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DEPARTMENT OF THE AIR FORCE

DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
ARDC SAN FRANCISCO 96310



REPLY TO
ATTN OF: RCC

21 Feb 69

SUBJECT: Mission Narrative Report (2-3-013, 15 Feb 69) (U)

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

Classified by OL 2 3 ARRG
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 73

35

4/11

1. (U) This report is submitted IAW ARRS 55-2/3r CONFIDENTIAL ON 9 Apr 73
dated 11 July 1968. IAW EX. ORDER 11652

2. (S) At 1040Z on 14 February 1969 JOLLY GREENS 19(L) and 37(H), and Sandy 3 and 4 were returning to Channel 89 from a fragged November orbit, when they were notified that PINTAIL 01 was down at 090/22/72. CROWN 2 requested the JOLLY GREENS and Sandies to proceed to the area. PINTAIL 02 reported seeing one parachute. MISTY 71 was in the area and established contact with the survivor, PINTAIL 01B. Sandies 1 and 2 were launched from Channel 89 and proceeded toward the area. At 1110Z all SAR forces were RTB'd due to darkness and poor visibility. A first light effort was ordered by King. The next morning JOLLY GREENS 37(L) and 19(H) launched from Channel 89 at 2130Z. Weather enroute and in the area was 3 to 5 miles in smoke and haze. JOLLY GREENS 37 and 19, and Sandies 3 and 4 entered orbit at 042/30-45/72 at 2305Z. MISTY 11 began directing jet strikes against AAA gun positions west of the survivor. At 0030Z, Sandy 1, the On Scene Commander was hit by AAA while on a pass over the survivor, and crashed before making any radio calls or bailing out. Sandy 3 and 4 left the orbit point and Sandy 3 assumed OSC. At 0100Z Sandies 5 and 6 were launched from Channel 89 and Compress ordered Sandies 7 and 8 launched. Sandies 2, 3, and 4 were to RTB upon the arrival of Sandies 5, 6, 7, and 8. At 0115Z Jolly Greens 37 and 19 aerial refueled with Crown 3 in the orbit area. At 0235Z Sandy 5 sent Sandy 7 to rendezvous with JOLLY GREENS 37 and 19 for the pick up attempt. Crown told Sandy 5 to use CBU-19 in the area if possible. Sandy 5 directed SPADS 3 and 4 where to drop. Sandy 7 and the JOLLY GREENS had difficulty in their rendezvous, due to radio malfunction and low visibility. JOLLY GREEN 37 started descent for the pick up at 0255Z, while JOLLY GREEN 19 remained high to the east of the area. Approach was made from the east along the north side of a high ridgeline. Smoke was effectively laid to the west of the survivor to shield the helicopter from the road. The survivor's parachute was spotted as JOLLY GREEN 37 was passing over it, and a 270° turn put JOLLY GREEN 37 on final approach. JOLLY GREEN 37 told the survivor to pop his smoke, but he did not respond until Sandy 5 told him to. At 0308Z JOLLY GREEN 37 hovered over the smoke and followed instructions from the Flight Engineer aboard who had the survivor in sight. PINTAIL 01B was hoisted aboard at 0311Z as he approached the door of the aircraft,

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Classification (cancelled) changed to UNCLASSIFIED
effective on 9-11-23, under the authority of CSA/AFNOC-3 by N. J. J. J.

NSA 1018562 APR 75

1-400 69-6

ARODC # 690238

AD-69-0494
GROUP 4
Arch 3'
DOWNGRADE AT 5 YEAR INTERVALS
EXCEPT AFTER 12 YEARS

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ground fire was reported by a pararescueman aboard. JOLLY GREEN 37 exited the area at low level on a reverse course and climbed to 8000' for return to Channel 89. An aerial refueling was accomplished with Crown 1 enroute at 0345Z. All SAR forces were RTB'd. JOLLY GREEN 37 and 19 landed at Channel 89 at 0500Z. The position of the survivor was 054/22/72, UTM coordinates: XC 9652. The survivor was in excellent condition, with only a scraped neck from being hoisted through the trees and losing his helmet in the process. No battle damage was received by JOLLY GREENS 37 and 19. All crewmembers of JOLLY GREEN 37, were wearing gas masks during the pick up and none had symptoms of exposure to CBU-19. The masks prevented use of the breast plates in the cockpit of JOLLY GREEN 37, due to restricted head movement. The survivor had no effects from the CBU-19 until he neared the helicopter on the hoist. He later reported a burning irritation on his neck where it had been scraped.

3. (C) The name of the survivor was: Gordan K. Breault, USAF, 497th TFS, Ubon RTAFB.

1Lt,

4. (U) Crewmembers OF Jolly Greens:

JOLLY GREEN 19 (Low)

14 Feb 69

JOLLY GREEN 37 (High)

Maj Stuart J. Silver

RCC

Capt Richard J. Harwood

Maj William J. Warwick

RCCP

Capt Roger C. Gibson

Sgt Duncan A. Scott

FE

SSgt Robert T. Anderson

A1C Douglas L. Horka

RS

A1C Barry D. Hebert

Sgt Clifton L. Caffall

JOLLY GREEN 37 (Low)

15 Feb 69

JOLLY GREEN 19 (High)

Capt Richard J. Harwood

RCC

Maj Stuart J. Silver

Capt Roger C. Gibson

RCCP

Maj William J. Warwick

SSgt Robert T. Anderson

FE

Sgt Duncan A. Scott

Sgt Clifton L. Caffall

RS

A1C Douglas L. Horka

A1C Barry D. Hebert

Gp-4

Gp-4

Richard J. Harwood

RICHARD J. HARWOOD, Captain, USAF
Rescue Crew Commander

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Atch 3²

AD 69-0494

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Date: 15 Feb 1969

16 Feb 1969

Mission Number: 2-3-013-15 Feb 69

Flight Designation: Crown 1

Distressed Aircraft: Pintail Lead (F-4)

Location: 050/21/72

Saves: One (1) Combat

1. At 0140Z, I received a mission briefing from Crown 7 concerning the status of the Pintail Bravo mission that Crown 7 was working. The situation was as follows: Sandys 2, 3 and 4 on scene with Sandy 3 as OSC; JGs 37 and 19 holding northeast of the area having just completed A/R with Crown 3; Mistys 11, 21 and 81 cycling themselves off of tanker as necessary; Spads 03 and 04 holding over area with CBU-19; Sandys 5, 6, 7 and 8 enroute to the area, ETA 0150Z; Sandy 3 was attempting to determine the exact position of the survivor and locate the guns that had been firing in the area. Good radio contact was being maintained with Pintail Bravo and he was instructed to come up on voice at any time that he heard ground fire.

2. At 0145Z, Sandy 2 was expending in the area under the direction of Sandy 3. At 0146Z, I requested that back-up JGs be launched and at 0148Z, Honda flight was turned over to Sandy 3 to expend. At 0153Z, Compress advised that JGs 03 and 31 would be back-up out of Channel 77. At 0208Z, Sandy 5 took over OSC after a briefing from Sandy 3. Honda flight was still in the area, Hotrod flight estimated on scene in 10 minutes. Sandy 3 RTB for fuel, Sandys 2 and 4 to remain until Sandy 4 can expend and then RTB. At 0216Z, Honda departed and Sandy 4 was brought in on target. Ground fire at this time was intermittent, and Sandy 5 was attempting to sterilize the area immediately around the survivor as well as to the west of the survivor. At 0218Z, Sandys 7 and 8 were on scene. Sandy 5 gave them a brief on how he planned to bring the JGs in, and then Sandys 7 and 8 were sent out to join the JGs. At 0221Z, Manual flight checked in and at 0223Z, Hotrod flight checked in. Pick-up plan was to have Misty 21 work Hotrod and Manual flights while Sandy 5 brought in the JGs from the northeast. Spads 03 and 04 would expend their CBU-19 just prior to bringing the JGs into the area. Pintail Bravo was briefed on what to do in case the CBU-19 started to take effect on him. Hatchet and Jester flights were requested by Crown to be available and stand-by. At 0240Z, JGs 03 and 31 checked in and were directed to hold safe east of the scene and maintain radio silence. At 0259Z, Sandys 5 and 8 started laying smoke, and at 0303Z, Spads 03 and 04 put in their CBU-19. At 0308Z, Sandy 5 told Pintail Bravo to pop his smoke and at 0311Z, JG 37 made the pick-up. JG 37 received some ground fire during the pick-up but no evidence of hits. Sandys and JGs exited the area safely and all other SAR forces were released. At 0345Z, we refueled JG 37, his ETA for Channel 89 was 0445Z with Sandys 6 and 8 escorting.

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