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later that same date, and was effected over North Vietnam.

(10)(U) 1-3-114, 11 Nov 1968. Jolly Green 32 and 34 were scrambled from Quang Tri to recover the pilot of an A-4 that had gone down northwest of Quang Tri. (Ref. Supporting Document 10, page 37.)

(11)(U) 1-3-116, 20 Nov 1968. Jolly Green 07 and 34 were launched from Da Nang to search for the remains of an F-4 that had crashed the night before north of the base. Deteriorating weather resulted in negative results and the mission was later terminated. (Ref. Supporting Document 11, page 38.)

(12)(U) 1-3-117, 20 Nov 1968. This mission resulted in the successful recovery of two pilots who had ejected west of Da Nang. One of the most significant factors that contributed to the success of the mission was that the pilots stayed with their disabled aircraft long enough to put them in terrain where a safe recovery could be made. (Ref. Supporting Document 12, page 39.)

(13)(U) 1-3-120, 25 Nov 1968. Jolly Green 34 and 32 were scrambled from Da Nang to recover the pilots of an O-2 that had crashed earlier west of Da Nang. The mission results were that one pilot was recovered and the other apparently perished in the aircraft. (Ref. Supporting Document 13, page 41.)

(14)(U) 1-3-121, 30 Nov 1968. While returning from strip alert at Quang Tri, Jolly Green 31 heard a Mayday being transmitted by a Marine CH-46. Jolly Green 31 responded to the Mayday and landed beside the disabled ch-46 on a sand dune and successfully recovered all five crew members. (Ref. Supporting Document 14, page 43.)