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1800 DCS 69-1694

SNVAP Rep 25

FROM: 37(0)

31 March 1969

SUBJECT: MISSION NARRATIVE REPORT (2-3-024-29 Mar 69)

TO 37C

3rd ARRSB (JSARC)

IN TURN

Classified by 04231266
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO-
 YEAR INTERVALS.

B3
24
 DOWNGRADED TO
 EX. ORDER 11652

1. (U) This report is submitted to ARRSB 55-3/3 ARRSB 55-3/3 ARRSB 55-3/3
 15 June 1968.

2. (S) Jolly Green 31 (low) and 28 (high) were placed on cockpit alert at Quang Tri at 0112Z on 29 March 1969, and subsequently scrambled at 0127Z in response to Queen's directions. Lariat 03, an F-4 aircraft from the 366 TFWg, was erroneously reported down 6 miles west of Khe Sahn. This was later revised to 297/68/103, which was the final pickup point. Jolly Green 31 requested Spad escort to the area, and was directed to proceed to 285/40/103 and orbit that point until Spads 11 and 12 could join up. Jolly Greens 31 and 28 were airborne at 0127Z and climbed to 7500 MSL over Quang Tri before departing for the holding point. Enroute, Crown 4 briefed the Jolly Greens on the mission and advised that Crown 1 would be handling the cover and that Sandy 01 would be On Scene Commander. He reported that Nail 68 FAC was already in the area and that he was talking to Lariat 03A, who reported that he had a broken right arm, a broken right leg, was suspended in his harness and would need assistance to get out of the harness and on the penetrator. While the Jolly Greens proceeded to the holding point to wait for the Spads, Sandy 01 and 02 proceeded to the rescue scene and evaluated the area. Numerous roads and valleys were in the immediate area and known AAA sites were in abundance. Sandy 01 had several slow movers condition the area, while the Jolly Greens and Spads rendezvoused and proceeded to new holding areas, first 288/60/103 then 298/70/103. Sandy 01 took a hit in his centerline tank while conditioning the area and despite fuel siphoning from the tank, remained as the On Scene Commander. The area was considered extremely hostile and Sandy 01 called for CBU 19. Sandy 01 tried to position JG 31 so that he could observe the strikes going in and around the survivor, but the thick haze limited the visibility to 1 - 2 miles and made this impossible. The pressure altitude was estimated at 1500 MSL and the temperature at 30 degrees centigrade. The survivor was located on the side of a karst with high walls on three sides. While Sandy 01 and 02 came out to lead JG 31 to the survivor's position, a HOBO flight laid CBU 19 around the survivor. Sandy 01 continued the vectors for JG 31, giving a very effective "GCA" on the final approach. JG 31 spotted the survivor's parachute about one half mile out and since the survivor did not have smoke, proceeded to hover the parachute at 0355Z. The karst area where the survivor was located was shaped like a bowl and JG 31 dropped down to the trees and was not visible to hostile forces on the other side of the karst walls. JG 31's pararescue man was lowered to the survivor at 0358Z and both the survivor and the pararescue man were retrieved at 0410Z. While on the ground the pararescue man removed the injured survivor's harness, treated his injuries, placed him on the penetrator and accompanied him on the hoist. The survivor

ARODC # 690407

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Downgraded at 3 year
 intervals; declassified
 after 12 years

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heard groundfire while he was on the ground. JG 31 maintained a steady hover over the survivor throughout the rescue, and the Sandys provided a "daisy chain" for suppressive fire. JG 31 departed the area by the same route used for entry. The Sandys continued cover fire as JG 31 departed the area and climbed to 10,000 MSL, where Spad 11 and 12 and JG 28 rendezvoused with JG 31 for the return flight to Channel 103. The Spads escorted the JGs to Channel 103 and then returned to Channel 77. JG 31 and JG 28 took the survivor to the hospital ship, Repose, at 0510Z and then returned to Quang Tri for fuel. During the flight to the Repose, the pararescue specialist splinted the survivor's broken arm and leg and gave him a shot to stop the pain. Crew coordination and radio discipline were excellent. Sandys 02, 03, 04, Spads 11 and 12, and Crown 1 and 4 did an outstanding job. Sandy 01, after receiving a hit, deserves special recognition for his perseverance, and outstanding performance as On Scene Commander. The professional GCA that he provided JG 31 for the approach to the survivor was a major factor in the expeditious recovery of Lariat 03A. The M-24 gas masks caused considerable visual distortion and further reduced the already poor visibility. In addition, the bulk of the gas mask and the iron maiden reduced the pilots freedom of movement.

3. (U) The survivor's name was Pependorf, William J.,
390th TFSq, DaNang AB, RVN.

Capt

4. (U) Jolly Green Crew members:

JOLLY GREEN 31

RCC	Capt	Charles P. Lowry
RCCP	Major	Bruce E. Prouse
FE	SSgt	Billy R. Bloomer
RS	SSgt	John J. Eldridge

Charles P. Lowry
CHARLES P. LOWRY, Capt, USAF
Rescue Crew Commander

JOLLY GREEN 28

RCC	Major	Leo M. Wright
RCCP	Capt	Robert A. Reichert
FE	SSgt	James H. Jenereaux
RS	ALC	Robert H. Fields

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of OSAF MSG 101856 Apr 15

By M. JAMES (Date) 23 Apr 15

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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SUPPORTING DOCUMENT 22

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Mission Narrative Report (2-3-024-29 Mar 69)

(S) Jolly Green 31 (low) and 28 (high) were placed on cockpit alert at Quang Tri at 0112Z on 29 March 1969 and subsequently scrambled at 0127 in response to Queen's directions. Lariat 03, an F-4 aircraft from the 366 TFWg, was erroneously reported down six miles west of Khe Sahn. This was later revised to 297/68/103, which was the final pickup point. Jolly Green requested Spad escort to the area, and was directed to proceed to 285/40/103 and orbit at that point until Spads 11 and 12 could join up. Jolly Greens 31 and 28 were airborne at 0127Z and climbed to 7500 MSL over Quang Tri before departing for the holding point. Enroute Crown 4 briefed the Jolly Greens on the mission and advised that Crown 1 would be handling the cover and that Sandy 01 would be On Scene Commander. He reported that Nail 68 FAC was already in the area and that he was talking to Lariat 03A, who reported that he had a broken right arm, a broken right leg, was suspended in his harness and would need assistance to get out of the harness and on the penetrator. While the Jolly Greens proceeded to the holding point to wait for the Spads, Sandy 01 and 02 proceeded to the rescue scene and evaluated the area. Numerous roads and valleys were in the immediate area and known AAA sites were in abundance. Sandy 01 had several slow movers condition the area while the Jolly Greens and Spads rendezvoused and proceeded to new holding areas, first 288/60/103, then 298/70/103. Sandy 01 took a hit in his centerline tank while conditioning the area and, despite fuel siphoning from the tank, remained as the On Scene Commander. The area was considered extremely hostile and Sandy 01 called for CBU 19. Sandy 01 tried to position JG 31 so that he could observe the strikes going in and around the survivor, but the thick haze limited the visibility to 1 - 2 miles and made this impossible. The pressure altitude was estimated at 1500 MSL and the temperature was 30 degrees centigrade. The survivor was located on the side of a karst with high walls on three sides. While Sandy 01 and 02 came out to lead JG 31 to the survivor's position, a HOBO flight laid CBU around the survivor. Sandy 01 continued the vectors for JG 31, giving a very effective "GCA" on the final approach. JG 31 spotted the survivor's parachute about one half mile out and since the survivor did not have smoke, proceeded to hover over the parachute at 0355Z. The karst area where the survivor was located was shaped like a bowl and JG 31 dropped down to the trees and was not visible to hostile forces on the other side of the karst walls. JG 31's pararescue specialist was lowered to the survivor at 0410Z. While on the ground the pararescue man removed the injured survivor's harness, treated his injuries, placed him on the penetrator and accompanied him on the hoist. The survivor heard groundfire while he was on the ground. JG 31 maintained a steady hover over the survivor throughout the rescue, and the Sandys provided a "daisy chain" for suppressive fire. JG 31 departed the area by the same route used for entry. The Sandys

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continued cover fire as JG 31 departed the area and climbed to 10,000 MSL, where Spad 11 and 12 and JG 28 rendezvoused with JG 31 for the return flight to Channel 103. The Spads escorted the JGs to Channel 103 and then returned to Channel 77. JG 31 and JG 28 took the survivor to the hospital ship Repose at 0510Z and then returned to Quang Tri for fuel. During the flight to the Repose, the Pararescue Specialist splintered the survivor's broken arm and leg and gave him a shot to stop the pain. Crew coordination and radio discipline were excellent. Sandys 02, 03, 04, Spads 11 and 12, and Crown 1 and 4 did an outstanding job. Sandy 01, after receiving a hit, deserves special recognition for his perseverance and outstanding performance as On Scene Commander. The professional GCA that he provided JG 31 for the approach to the survivor was a major factor in the expeditious recovery of Lariat 03A. The M-24 gas masks caused considerable visual distortion and further reduced the already poor visibility. In addition the bulk of the gas mask and the iron maiden reduced the pilots freedom of movement.

(U) The survivor's name was Pependorf, William J., Captain, 390 TFSq, Da Nang AB, RVN..

(U) Jolly Green Crewmembers:

JOLLY GREEN 31

RCC Capt Charles P. Lowry
RCCP Major Bruce E. Prouse
FE SSgt Billy R. Bloomer
RS SSgt John J. Eldridge

JOLLY GREEN 28

RCC Major Leo M. Wright
RCCP Capt Robert A. Reichart
FE SSgt James H. Jenereaux
RS ALC Robert H. Fields

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Date: 29 Mar 1969

31 Mar 1969

Mission Number: 2-3-024-29 Mar 69

Flight Designation: Crown 1

Distressed Aircraft: Lariat 03 (F-4)

Location 100/80/89

Saves: 1, combat

1. Crown 1 was notified of an aircraft emergency by Nail 68 at 0056Z, 29 Mar 1969. An F-4, call sign Lariat 03, went down at 100-80/89. Nail 68 and Stormy 01 remained on scene and had voice contact with Lariat 03 Alpha. No chute or beeper was observed from Lariat 03 Bravo. Nail 68 was designated OSC. Nail 68 had Lariat 03A in sight, at this time Stormy 01 went to tanker. At 0057Z, Crown 1 requested two Jolly Greens and four Sandys to be launched from Channel 89.
2. 0105Z, Sandy 1, 2, 3 and 4 departed Channel 89. Sandy 1 and 2 arrived on scene at 0129Z. Sandy 1 was designated OSC. Sandy 3 and 4 were to rendezvous with Jolly Green 31 and 28 at Channel 85 and escort them to the scene. After reviewing our resources, it became evident that the fastest and safest exploitation of available SAR resources was to have two Spads from Channel 77 escort Jolly Green 31 and 28 to a point about six miles from the scene. Sandy 3 and 4 escorted Jolly Green 09 and 19 to November orbit as backup. Sandy 5 and 6 came to the scene to work for Sandy 1. Fast movers were made available for use as needed. Visibility in the SAR area was extremely limited by haze and smoke. It was decided not to use fast movers because of this limited visibility. Sundial was alerted to make slow movers available. Sandy 1 took a hit from small arms while trolling about 1½ miles from the scene over a road. He was still able to function as OSC. The survivor was located on a karst in an area quite inaccessible from the ground. Jolly Green 31 and 28 and Spad 11 and 12 were brought to a high ridge just north of the survivor and held. Sandy 1, 2, 5 and 6 worked the area over around the survivor. Hobo 41, 42, 43 and 44 were available with CBU-19.
3. At 0340Z Hobo 41 and 42 laid CBU-19. Sandy 1, 2, 5 and 6 flew a daisy chain around Jolly Green 31 moving in for the pickup. Jolly Green 28 and Spad 11 and 12 were held back over the ridge. The PJ went down and worked about ten minutes on the ground. At 0350Z, survivor and PJ were coming up the hoist and the rescue was consummated. The survivor had suffered a broken arm, a broken leg and was in shock. Jolly Green 31 and 28 escorted by Spad 11 and 12 departed the scene using the same routing that was used for ingress. The survivor was taken to the hospital ship Repose.

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recovery took place at night with Crown 7 providing flares for illumination. One of the JGs hovered over the tanker and a pararescueman went down and brought up the sick men. A doctor was aboard and treated the men while en route to a hospital in Vietnam.^{9/}

On another occasion, in the spring of 1968, a Buff recovered a Thai woman who was in the process of having triplets, and in severe pain. The woman was taken from a small isolated village and delivered to a hospital.^{10/} There were numerous episodes that included dedicated effort by all concerned, and particularly by the pararescuemen. (PJ). On 29 March 1969, after a long approach through intense hostile fire, a pararescueman went down on the penetrator to a survivor who was located on top of a karst that was quite inaccessible from the ground. The survivor was in severe shock and suffering from a broken leg and a broken arm. The PJ assisted the man for a number of minutes, while four Sandys worked the surrounding area over continuously. He was finally able to get the survivor on the hoist and carried him up into the JG. Still under intense fire, the JG egressed safely and took the badly injured man to the hospital ship Repose.^{11/} On another occasion in April 1969, a PJ was on the ground for more than 30 minutes in the midst of an extremely hot area to recover the body of a pilot who had received fatal brain damage during ejection. A complete report could be written about these pararescuemen in SEA.^{12/}

A different kind of rescue took place on 5 October 1968, when Crown 6, on orbit over the Tonkin Gulf, received a call from a Forward Air Controller that an Army Ground Recon Team was under intense enemy fire and desperately

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