELD, Captain, USAF
Rescue Crew Commander

James N. Madsen
APPROVED BY: JAMES N. MADSEN, Major, USAF
Commander, Det 12, 38 ARRS

Det 9, 38ARRSq Hist, Oct - Dec 68

On touching down, Maj Goodwin got out the rescue helicopter and directed the loading and securing of the injured, while Capt Adamson directed on the loud hailer. With the injured on board, Capt Adamson proceeded as fast as possible to the 71st Army Field Hospital, some seven air miles away, where he released his patients. One of the injured was able to board himself, while the other two suffered from severe burns, lacerations and multiple fractures. Then Capt Adamson returned to Camp Holloway to pick up the two firemen who had succeeded in putting the fire out and prevented possible injury to the large crowd that had gathered.

THE DUC CO MEDIVAC

At 0615Z, Det 9, 38 ARRSq, was notified of a downed US Army O-1, Headhunter 18, tail number 57-2917, coordinates 13-47N - 107-29E. At 0630Z it was determined a valid SAR objective was available and Pedro 74, a HH-43F, tail number 63-9712, was launched. At 0700Z, Pedro 74, was informed that the survivors had been picked up and would be available for medivac at Duc Co Special Forces Camp - 13-47N - 107-38E. Pedro 74 picked up the two US Army personnel at Duc Co at 0715Z and proceed directly to the 71st Army Field Hospital. The pilot of the O-1 had a minor cut, the observer, a broken nose and suffering from shock. Survivors were Capt James C. Murphy, US 05423861, and 1stSgt Carrol J. Koe, US, RA 15248668, both of the 219th Aviation Company, 52 Aviation Battalion. The weather was not a factor. Crewmembers of Pedro 74 were Capt Derry A Adamson, Rescue Crew Commander; Maj Robert A. Bunton, Rescue Crew Co-pilot; SSgt Frank R. Deck Jr., Flight Engineer, and ALC David L. Patterson, Pararescue Specialist.

DET 12, 38 ARRS

MISSION 12-38-10 NARRATIVE

Det 12, 38 ARRS was alerted by Nha Trang Tower at 0115Z on 8 Oct 68 of an O-2 that had spiraled into a heavily wooded area at BP 835650 -- a point about 17 NM northwest of Nha Trang Apt. Pedro 99 (a HH-43F) scrambled off at 0120Z and Pedro 20 (a "B" model) at 0125Z. After arriving at the crash site, Pedro 99 observed smoke and fire with negative emergency signals having been received. Capt Field, the RCC, decided that a crew member should be lowered to ascertain if there were any survivors, and Sgt DeShae, a para-rescueman, volunteered. A hover was established above the 80 foot trees and Sgt DeShae was lowered to the ground on the forest penetrator. The hoist was then brought up, and Sgt DeShae covered the 15 yards to the crash site. Once there, he reported burning wreckage and the charred remains of one body. While attempting to get aircraft and personnel identification, Sgt DeShae reported that he was under enemy ground fire, and he then took evasive action. The hoist was immediately lowered, and he was brought into the helicopter. During this hoisting operation, Pedro 99 took two hits, one in the rotor blade and one in the vertical stabilizer of the tail, and a strange whistling noise was heard. Although flight characteristics remained unchanged, Capt Field decided to fly to the nearest secure area to check on damage and advised the other aircraft of his decision. Pedro 99 with Pedro 20 flying

cover flew about 3 NM north to Duc My - a MACV camp - and shut down. Blade damage was then found from contact with trees and enemy ground fire on the left set of rotor blade tips, and the aircraft was grounded. Blade change was accomplished the following day, and Pedro 99 returned to Nha Trang. Pedro 99's crew was: RCC - Capt Cortland D. Field; RCP - Maj Richard G. Lauderdale Jr.; FE - Sgt John B. Gent; and PJ - Sgt Edward A. DeShae. Pedro 20's crew was: RCC - 1st Lt Willis J. Thayer; RCP - Maj James N. Madsen; FE - Sgt William (NMI) Grimes; and PJ - Sgt Louis C. Felker.

ADDITIONAL INFORMATION

1. Weather was VFR and 6 plus. An O-1 (call sign "Cutie 20") had observed the O-2 crash and assisted Pedro 99 in locating the site. Radio discipline was good during the hoisting operation which was begun at approximately 0145Z, although excessive chatter was encountered prior to that time by aircraft that were trying to be of assistance. Pedros 99 and 20 departed the area about 0155Z and landed at Duc My at 0205Z.
2. A ground force was put into the crash site area on the afternoon of the 8th and found the total crew of two deceased.

Cortland D. Field

PREPARED BY: CORPLAND D. FIELD, Captain, USAF
Rescue Crew Commander

James N. Madsen

APPROVED BY: JAMES N. MADSEN, Major, USAF
Commander, Det 12, 38 ARRS

CHAPTER III

OPERATIONS

1. MISSIONS:

a. Mission Narratives:

(1) Mission Number 12-38-10. Det 12, 38 ARRS was alerted by Nha Trang Tower at 0115Z on 8 Oct 68 of an O-2 that had spiraled into a heavily wooded area at BP 835650 - a point about 17 NM northwest of Nha Trang Apt. Pedro 99 (HH-43F) scrambled off at 0120Z and Pedro 20 (HH-43B) at 0125Z. After arriving at the crash site, Pedro 99 observed smoke and fire with negative emergency signals having been received. Capt Field, the RCC, decided that a crew member should be lowered to ascertain if there were any survivors, and Sgt DeShae, Pararescueman, volunteered. A hover was established above the 80 foot trees and Sgt DeShae was lowered to the ground on the forest penetrator. The hoist was then brought up, and Sgt DeShae covered the 15 yards to the crash site. Once there, he reported burning wreckage and the charred remains of one body. While attempting to get aircraft and personnel identification, Sgt DeShae reported that he was under enemy ground fire, and he then took evasive action. The hoist was immediately lowered, and he was brought into the helicopter. During this hoisting operation, Pedro 99 took two hits, one in the rotor blade and one in the vertical stabilizer of the tail, and a strange whistling noise was heard. Although flight characteristics remained unchanged, Capt Field decided to

fly to the nearest secure area to check on damage and advised the other aircraft of his decision. Pedro 99 with Pedro 20 flying cover flew about 3 NM north of Duc My - a MACV camp - and shut down. Blade damage was then found from contact with trees and enemy ground fire on the left set of rotor blade tips, and the aircraft was grounded. Blade change was accomplished the following day, and Pedro 99 returned to Nha Trang. Pedro 99's crew was: RCC - Capt Cortland D. Field; RCP - Maj Richard G. Lauderdale Jr.; FE - Sgt John B. Gent; and PJ - Sgt Edward A. DeShae. Pedro 20's crew was: RCC - 1st Lt Willis J. Thayer; RCP - Maj James N. Madsen; FE - Sgt William Grimes; and PJ - Sgt Louis C. Felker.

(2) Mission Number 12-38-11. On 31 Oct 68, Nha Trang Tower notified Det 12 that an Army UH-1D (Super Coach 524) was down 4 miles from Nha Trang on the radial. Pedro 21 was scrambled at 0842L and flew to the crash site which was marked by smoke and flames. ALC Jones, Pararescueman, was lowered through a dense canopy to a point 100 feet above the crash. He searched the crash and immediate vicinity for 25 minutes, finding two bodies in the wreckage but no survivors. He was hoisted back aboard Pedro 21. No enemy activity was encountered and Pedro 21 returned to Nha Trang at 0930L. Pedro 21's crew: RCC - Maj James N. Madsen; RCP - Capt Cortland D. Field; FE - Sgt William Grimes; and PJ - ALC Thomas B. Jones Jr.

R/
31

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

10 Oct 1968

SUBJECT: Rescue Narrative Report (8-38-022-8283)

TO: 3ARRGp (30)

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

a. Det 8 was notified at 0820Z, 9 Oct 1968 by the Naval Air Facility that a destroyer, 90 miles at sea, was requesting an air-evac of a seaman with a puncture wound of the left eye. 3ARRGp JSARC was immediately notified and informed Det 8 to hold while they tried to obtain an Army Chinook to accomplish the mission. At 0830Z, JSARC released Det 8 to launch 2 helicopters with a fixed wing escort. The Navy provided a C-45 and Pedro 04 was launched at 0905Z. The only problem encountered was securing a fixed wing escort, which did delay the launch. 9/1

b. There was no difficulty enroute and no ground fire was encountered.

c. Weather at launch - 3500 foot scattered vsby 6 miles plus Wind 120° 8 kts. Weather enroute - CAVOK Wind 240° 15 kts. Target weather - CAVOK Wind 090° 6 kts.

d. Cooperation and coordination with the Navy C-45, and the destroyer were excellent.

e. Radio discipline was exceptional. The destroyer vectored Pedro 04 in from 20 miles out and Navy 126 was relaying all messages not completely understood.

f. 0940Z, location as given by the destroyer 11°25'N, 110°03'E.

g. N/A

h. The injured seaman was ambulatory.

i. Hoisted aboard the helicopter in the stokes litter. No difficulties encountered.

j. The factor which delayed the pickup was the fact that the HH-43B's were not released til a fixed wing escort was available.

k. Pedro 04 departed the area at 0950Z.

l. Pedro 04 landed at 1025Z.

m. N/A

n. N/A

o. N/A

p. N/A

2. Crew Members were:

a. Pedro 04:

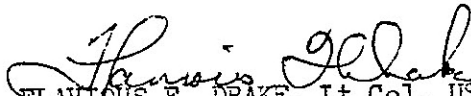
Capt Bruce K. Ware
Maj Andrew E. Kralj
SSgt Benjamin J. Marshall
Sgt Daniel T. Nungesser

Rescue Crew Commander
Rescue Crew Co-Pilot
Flight Engineer
Pararescueman

b. Pedro 51:

Capt Peter W. Gissing
Capt Peter J. Connelly
Sgt James W. Simmons
TSgt Joseph Fernandez

Rescue Crew Commander
Rescue Crew Co-Pilot
Flight Engineer
Pararescueman


FLAVIUS F. DRAKE, Lt Col, USAF
Detachment Commander

CHAPTER III

OPERATIONSMISSIONS/SAVES

Detachment 8, 38th Aerospace Rescue and Recovery Squadron flew 543 sorties during this past quarter. The flying summary is as follows:

<u>TYPE</u>	<u>SORTIES</u>
Rescue/Recovery.....	11
Intercepts.....	318
Support.....	79
Training.....	121
Maintenance.....	10
False.....	4 ¹
	<u>543</u>

Detachment 8 was credited with 5 non-combat saves. Rescue missions flown were;

Mission 8-38-022-8283: 2 Sorties - 2+40 hours, HH-43B, Det 8 38ARRS, 1 sortie - 1+20 hours C-45 Naval Air Facility, Cam Ranh Bay. Detachment 8's alert crew commanded by Capt. Bruce K. Ware was notified at 1620 on 9 October 1968 by the Naval Air Facility Cam Ranh AB that a destroyer 90 miles at sea, was requesting a med-evac of a seaman with a puncture wound of the left eye. 3ARRGp JSARC was immediately notified and informed Detachment 8 to hold while they tried to obtain an Army Chinook to accomplish the mission because of the distance to the destroyer which was steaming westward at 25 knots. At 1630 JSARC released Det 8 to launch two helicopters with a fixed-wing escort. The Naval Air

Facility was contacted and said they could provide a C-45, Navy 126 as escort. Pedro 04 was launched at 1705. Pedro 51 and Navy 126 launched at 1710. No difficulties were encountered enroute. Weather was excellent. Radio contact was established with the destroyer USS DUCONT DD 941 and Pedro 04 was vectored in from 20 miles out. Captain Ware requested the destroyer to stop and at 1747 the injured seaman, Cornell D. Makovsky, SA, USS DUPONT, was hoisted aboard Pedro 04 in a stokes litter. All three aircraft returned to Cam Ranh AB. Pedro 04 landed at the 12th USAF Hospital pad at 1825 and delivered the patient to waiting medical personnel. Other crew members of Pedro 04 were Maj. Andrew E. Kralj RCCP, SSgt Benjamin J. Marshall, Flight Engineer, and Sgt Daniel T. Nungesser Pararescueman. The crew members of Pedro 51 were Capt. Peter W. Gissing RCC, Capt. Peter J. Connelly RCCP, Sgt. James W. Simmons Flight Engineer, and TSgt. Joseph Fernandez Pararescueman. This mission constitutes one non-combat save.²

Mission 8-38-024-8355: 2 Sorties, HH-43B, 0+55 hours. On 20 December at 2200 the 12th Security Police Squadron notified Detachment 8 that an Army enlisted man had been injured at a construction site on National Highway 1 about 3 miles south of Cam Ranh AB. Medical Evacuation was requested. The alert crew

2. Mission Report Number 8-38-022-8283

THE PEDRO 44 CREW

MAJOR DONALD RAY BROOKS OF DECATUR, GA
ACFT CMDR/ CO-PILOT

DOB.- 09/30/31.

ARRIVED IN COUNTRY- 01/05/68

PANEL 41W ROW 042

CAPTAIN VON MILES LIEBERNECHT OF BURBANK, CA.
PILOT

DOB.- 06/21/34

ARRIVED IN COUNTRY- 06/23/68

PANEL 41W ROW 040

TSGT EMMETT SOMERS ORR OF ASHLAND, KY.
FIREFIGHTER

DOB.- 02/19/31

ARRIVED IN COUNTRY- 01/22/68

PANEL 41W ROW 042

TSGT ANGEL LUNA OF SAN ANTONIO, TX.
MEDIC

DOB.- 07/19/32

ARRIVED IN COUNTRY- 01/23/68

PANEL 41W ROW 041

SSGT MILLARD LUTHER BLEDSOE OF ATHENS, TN.
FIREFIGHTER

DOB.- 01/10/38

ARRIVED IN COUNTRY- 01/04/68

PANEL 41W ROW 038

Detachment 1, 38 ARRSQ Mission at Phan Rang AB, RVN

Detachment One is a Local Base Rescue unit, equipped with two Kaman HH-43B helicopters. The mission of the unit is fourfold: Local Base Rescue and Fire Suppression, Air Crew Recovery, Base Support, and Training. We serve four F-100 Fighter Squadrons under the 35th Tactical Fighter Wing; three squadrons of C-123 "Providers" under the 315th Tactical Airlift Wing; the Canberra Bombers of Number Two Squadron of the Royal Australian Air Force; the AC-119's (Shadow) of "B" Flight, 17th Special Operations Squadron, and the AC-119K's of "A" Flight, 18th Special Operations Squadron. Because of our proximity to other bases, detachment one stands ready to assist Detachment eight of Cam Ranh Bay in any mission, when we might be required. The area covered is roughly a seventy mile radius from Phan Rang Air Base, north of Nha Trang, east almost to the Cambodian border, and south, halfway to Ben Hoa.

FIRE SUPPRESSION KIT

There were two types of FSK's used. The soft hose kit shown in the photo above and the later design hard hose FSK.

Both kits carried the same amount of foam and water, (83 gallons of mixture, yielding 690 gallons of expanding foam.) Had 50 seconds of continued use and could reach up to 50 feet on full stream. This proved to be ample time because of the "rotor wash" behind us. Our objective was not to extinguish the fire but to cut a path to the burning aircraft and hold the path til the other fireman could accomplish the rescue.

The soft hose FSK weighed approx. 1000 lbs. full and approx. 5 feet long, 4 feet wide, and 3 1/2 feet high. The hard hose FSK weighed approx. 1250 lbs full and approx. 9 feet long, 4 1/2 feet wide and 4 feet high.

HH-43 ARRS DETACHMENTS OF SOUTHEAST ASIA

- Det. 1, 38th ARRS Phan Rang AB, RVN
- Det. 6, 38th ARRS Bien Hoa AB, RVN
- Det. 7, 38th ARRS DaNang AB, RVN
- Det. 8, 38th ARRS Cam Ranh Bay AB, RVN
- Det. 9, 38th ARRS Pleiku AB, RVN
- Det. 10, 38th ARRS Bien Thuy AB, RVN
- Det. 11, 38th ARRS Tuy Hoa AB, RVN
- Det. 13, 38th ARRS Phu Cat AB, RVN
- Det. 14, 38th ARRS Tan Son Nhutt AB, RVN

Det. 1, Provisional NKP AB, RTAFB, Thailand
Det. 3, 38th ARRS Ubon RTAFB, Thailand
Det. 4, 38th ARRS Korat RTAFB, Thailand
Det. 5, 38th ARRS Udorn RTAFB, Thailand
Det. 9, 38th ARRS NKP RTAFB, Thailand
Det. 12, 38th ARRS U Tapao RTAFB, Thailand

Country of Loss: SVN

Call Sign:

Pilot: David H. Pittard (42W-32)

Notes: Killed by hostile ground fire.

Tail No: 65-12782 Model: HH-3E Date of Loss: 5 Oct 68 Unit: 37th ARRS
Country of Loss: Laos Call Sign: Jolly Green 10

Co-Pilot: Albert D. Wester (41W-16)

Flight Engineer: Gregory P. Lawrence (41W-13)

Notes: While attempting to extract a Special Forces team in contact with the enemy, the aircraft received intensive ground fire which damaged aircraft, followed by a fire.

Additional Information: On October 5, 1968 the Jolly Greens were called upon by the Army to extract a special forces team, call sign "Carrot Top", from the A Shau Valley in Laos. Two Jolly Green helicopters were sent out along with a team of Sky Raiders to rescue the team. The first JG went in under heavy ground fire attack and received damage to their fuel lines and had to abort the mission and return to the base. The second helicopter was JG10. The 4 crew members of JG10 were Dwayne Wester; Co-Pilot, Vernon Granier; Pilot, Dean Casbeer; PJ and Greg Lawrence; FE. These 4 men braved enemy fire to try to rescue the team on the ground but it proved to be too much for them. The JG10 was shot down about 500 meters from the pick up point. The PJ was able to pull the pilot from the burning helicopter but before he could return the JG10 exploded, claiming the lives of the 2 trapped inside. Another JG was sent out to rescue the Special Forces team and the 2 survivors from JG10. The mission was completed and they returned back to DaNang with their helicopter full and their hearts saddened. They had lost 2 Jolly Greens that day, their friends, and their brothers of war.

Tail No.: 58-1845 Model: HH-43B Date of Loss: 10 Oct 68 Unit: 38th ARRS, Phan Rang
Country of Loss: SVN Call Sign: Pedro 44

Pilot: Von M. Liedernecht (41W-40)

Co-Pilot: Donald Brooks (41W-38)

Flight Engineer: Millard Bledsoe (41W-38)

Flight Engineer: Emmett Orr (41W-42)

Other: Angel Luna (41W-41)

Notes: crashed at Phan Rang AB as a result of control problems, control surface hit blades, which caused blades to separate.

Additional Notes: On 10 October 1968, at approximately 2037 hours an HH-43B helicopter (Call Sign Pedro 44) SN 58-1845, assigned to Detachment 1, 38th Aerospace Rescue and Recovery Squadron, Phan Rang AB, Republic of Vietnam, crashed and burned while on an emergency intercept mission. A B-57 aircraft had declared an in-flight emergency and Pedro 44 was scrambled with the fire suppression kit (FSK) to standby for the emergency landing. During the landing roll out of the B-57, Pedro 44 entered a left hand climbing turn as if departing the area for return to the alert pad. Almost simultaneously, and without any radio transmission, the helicopter crashed and burned inflicting fatal injuries to all five aircrew members. Firefighting equipment and medical assistance, already on hand for the B-57 emergency, responded immediately to the scene,

extinguishing the fire within 15 seconds and immediately removed the crewmembers from the aircraft.
(TAKEN DIRECTLY FROM THE ACCIDENT REPORT DATED 18 OCTOBER 1968 BY LT. COL.
ROBERT M. FOSTER)

WHAT HAPPENED : The primary cause of this major aircraft accident was material failure of the azimuth bar to "L" crank rod. This caused an in-flight disintegration of the rotor system and loss of aircraft control.

Tail No.: 65-07942 Model: UH-1F Date of Loss: 27 Nov 68 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Cambodia Call Sign: Green Hornet

Crew Chief: Gene P. Stuijbergen (38W-79)

Notes: On 27 November 1968 SSGT Gene P. Stuijbergen, Flight Engineer, and a native of Augusta, Michigan, was aboard a UH-1F slick on a combat mission over Phu Nhai Village; Rotanakiri Prov., Cambodia, 10 miles west of Duc Lo, SVN. On this mission, his crew attempted to infiltrate a combined 6-man U.S. Army Special Forces and South Vietnamese Forces Team into an enemy bivouac area situated in a deep ravine and surrounded by heavy jungle. As the heavily laden Huey began its steep approach into a ten foot hover, it immediately came under a fusillade of enemy anti-aircraft and small arms fire. During the melee, an enemy round ripped through the flight controls, causing the aircraft to crash into the landing zone and burst into flames. The pilots, a gunner, and two American team members escaped the inferno, but SSGT Stuijbergen and the remainder of the team were hopelessly trapped; apparently dying underneath the burning wreckage. Only five of the ten onboard were rescued. Several desperate attempts were made to rescue and recover SSGT Stuijbergen and the remainder of the team but became futile due to stiff enemy resistance. SSGT Stuijbergen is presently listed officially in the "Presumptive status of Dead, Body not recovered," and is the first 20th SOS enlisted crewmember to perish in combat operations.

Tail No.: Model: HH-3E Date of Loss: 25Dec 67 Unit: 40th ARRS, NKP, THA
Country of Loss: Laos Call Sign: Jolly Green 17

PJ: Charles D. King (36W-76)

Location of Loss: 170600N 1055600E (WD980925)

Notes: On Christmas Eve, 1968, an F-105, call sign "Panda 0 I", was shot down over Laos between the city of Ban Phaphilang and the Ban Karai Pass. Its pilot, Major Charles R. Brownlee, successfully ejected and his parachute drifted into an area known to be occupied by enemy troops. These troops had in the past aggressively pursued downed pilots and contested SAR efforts. Two HH-3E's, Jolly Green's 15 and 17, on airborne alert immediately proceeded to the incident site. Upon arrival, the Sandy's placed them in a high orbit. The on-scene commander discovered a parachute in the trees. Numerous attempts were made to raise Major Brownlee on his survival radio. It was late in the day and darkness quickly covered the jungle. There was no survival radio contact from Major Brownlee. The rescue helicopters did not have a night combat rescue capability and were ordered to return to NKP.

A first light SAR was organized to return to the area on Christmas Day. The crew of Jolly low were all volunteers: Major Reinhart, aircraft commander, Captain Gibson, co-pilot, Sergeant Gallagher, flight engineer, and A1C Charles D. King, pararescueman. Once again the Jolly's were placed in a high orbit and the Sandy's began trolling for ground fire. Enemy troops did not take the bait. Not drawing any ground fire Sandy lead told

SPECIFICATIONS OF THE HH-43B

Rotor diameter: 47 ft. 0 in.

Fuselage: 25 feet

Height: 17 ft. 2 in.

Weight: 9,150 lbs. max.

Engine: Lycoming T-53-L-1B turbo shaft engine of 860 hp.

Cost: \$304,000

PERFORMANCE

Maximum speed: 120 mph.

Crusing speed: 105 mph.

Range: 185 miles

Ceiling: 25,000 ft.

Detachment 1, 38 ARRSQ Mission at Phan Rang AB, RVN

Detachment One is a Local Base Rescue unit, equiped with two Kaman HH-43B helicopters. The mission of the unit is fourfold: Local Base Rescue and Fire Suppression, Air Crew Recovery, Base Support, and Training. We serve four F-100 Fighter Squadrons under the 35th Tactical Fighter Wing; three squadrons of C-123 "Providers" under the 315th Tactical Airlift Wing; the Canberra Bombers of Number Two Squadron of the Royal Australian Air Force; the AC-119's (Shadow) of "B" Flight, 17th Special Operations Squadron, and the AC-119K's of "A" Flight, 18th Special Operations Squadron. Because of our proximity to other bases, detachment one stands ready to assist Detachment eight of Cam Ranh Bay in any mission, when we might be required. The area covered is roughly a seventy mile radius from Phan Rang Air Base, north of Nha Trang, east almost to the Cambodian border, and south, halfway to Ben Hoa.

HISTORY OF THE FINAL FLIGHT

On 10 October 1968, at approximately 2037 hours an HH-43B helicopter (Call Sign Pedro 44) SN 58-1845, assigned to Detachment 1, 38th Aerospace Rescue and Recovery Squadron, Phan Rang AB, Republic of Vietnam, crashed and burned while on an emergency intercept mission. A B-57 aircraft had declared an inflight emergency and Pedro 44 was scrambled with the fire suppression kit (FSK) to standby for the emergency landing. During the landing roll out of the B-57, Pedro 44 entered a left hand climbing turn as if departing the area for return to the alert pad. Almost simultaneously, and without any radio transmission, the helicopter crashed and burned inflicting fatal injuries to all five aircrew members. Firefighting equipment and medical assistance, already on hand for the B-57 emergency, responded immediately to the scene, extinguishing the fire within 15 seconds and immediately removed the crewmembers from the aircraft.

(TAKEN DIRECTLY FROM THE ACCIDENT REPORT DATED 18 OCTOBER 1968 BY LT. COL. ROBERT M. FOSTER)

WHAT HAPPENED

The primary cause of this major aircraft accident was material failure of the azimuth bar to "L" crank rod. This caused an inflight disintegration of the rotor system and loss of aircraft control.

THE PEDRO 44 CREW

MAJOR DONALD RAY BROOKS OF DECATUR, GA ACFT CMDR/ CO-PILOT	DOB.- 09/30/31.	ARRIVED IN COUNTRY- 01/05/68	PANEL 41W ROW 042
CAPTAIN VON MILES LIEBERNECHT OF BURBANK, CA. PILOT	DOB.- 06/21/34	ARRIVED IN COUNTRY- 06/23/68	PANEL 41W ROW 040
TSGT EMMETT SOMERS ORR OF ASHLAND, KY. FIREFIGHTER	DOB.- 02/19/31	ARRIVED IN COUNTRY- 01/22/68	PANEL 41W ROW 042
TSGT ANGEL LUNA OF SAN ANTONIO, TX. MEDIC	DOB.- 07/19/32	ARRIVED IN COUNTRY- 01/23/68	PANEL 41W ROW 041
SSGT MILLARD LUTHER BLEDSOE OF ATHENS, TN. FIREFIGHTER	DOB.- 01/10/38	ARRIVED IN COUNTRY- 01/04/68	PANEL 41W ROW 038

370

MISSION NARATIVE REPORT (1-3-103-8289, 46 Oct 68), (U)

37C
JSARC
IN TURNClassified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74 414

1. (U) This report is submitted IAW ABRSM 55-2/3ARBGp 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

DECLASSIFIED

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, 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. Smalar, 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~~

SUPPORTING DOCUMENT 2

20.

Summary Report 1-3-103-8289

(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 010Z 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 hover 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 Quang 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, Capt
Harry W. Hagen, Jr., Sgt Mickey D. Berry, and
A1C Robert K. Cassidy, All are members of the 37th ARRSq.

~~CONFIDENTIAL~~

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. Everest, 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.)

FROM: Det 9, 38 ARRSq

16 Oct 1968

SUBJECT: Mission Narrative Report (9-38-009, 15 Oct 68)

TO: 9-38C *EK*
3JSARG
IN TURN

1. This report is submitted in accordance with ARRSM 55-2/3ARRGp Sup 1.
2. At 0615Z, Det 9, 38 ARRSq, was notified of a downed US Army O-1, Headhunter 18, tail number 57-2917, coordinates 13-47N - 107-29E. At 0630Z it was determined a valid SAR objective was available and Pedro 74, a HH-43F, tail number 63-9712, was launched. At 0700Z, Pedro 74 was informed that the survivors had been picked up and would be available for medivac at Duc Co Special Forces Camp - 13-47N - 107-38E. Pedro 74 picked up the two US Army personnel at Duc Co at 0715Z and proceed directly to the 71st Army Field Hospital. The pilot of the O-1 had a minor cut, the observer, a broken nose and suffering from shock.
3. Survivors. Capt James C. Murphy, US , and 1stSgt Carrol J. Koe, US, RA both of the 219th Aviation Company, 52 Aviation Battalion.
4. The weather was not a factor.
5. Crewmembers.

Pedro 74

RCC	Capt Derry A. Adamson
RCCP	Maj Robert A. Bunton
FE	SSgt Frank R. Deck, Jr.
PJ	ALC David L. Patterson

D. Adamson

DERRY A. ADAMSON, Captain, USAF
Rescue Crew Commander

UNCLASSIFIED

UNCLASSIFIED

~~CONFIDENTIAL~~

FROM: Det 7, 38th ARRS (Capt Johnson)

SUBJECT: Mission 7-38-12/17 OCT 68 (Narrative)

19 OCT 1968

TO: 3ARRGP (JSARC)

1. (C) At 0705Z Pedro was advised, by telephone, by the 903d AESq, that Homey 360 was landing at 0755Z with a critically injured (combat) marine. Immediate evacuation to NSA Hospital was requested. Pedro 95 departed at 0750Z to meet Homey 360 on the north ramp. The injured marine was transferred to Pedro 95 and flown to NSA Hospital located at Marble Mountain. He was suffering from severe arm/shoulder wounds and head injuries. Existing weather was reported as 2000 scattered, 9000 overcast, 6 miles visibility; wind reported 060/10 kts gusting to 18 kts. Moderate rain showers in the area. Evacuation and transfer of the patient was accomplished with no difficulties and released to NSA Hospital at 0805Z. Pedro 95 landed at 0820Z at Det 7 and terminated the mission. The crew was as follows:

RCC Capt Johnny R. Johnson, FR76964, Det 7, 38th ARRS
RCCP Capt John E. Murray, FR78828, Det 7, 38th ARRS
FE S/Sgt William P. Owens, AF19617725, Det 7, 38th ARRS
PJ Sgt Gary P. Bryant, AF11453790, Det 8, 38th ARRS

2. (U) This report is submitted IAW ARRSM 55-2, 3ARRGPSUP-1.

Johnny R. Johnson
JOHNNY R. JOHNSON, Capt., 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 74

GROUP 1
Downgraded at 3 year
intervals; declassified
after 10 years

~~CONFIDENTIAL~~

DECLASSIFIED

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



REPLY TO
ATTN OF: 37C

SUBJECT: MISSION NARRATIVE REPORT (1-9-104-8291, 17 Oct 68)(U)

TO: 37C
3 ARR Gp (JSARC)
IN TURN

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

2. (C) At 2020L on 17 Oct 68, JG 31 and 27 were scrambled by Queen to the 320/20 of Ch. 77 for Search and Rescue operations on the crew of a downed Army helicopter Lovebug 40. We were airborne at 2040L and proceeded to the general area. While enroute Queen refined the survivors position to the 090/15 of Ch. 69. We were instructed to contact a Navy Destroyer call sign "Jilting Joe" on 364.2 UHF on 142.7 VHF, however unable to make contact. Contact was eventually made on 41.0 FM and JG 31 instructed all units in the effort to establish communications on that frequency.

3. (C) Jilting Joe briefed that it had picked up two survivors, one of whom had expired. The two survivors left in the water were the pilot and one passenger. The pilot was believed to be equipped with a Mae West and penguin flares and the passenger with no survival equipment.

4. (C) Aircraft participating in the effort in addition to JG 31 and 27 were Spooky 11 (Flare Ship), Swabber 13 (Huey Flare Ship), Basketball 687 (Flare Ship), Gunner 25 (Army Huey). After searching the area for approximately 50 minutes, JG 27 developed a utility hydraulic leak requiring him to RTB and JG 31 escorted him back to Ch. 77. JG 31 refueled and was advised by Queen to terminate the effort.

5. (U) Jolly Green crews were:

Jolly Green 31

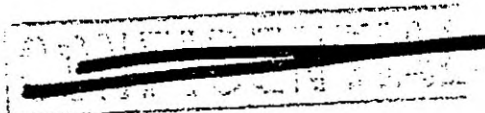
RCC Maj C. Wicker
RCCP Capt V. Ziccardi
FE A1C W. Swenson
RS SSgt A. Avery

Jolly Green 27

RCC Maj L. Wright
RCCP LtCol H. Simpson
FE Sgt H. Honer
RS SSgt E. Nardi

Charles E. Wicker
CHARLES E. WICKER, Major, USAF
Rescue Crew Commander

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



DECLASSIFIED

~~CONFIDENTIAL~~

429

SUPPORTING DOCUMENT 3

22.

Summary Report 1-3-104-8291, 17 Oct 68

(C) At 2020L on 17 Oct 68, Jolly Green 31 and Jolly Green 27 were scrambled by Queen to the 320/20 CH 77 for search and rescue operations on the crew of a downed Army helicopter, Lovebug 40. We were airborne at 2040L and proceeded to the general area. While enroute Queen re-fined the survivors position to the 090.15 of CH 109. We were instructed to contact a Navy destroyer call sign "Jilting Joe" on 364.2 UHF or 142.7 VHF, however was unable to contact. Contact was eventually made on 41.0 FM and JG 31 instructed all units in the effort to establish communications on that frequency.

(C) "Jilting Joe" briefed that it had picked up two survivors, one of whom had expired. The two survivors left in the water were the pilot and one passenger. The pilot was believed to be equipped with a Mae West and pengun flares and the passenger with no survival equipment.

(C) Aircraft participating in the effort in addition to JG 31 and 27 were Spooky 11 (Flare Ship), Swabber 13 (Huey Flare Ship), Basketball 687 (Flare Ship), and Gunner 25 (Army Huey). After searching the area for approximately 50 minutes, JG 27 developed a utility hydraulic leak requiring him to RTB and JG 31 escorted him back to CH 77. JG 31 re-fueled and was advised by Queen to terminate the effort.

(U) Jolly Green Crews were:

Jolly Green 31

RCC Maj G. Wicker
RCCP Capt V. Ziccardi
FE ALC W. Swenson
RS SSgt A. Avery

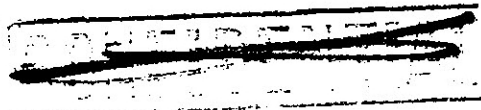
Jolly Green 27

RCC Maj L. Wright
RCCP LtCol H. Simpson
FE Sgt H. Honer
RS SSgt E. Nardi

CHARLES E. WICKER, Major, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

DECLASSIFIED



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

Jolly Green 32

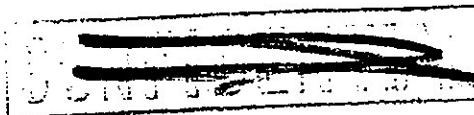
RCC Capt Richard D. Griffiths
RCCP Capt George B. Stokes
FE Sgt Robert T. Anderson
RS A1C Robert K. Cassidy

Jolly Green 29

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

Richard D. Griffiths
RICHARD D. GRIFFITHS
Rescue Crew Commander

2.



GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years