

UNCLASSIFIED

FROM: 370.

26 January 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-016-25 Jan 69)

TO: 370

3rd ARRGp (JSARC) *889*
IN TURN

Classified by *OL 1 3A026P*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 75*

1. (U) This report is submitted IAW ARRSR 55-2/3 ARRGp Sup 1 dated 15 June 1968.

2. (C) At 0710Z, 25 Jan 69, a SAR effort was initiated for Sharkbait 61. The aircraft (F-4C) received ground fire hits with a resulting fire. Both pilots ejected, two good chutes were observed and voice contact established with Bilk 35. Jolly Green's 34 and 28, DaNang alert, with Spads 11 and 12 were launched and airborne at 0720Z for the survivors position given as 2350R/18nm off Ch 69. Spads 11 and 12 proceeded to the SAR area while Jolly Green's 34 and 28 went feet wet and proceeded to a holding point of 205/10/69 arriving there at 0800Z. Spads 01 and 02 were launched from Pleiku at 0745Z to escort the Jolly Green's and arrived at the holding point at 0845Z. After clearing two Army helicopters from the area Spads 11 directed precautionary airstrikes using Sullivan 21 and 22 (F-4C), Hammer 01 and 02 (F-100) and Helborn 269 flight (A-4) in the area surrounding the survivors. A Lovebug flight held overhead during the pick-up. No ground fire was reported. At 0846Z, Jolly Green's 34 and 28 with Spad 01 and 02 in escort, moved to a close in holding point. Spad 11 laid CBU smoke, initiated a "Daisey Chain" and cleared Jolly Green 34 in for the pick up at 0853Z. Jolly Green 34 jettisoned tip tanks, rechecked fuel and initiated an approach up a stream ravine. The co-pilot observed Sharkbait 61A's chute and a hover was established over the survivor. The penetrator was lowered and the pickup completed with minimum difficulty. Sharkbait 61B popped red smoke which was observed at the 1130 position approximately 100 feet ahead of Jolly Green 34's position. After 61A was aboard Jolly Green 34 hover taxied to 61B's position and the pickup was accomplished with no difficulties at 0900Z. An overheat light on #1 engine was observed and monitored during the hover. After 61B was aboard Jolly Green 34 exited the area via same route used for the approach. Spads 11, 12, 01, and 02 laid precautionary strikes throughout the rescue effort. Jolly Green 34 and 28 returned to Ch 77 with no further incident. The survivors were in good condition when picked up. Crew coordination and overall radio discipline were excellent throughout.

3. (U) Survivors names: Pilot: Paul E. Cushman, Maj, USAF.
61B: William J. Orlando II, 1st Lt, USAF. 557th TFS, 12 TFW
APO 96326.

4. (U) Jolly Green crew members:

JOLLY GREEN 34

RCC	CAPT	JOSEPH R. HALL JR.
RCCP	CAPT	HARRY W. HAGEN JR.
FE	SSGT	BILLY R. BLOOMER
RS	SSGT	EUGENE L. NARDI

JOLLY GREEN 28

RCC	MAJ	LEO M. WRIGHT
RCCP	MAJ	RUSSELL G. MILLS
FE	TSGT	ARTHUR L. AMBROSE
RS	AIC	DENNIS C. PALMER

Joseph R. Hall Jr.
JOSEPH R. HALL, Capt, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 1
Downgraded at 3 year
intervals; declassified
after 12 years
ATCH 6