

DECLASSIFIED

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



REPLY TO
ATTN OF: RCC

27 December 1968

SUBJECT: Mission Narrative Report (2-3-079-8356, 21 Dec 68)

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
IAW AFR 205-2ALS
DECLASSIFIED ON 31 Dec 14

TO: Det 1-40 C
3rd ARRG (JSARC) *LLR*
IN TURN

Downgraded to CONFIDENTIAL
9 MAR 72
(Date) *0*

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

2. (S)(Gp-4) At 1002Z 20 December 1968 Jolly Greens 09 (low) and 17 (high) scrambled from NKP for Litter 81. Jolly Green 17 air aborted on take off with a blown nose gear seal, resulting in the loss of the utility hydraulic system. At 1025Z Jolly Green 15 was airborne as High Bird, enroute to the scene. Sandies 13 and 14 had proceeded to the scene and 15 and 16 set up an escort for Jolly Green 09. At 1052, all forces were returned to base due to darkness. A first light effort was planned and the aircraft were manned. Jolly Green 15 ground aborted at 2220Z due to failure of the number one generator to come on the line. A rapid aircraft change was made and Jolly Green 09 (high) and 36 (low) were airborne at 2250Z. Sandies 1 and 2 were airborne at 2255Z and Sandies 3 and 4 were airborne at 2313Z. Sandies 3 and 4 escorted Jolly Greens 36 and 09 to the briefed orbit area, WD700 600, arriving there at 2340Z. No problems were encountered enroute. Weather was CAVU. No contact existed with the downed airman at this time. Good coordination existed throughout. Nail 74 (FAC), who had been controlling the downed aircraft, was on scene. He ran another F-100, Misty 21, through the same flight path he had observed Litter 81 take prior to losing him in the haze. A search area was determined and Misty 11, Misty 21, Nail 74, and Sandies 1 and 2 conducted electronic search. Meanwhile, Crown 1 cycled several flights of fast movers on and off tanker and to holding points. The area where the pilot was downed was extremely heavily defended (Tchepon). Radio discipline was good. Contact was established with the survivor at 2348Z. Earlier contact had been unsuccessful due to terrain masking of his survival radio. He was located at the base of a 1000' karst cliff on the North East side. His position was within 30' of the wall and thus the SAR forces who had been searching an area to the southwest were unable to hear his radio. The Jolly Greens and Sandy escort left the orbit area, and proceeded toward scene to hold close to the survivor. The immediate area of the survivor was extremely rugged karst 4000' high. Sandy 1 cleared the recovery forces toward the area as he marked the top of the karst with a WP smoke bomb, and trolled for ground fire while pinpointing the survivor. Two extremely hostile roads were crossed, but due to presence of Sandy escorts no ground fire was received. Fuel was dumped and tip tanks jettisoned by Jolly Green 36 as per the copilots computations, which were

Reproduced on 18 Feb 69 by ARRG
by authority of ARRG. Reproduced
COPY # 2 of 2 OY(SL)N

CONFIDENTIAL

CONFIDENTIAL

ARJOC # 690072

68-40-3295

1400-68-72

ARJOC-2

DECLASSIFIED

~~CONFIDENTIAL~~

verified by the high bird. Sandy 1 vectored Jolly Green 36 into the area, providing an ingress route that shielded the helicopter as it approached the survivor. Sandy 1 advised the survivor to ignite his smoke signal. The smoke drifted downslope and hung in the trees. The survivor indicated by radio he was only 30' from the face of the cliff, and on a very steep slope. He was directed to move downslope to provide rotor clearance for the Jolly Green. The jungle canopy was over 220' high and a hover taxi approach was required due to the restricted area. Terrain elevation was 2000' PA and temperature 20°C. Jolly Green 09 assisted in directing Jolly Green 36 over the survivor. The helicopter finally was nestled in the trees, facing the karst wall with only a few feet of clearance. The flight engineer directed the aircraft into a precise hover over the survivor and lowered the penetrator to within 4' of the survivor. At 0030Z the survivor was safely on board in good condition. Position of the pickup was XD299 670. Sandy 1 provided an egress route with Nail 74 and Misty 11 and 21 also escorting. The two hostile areas were again penetrated by the SAR forces. Crown 1 had begun a descent to provide air-refueling but was declined since Jolly Green 36 had sufficient fuel to return to NKP. Jolly Greens 36 and 09 landed at NKP at 0140Z. All forces should be commended on an excellently coordinated effort.

Damn good!

3. (C)(Gp-4) The name of the survivor is: Forrest Fenn, Major, USAF, 306th Tactical Fighter Wing, Tuy Hoa.

4. (U) Crewmembers of Jolly Greens:

JOLLY GREENS 17, 15, 36 (LOW)

JOLLY GREEN 09 (HIGH)

Lt L. A. Eagan (USCG)

RCC

Lt Col W. G. Cameron

Lt Col J. H.I. Morse

RCCP

Capt R. C. Gibson

MSgt L. R. Maples

FE

SSgt K. P. Hannegan

A1C R. J. Sully Jr.

RS

A1C C. D. King

Gp-4



LANCE A. EAGAN, Lt, USCG
Rescue Crew Commander

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DEAR COL MORSE & CREW

THANKS AGAIN FOR FOLLOWING
ME FROM THAT IMPOSSIBLE SPOT.
I SHALL NEVER FORGET YOU & "THE
BIG FOOTPRINT."

MY ONLY ASSOCIATION WITH YOU
ONLY REINFORCED WHAT I HAVE
HEARD SINCE THE ACTION STARTED.
YOU ARE THE ONLY HEROES OVER
HERE & I HOPE YOU KNOW THAT
ALL THE FIGHTER PILOTS REALIZE
IT. NO MAN WITH A DOLLY PATCH
WILL BUY A DRINK WHEN I AM
AROUND.

PLEASE CONVEY MY APPRECI-
ATION TO THE COAST GUARD. HIS
NONCHALANCE OVERWHELMS ME.

I AM ANXIOUS TO GET COPIES
OF WHATEVER PICTURES OR TAPES
YOU WERE ABLE TO GET. IT WAS
CERTAINLY A HIGHLIGHT FOR
ME.

I' ADDRESSES OF THE WHOLE CREW
SO I CAN CALL THE WIVES INDIVID-
UALLY OVER XMAS & TELL THEM OF
MY ASSOCIATION WITH YOU.

I WILL SEND YOU XMAS CARDS
FOR LIFE — FOR GIVING ME BACK
MY LIFE & GETTING ME HOME
FOR XMAS.

THE ENCLOSED LETTER SHOULD
REACH YOU IN SEVERAL WEEKS.

MAY GOD PROTECT ALL OF
YOU & SPEED YOU ON YOUR
MISSION.

Sincerely,
Forrest B. Penn

MAJOR FORREST B. PENN
5407 15TH ST.
LUBBOCK, TEXAS
79416

Date: 21 Dec 1968

23 Dec 1968

Mission Number: 2-3-C79-8355

Flight Designation: Crown 1

Distressed Aircraft: Litter 81 (F-100)

Location: 093/74/89

Saves: 1, combat

1. Crown 1 airborne at 2120Z, 20 Dec 68, for first light effort to recover Litter 81 (F-100). Initial Mayday was at 1055Z, 20 Dec 68. Crown 1 arrived in the area during pre-dawn, 2240Z, 20 Dec 68. Weather clear - slight haze and patches of fog in some valleys. Contacted Nail 74 (O-2) at 2245Z who was proceeding to the area. Contacted Invert to hold RESCAP until needed. The following flights were available but not used:

- a. Baracuda, 4 F-105s
- b. Broker, 2 F-4s
- c. Catsup, 2 F-4s
- d. Bear, 4 F-105s

2. Misty 11 arrived in the area at 2310Z but departed immediately for Tanker. Nail 74 continued electronic search with negative results. Sandies 1 and 2 arrived in the area at 2320Z and started electronic search. Crown 1 directed JGs 36 and 09 to holding pattern at 115/80/89.

3. At 2345Z, Sandy heard a short beeper and a few minutes later, Nail 74 made voice contact. The survivor was sighted and Sandies 1 and 2 went in to check the area and identify the survivor. Crown 1 moved JGs 36 and 09 a little closer to the area. They were escorted by Sandies 3 and 4. At 0010Z, Sandy 2 made positive identification and said the area looked good. JG over survivor at 0025Z. Unable to make pick-up due to proximity of cliff. Litter 81 was directed to move down hill and was picked up at 0030Z. Crown 1 kept a flight of fastovers available until the Jollies and Sandies exited the area. Excellent cooperation by all SAR forces resulted in a smooth, successful mission.

Crewmembers:

- a. RCC Lt Col Klein
- b. CP Major Wert
- c. NB Major Marshall
- d. RO MSgt McClure
- e. PE TSgt Larson
- f. PE TSgt Raper
- g. LM Sgt Rambo

MELVIN KLEIN, Lt Col, USAF
RCC, Crown 1

CONFIDENTIAL

GROUP-4
Downgraded at 3 year intervals
Declassified after 12 years.