

UNCLASSIFIED

FROM: 37)

SUBJECT: MISSION NARRATIVE REPORT (1-3-006-9012)

16 JAN 1969

TO: 37C

3rd ARRGp (JSARC)

IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1967.
2. (C) At 1506Z, 12 Jan 69, Jolly Green 04 and 03 were scrambled on a Marine F4B, Manual 06, calling May Day at 110/55/77. Queen advised that Manual 06A and 06B had ejected, to contact Vice Squad after take off for vectors to the rescue scene, that Vice Squad had vectored a C-130 flare ship, Basketball 892, into the area who had voice contact with the survivors and would provide parachute flares for the night pickup.
3. (C) Jolly Green 04 aborted due to a main transmission low oil pressure warning light. Queen directed JG 03, to proceed to the scene with JG 04 to follow as soon as possible. JG 03's take off was delayed a few minutes because the APU was inoperative and an emergency start was made with a ground power unit.
4. (C) JG 03, airborne at 1540Z, was vectored to the survivors by Vice Squad GCI. Weather enroute was 700 feet broken, 2500 feet broken, high overcast. Enroute, JG 03 coordinated flare drop procedures with Basketball 892 and relayed instructions to the survivors that a water landing would be made if sea conditions permitted and to remain in their rafts throughout the pickup process. Manual 06A advised that the sea conditions were light with a five knot wind from the east. Enroute altitude was 4000 feet to top the undercast until visual sighting of Basketball 892 orbiting the area at 7000 feet. At 25 miles from the survivors, JG 03 requested Basketball 892 to drop a flare for position identification. A flare was sighted at 12 o'clock and positive ID made on Basketball 892. JG 28, which replaced JG 04, called airborne at 1555Z enroute to the area as high bird.
5. (C) Upon reaching Basketball 892, JG 03 turned on all exterior lights and requested Manual 06A to vector him to his position. An IFR descent was made through the clouds to 500 feet to VFR conditions. Manual 06A sighted JG 03's lights and vectored JG 03 to a position over his raft. Basketball 892 dropped numerous flares, however they were about 1 mile west of survivors when they broke through the clouds. JG 03 requested flares to be dropped closer to survivors and vectored Basketball 892 to the optimum position. The new flare drop illuminated the area very well and enabled JG 03 to determine that a water landing for the pickup was possible. The survivors strobe light was clearly visible from one half mile out. The survivors had their rafts lashed together and JG 03 advised them that a water landing would be made for the pickup. Fuel was dumped to 2600# internal and the empty tip tanks were retained. JG 28 was now approximately 20 miles away, inbound to the rescue scene.

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(C) JG 03 made a water landing at 1622Z for the pickup. The sea state was 2-3 with four feet elongated swells and no white caps. The JG 03's RS and FE had no difficulty bringing the two survivors aboard; however, when the first survivor was pulled in, he disconnected the FE's interphone cord and communication was lost between the pilot and FE. The copilot commenced giving information to the RCC on the progress of the pickup as he viewed it through the cockpit entrance way. When the second survivor was pulled aboard the FE came to the cockpit, gave a thumbs up signal and JG 03 took off at 1626Z. After take off, at 80 knots airspeed, a thumping noise against the A/C hull was heard in the nose wheel area. The FE advised that a plastic life raft box cover was snagged on the forward mooring ring and was hitting the bottom of the helicopter. Airspeed was reduced to 50 knots and the thumping noise terminated.

6. (C) The survivors condition was excellent and Queen requested that the survivors be taken to Chu Lai Air Base. Basketball 892 terminated his flare drop pattern. Approximately 40 flares were expended in support of the SAR effort. A safe recovery of the survivors under the existing weather conditions would not have been possible without the flare illumination. JG 03 and JG 28 landed at Chu Lai AB at 1655Z. The survivors were dropped off and the life raft box lid cut free from the forward mooring ring. The A/C hull was inspected and the only damage was chipped paint due to the snagging of the life raft cover lid. JG 03 and JG 28 departed Chu Lai AB at 1710Z and returned to Da Nang with flight following and vectors furnished by Vice Squad GCI.

7. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 03

RCC Capt Gerald W. Moore
RCCP Maj Herman C. Stafford
FE SSgt Ernest R. Cyrus
RS ALC Robert K. Cassidy

JOLLY GREEN 04/28

RCC Capt Richard D. Griffiths
RCCP LtCol Homer H. Howell Jr.
FE TSgt Leslie E. Bunting
RS Sgt Thomas T. Winters

8. (U) Survivors Names:

1st Lt. Gary Bain 095796
1st Lt. Bill Ryan 0101447

Gerald W. Moore

GERALD W. MOORE, Capt., USAF
Rescue Crew Commander

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SCHEDULE EXECUTIVE ORDER 11888
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