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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

Classification (cancelled) changed to UNCLASS
effective on 3-11-75, under the authority of 9 Mar 69

CSAF/0032 by AF DAVIS

1182108562
APF75

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

TO: Det 1-1004 SW
3rd ARRG (JSARC) JES
IN TURN

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

2. (C) At 0820L 28 Feb 69, Compress notified Shoestring of a NAIL 77
shot down near 086/62/89. JOLLY GREEN 16(L) and 20(H) scrambled at
0828L followed by SANDIES 3, 4, 5, and 6 at 0843L. Enroute to the
scene at 8000 feet the helicopters encountered dense haze and cumulus
buildups. SANDIES 3 and 4 reported the bases at 5000 feet with
visibility 3 to 4 miles. Enemy defenses consisted of eight 37mm to the
south east and 23mm and 37mm to the north. Numerous ZPU positions and
automatic weapons ringed the area. One survivor, NAIL 107, was
identified and pinpointed. JOLLY GREEN 16 was brought down to position
over a karst area to the southeast, but at 1030 as he broke out of a
cloud layer at 6000 feet, he was met by a barrage of ZPU tracers.
During the evasive maneuver required to avoid the antiaircraft fire
and return to the cloud layer, JOLLY GREEN 16's engines were subjected
to overtemperature forcing its return to Channel 89 with JOLLY GREEN 20
as cover, arriving at 1120L. At 1050L, JOLLY GREEN 68(L) and 37(H)
scrambled to the area; weather remained the same although the enroute
altitude was between 9500 feet and 10,500 feet. SANDIES reported the
bases still at 5000 feet which precluded the use of jet aircraft to
suppress the antiaircraft defenses. Additional A-1 resources were
generated. At approximately 1320L JOLLY GREEN 68 began a descent
followed by JOLLY GREEN 37. At 1330L JOLLY GREEN 68 was vectored in
for an attempt. Communications difficulty was experienced between the
helicopter and its SANDY escort. At 1332L JOLLY GREEN 68 was hit by
ZPU and small arms and forced to pull off. Another attempt was planned
but abandoned when fuel level was depleted from damaged cells, forcing
the H-53 to return to Channel 89. Jolly Green 37 had experienced an
engine gage failure which did not degrade its operational status but
was unable to make a rescue attempt without the coverage of a second
helicopter in that environment. JOLLY GREEN 37 provided escort for
JOLLY GREEN 68 until they arrived at Channel 89 at 1450L. JOLLY GREEN
09(L) and 36(H) scrambled at 1350L. Enroute altitude was 8000 feet with
similar weather conditions. As JOLLY GREEN 09 descended to the pre-
pickup position he experienced a severe torque malfunction, forcing his
return to Channel 89. JOLLY GREEN 36 escorted 09 back and rendezvoused

4/7

2 of RPR by ARRS/DOOR
Dist. 14 to USAF HOP TRAVS
14 to RT BELPOIR VA

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

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with Crown 3 for aerial refueling then orbited, waiting for a replacement wingman. Two H-53's had been diverted from TANGO orbit to assist in the mission and two HH-3E's JOLLY GREENS 17(L) and 20(H) were dispatched from Channel 89 at 1220L, arriving TANGO at 1415L. However, both HH-53's, JOLLY GREENS 72 and 73, went out of commission at Channel 89 and JOLLY GREEN 36 was RTB for lack of a wingman at 1525L. At this point no other helicopter resources were available at Channel 89 or 70. Compress launched JOLLY GREENS 21 and 33 from Channel 109. Jolly GREENS 17(L) and 20(H) had been scrambled from TANGO at 1455L. Crown 3 provided aerial refueling for JOLLY GREENS 17 and 20 at 1615L. SANDIES 13 and 14 proceeded east to intercept and escort JOLLY GREENS 21 and 33 while JOLLY GREENS 17 and 20 proceeded, unescorted, at 8000 feet to the orbit point at 085/45/89, arriving at 1645L. Survivor's position was updated to 086/58/89. SANDY 11 called for an immediate rescue attempt and JOLLY GREENS 17 and 20 descended to 4500 feet while homing in on SANDY 11's radio. During descent, SANDY 11 briefed on the use of CBU 19 and run in and exit routes. JOLLY GREEN 17 made one 360 degree turn over the karst to the southwest allowing the SANDY "Daisy Chain" to form, then at 1653L, began a high speed evasive run to clear the road structure and river while the SANDIES expended CBU, rockets and mini-guns at the active antiaircraft guns. Once clear of the river, JOLLY GREEN 17 began an autorotative dive to the tree tops while following SANDY 11's directions to the survivor's smoke signal. JOLLY GREEN 17 established a hover over the survivor with the visual aid of the smoke signal and radio transmissions from the survivor. The hoist was lowered about 50 to 75 feet to the survivor. Automatic weapons fire was heard at this time but no hits were sustained and the pickup was completed at 1657L. A tree top exit was made on the pre-briefed escape route and a climb established when clear of the area. Although much ground fire was observed and heard during the entrance, pickup and exit, no hits were incurred. JOLLY GREENS 17 and 20 rejoined and returned to Channel 89 at 1750L followed by JOLLY GREENS 21 and 33 at 1800L. SANDY resources numbered 12 and HOB0 A-1's flew 18 sorties. Numerous FAC aircraft assisted in the operation. Despite the length of the effort which required changes in on-scene-commanders, command and control of A-1 resources was outstanding, providing for continuous firepower during the several attempts at recovery. Radio discipline was exceptional, continuity of the effort was assured through comprehensive briefing of oncoming flights. Twelve helicopter flights were used in the effort requiring exceptional coordination between Crown, Compress and Squadrons. The survivor is to be commended for his outstanding performance and calmness which greatly aided his recovery. He reported hearing a beeper and mayday call on his survival radio shortly after his landing but did not hear it again. He sustained minor facial injuries and a severe ankle sprain.

3. (C) The name of the survivor is: DOUGLAS W. MORRELL, SMSgt, USAF 601 Photo Flight, Korat RTAFB, Thailand.

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4. (U) Jolly Green Crewmembers:

JOLLY GREEN 17 (Low)

Major	S. J. Silver	RCC
Capt	S. P. Wheate	RCCP
SSgt	R. E. Hunt	FE
AlC	L. H. Sorenson	RS

JOLLY GREEN 16 (Low)

Capt	E. L. Heft	RCC
Capt	P. O. Pfanschmidt	RCCP
Sgt	T. P. Brown	FE
AlC	D. G. Faber	RS
AlC	A. M. Davis	

JOLLY GREEN 68 (Low)

Capt	C. C. Campbell	RCC
Maj	R. B. Beamer	RCCP
MSgt	H. A. Perry	FE
SSgt	T. W. Meyer	RS
AlC	J. E. Nash	

JOLLY GREEN 09 (Low)

Capt	E. L. Heft	RCC
Capt	P. O. Pfanschmidt	RCCP
Sgt	T. P. Brown	FE
AlC	D. G. Faber	RS
AlC	A. M. Davis	

JOLLY GREEN 33 (Low)

Major	R. E. Booth	RCC
L/Col	J. H. Grady	RCCP
SSgt	W. L. Crawford	FE
SSgt	A. J. Avery	RS

JOLLY GREEN 73 (Low)

Major	G. A. Jones	RCC
Capt	W. J. Biebel	RCCP
SSgt	M. W. Willner	FE
Sgt	R. P. Koecher	RS
MSgt	D. W. Nelson	RS
Sgt	S. J. Nagrocki	AP

JOLLY GREEN 20 (High)

Capt	R. J. Harwood
Capt	D. Rynearson
MSgt	A. H. Krumm
AlC	R. J. Sully

JOLLY GREEN 20 (High)

Capt	R. J. Harwood
Capt	D. Rynearson
MSgt	A. H. Krumm
AlC	R. J. Sully

JOLLY GREEN 37 (High)

Maj	T. E. Reinhardt
Maj	T. C. Long
AlC	D. A. Scott
AlC	L. C. Johnson

JOLLY GREEN 36 (High)

Lt Col	W. G. Cameron
Capt	M. B. Nash
TSgt	L. M. Wright
AlC	B. D. Hebert

JOLLY GREEN 21 (High)

Capt	R. D. Griffiths
Capt	B. M. Campbell
MSgt	C. L. Manes
Sgt	S. T. White

JOLLY GREEN 72 (High)

Capt	L. A. Ruddle
Capt	D. L. Carty
SSgt	D. LeBarre
Sgt	D. C. Johnson
AlC	R. F. Sopata

Gp-4

Gp-4

Stuart J. Silver
STUART J. SILVER, Major, USAF
Rescue Crew Commander

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