

DECLASSIFIED



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



REPLY TO
ATTN OF: RCC

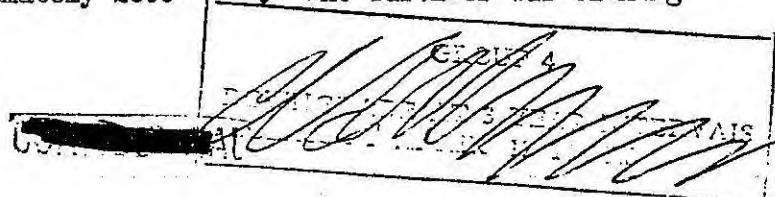
SUBJECT: Mission Narrative Report (2-3-010. 28 Jan 69) (U)

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

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

2. (C) Jolly Green 36 (Low) and 20 (High); Sandy 1 and 2 were flying airborne alert on the "November" orbit on 28 January 1969. The Jollies and Sandies were orbiting at a position 115/70/89 when a "May-Day" call was received from Wolf 02 at 1655L. Wolf 02 stated he had taken a hit at Delta 30 and was heading Southeast. Jolly Green 36 contacted Crown and asked them to relay to Wolf 02 to turn Southwest if possible. At 1702L, Wolf 02 stated he was bailing out and was 4 miles Northeast of Ban Loboy (Delta 22), which is one of the most heavily defended choke points on the major North Vietnamese infiltration route to South Vietnam. Jolly Green 36 and 20 immediately headed for the area escorted by Sandy 1 and 2. The heavily defended route 911 was crossed and the Jollies held in an orbit in an area 094/85/89, coordinates XE105105. The Jollies arrived at this holding point at 1715L. Sandies 3 and 4 had been scrambled and were proceeding to the area. Wolf 03 and Nail 54, who were in the area, stated that they had seen two good parachutes and were talking to both survivors as they were descending to the ground. Wolf 02B stated he was coming down straight for the road and that the hostile forces were shooting at him as he was floating down. Jet fighters and the Sandies started laying ordnance down on the road. Wolf 02B dropped behind an extremely high karst which shielded him from the road, approximately 100 yards away, UTM XE173 088. Wolf 02A landed about $\frac{1}{2}$ mile northwest from Wolf 02B, UTM XE168 105. Sandy 1 was briefed by Nail 54, who could see both survivors parachutes, and assumed on-scene-commander. Sandy 1 and 2 flew low, conducting a search which pinpointed both survivors while checking the area for ground fire. Since Wolf 02B was extremely close to the road and the Jolly could come in at tree top level keeping the karst between him and the road, the decision was made to pickup Wolf 02B first. Wolf 02B was on the side of an extremely high karst, inside of a hole that is described as a "chimney". Sandy 1 briefed Jolly 36 to come in as low as possible and to make sure to keep the karst between the road and the helicopter. Sandy 2 escorted Jolly 36 in and Sandy 1 fired rockets and his mini-gun on the road. Jolly 36 arrived over the survivor and let down into the chimney. The helicopter was hovering at 1900' MSL and the surrounding karst was approximately 2600' MSL. The survivor was talking

Classified by DD146ARRG
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75



DECLASSIFIED

~~CONFIDENTIAL~~

on the radio with his beeper on and it was impossible to understand him or talk to him. After staying in the hover for 5 minutes he finally ignited his smoke flare and we were able to locate him. It required 95% torque to maintain the hover and loose equipment such as parachutes, iron vest, armor floor matting, etc; was jettisoned. After the penetrator was lowered, which required 220 feet of cable to reach the survivor, the survivor secured himself and gave the "up" signal. Several times he became entangled in vines and trees. The flight engineer did an outstanding job of getting the survivor untangled and brought him aboard the aircraft at 1740L. To be able to climb out of the chimney and above the karst, Jolly 36 had to make several spiraling turns until "translational lift" airspeed was obtained. In the meantime, Sandy one gave Wolf 02A a very thorough briefing on the use of his radio and when to ignite his smoke. Wolf 02A, was also on the side of a high karst approximately $\frac{1}{2}$ mile from the road and in a very dense jungle area. He followed instructions as briefed and Jolly 36 went into the hover over Wolf 02A at 1750L. The pickup was completed at 1754L. The exit was made to the Northwest until an altitude of 8000 feet was reached. The weather in the area and return home was scattered to broken clouds, tops 8000 feet with very poor visibility due to smoke haze and darkness. The return trip home again required crossing the heavily defended route 911. Jolly 36 crossed the highway first and did not receive ground fire, however Jolly 20 reported ground fire when he crossed the road. Ordnance used were bombs, rockets and mini-guns, by Jet Fighters and Sandies. The condition of the survivors was good. Radio discipline was extremely outstanding between Crown, Sandies, Wolf flight, Nail and Snort. It was one of the smoothest and most professionally coordinated mission that I have been on.

3. (C) The names of the survivors are: Gary Smith, Captain, USAF, 435th TFS, Ubon RTAFB, and Harold Dobbles, First Lieutenant, USAF, 435th TFS, Ubon RTAFB.

4. (U) Crewmembers of Jolly Greens:

Jolly Green 36 (Low)

Lt Col Royal A. Brown
Capt Glen A. Lintner
TSgt Arthur H. Krumm
TSgt Dalford R.V. Widner
AIC Robert L. Harris

RCC

RCCP

FE

RS

Jolly Green 20 (High)

Lt Col John H.I. Morse
Capt Jock C.H. Schwank
Sgt Gregory G. Gallagher
AIC Wynne L. Samuelson

Gp-4

Gp-4

Royal A. Brown
ROYAL A. BROWN, Lt Col, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~