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FROM: 37(0)

14 April 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-042-12 Apr 69)

TO: 37C

3rd ARRGp (JSARC) *209*
IN TURN

Classified by 6413A006P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS *31 Dec 78*
DECLASSIFIED ON *55-2/3 ARRGp Sup 1 dated*

1. (U) This report is submitted IAW ARRSR 55-2/3 ARRGp Sup 1 dated 15 June 1968.
2. (C) At 1425Z 12 April 1969 Queen notified the alert crews in their quarters that a Navy A-7, call sign Jason 02, had flamed out and was trying to make feet wet in the area between Hue and Quang Tri. The alert crews proceeded to Operations and prepared to scramble. At 1437Z Queen notified Jolly Greens that Jason 02 had bailed out feet wet on the 090 of channel 109 distance unknown. Jolly Green 31 and 15 were airborne and proceeding to the area at 1440Z. Immediately after reaching feet wet both Jolly Green's dumped 1000 pounds of fuel to decrease gross weight and increase air speed to the scene. Spooky 13 was diverted to the area to assist with flare drops if necessary. Jolly Greens 31 and 15 called Panama for vector to the area of the survivor. About 15 miles out Panama requested Jolly Greens go to Vice Squad for radar assistance. By this time Jolly Green 31 was talking to Jason 01 who was at 3000' orbiting the downed pilot. Jason 01 advised Jolly Green 31 that the survivor was not feet wet but in knee high grass, position 315/15/channel 69. Approximately 20 miles from the survivor, Water Boy (GC1) called on Guard channel and vectored us into the pickup area. Jolly Green 31 descended to 800 feet when advised by Water Boy that the survivor was 2 miles straight ahead. Jason 01, who was in radio contact with the survivor, advised the survivor was in good shape and had a flash light and flares ready. The area the survivor was in was low coastal terrain and rice paddies and fairly heavily populated. Approximately one mile from the survivor radio contact was made with him. He advised he was flashing his flashlight. Due to the great number of flashing lights on the ground in the area his flashlight was not visible. Jolly Green 31 asked him to pop his night end of the mk 13 flare when he heard the helicopter but about that time he said the helicopter had just passed over him. A turn was initiated and after radio contact was again established he wasn't sure which direction we were so I turned the search light on. The survivor was then able to vector me around until I was headed directly for him. Again I asked for a night flare but got no response. He advised he was flashing his light and we were coming directly toward him. Again there were numerous lights flashing in the area but we continued straight ahead and were able to distinguish his flashlight. The wind was calm and a straight ahead approach was made into his position. He was in a rice paddy and standing next to his parachute so a hover was established rather than a landing. His parachute started to billow up but was clearly visible to the pilot and the aircraft hover was increased to preclude the parachute rising into the rotor system. The penetrator was lowered to the survivor at 1519Z. He was inside the aircraft and Jolly Green 31 was moving out of the hover at 1521Z. During the pickup Jolly Green 15 was orbiting directly overhead at 800' with both M-60

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machine guns manned and ready. Spooky 13 was not used as a flare ship because once positive contact with the survivor was made he was able to talk us into his position. Immediately after the pickup Waterboy vectored the Jolly Greens feet wet and down the coast to DaNang. Panama continued the radar vectors directly to DaNang. Jolly Greens 31 and 15 landed at DaNang at 1600Z. During shutdown the F.E. on Jolly Green 31 noticed transmission fluid pouring down the left side of the aircraft and out of the drain lines. An immediate shutdown was completed. Inspection revealed the sleeve fitting on the input side of the oil pressure transmitter had sheared and the oil was pumping overboard. Inspection of the taxiway also indicated it probably failed about 30 seconds after the touch down. The first trace of oil on the taxiway was about 100 feet from touchdown point.

3(U)Survivors name: Lt Mark A. Bunker USN, organization VA-147 CVA-61 aircraft carrier RANGER.

4. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 31 (low)

AC	MAJ	RONALD L. HAGLUND
CP	MAJ	BRUCE E. PROUSE
FE	SSGT	JAMES K. HALL
RS	MSGT	GLENWOOD C. WILKINSON

JOLLY GREEN 15 (high)

AC	MAJ	ANTHONY F. ARGO
CP	CAPT	ROBERT A. REICHERT
FE	SSGT	JAMES H. JENERREAU
RS	SSGT	STEPHEN T. WHITE

5. (U) Other aircraft assisting SAR effort:

Spooky 13 and Jason 01.

6. Comments:

(a) While visiting the survivor at the hospital I asked him why he did not give me a night flare to assist in locating his position. He stated that he thought his wingman had his position pinpointed and his flares wouldn't be necessary so he had put them away.

(b) Everyone involved in this SAR did an outstanding job, but I would especially like to make note of the excellent vectoring and support Waterboy provided and the assistance of Jason 01.

Ronald L. Haglund
 RONALD L. HAGLUND, Maj, USAF
 Aircraft Commander

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 Downgraded at 37
 internally declassified
 after 12 years

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SUPPORTING DOCUMENT #3

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MISSION NARRATIVE 1-3-42 12 Apr 69

(C) At 1425Z 12 April 1969 Queen notified the alert crews in their quarters that a Navy A-7, call sign Jason 02, had flamed out and was trying to make feet wet in the area between Hue and Quang Tri. The alert crews proceeded to Operations and prepared to scramble. At 1437Z Queen notified Jolly Greens that Jason 02 had bailed out feet wet on the 090 radial of channel 109 at a distance unknown. Jolly Green (JG) 31 and 15 were airborne and proceeding to the area at 1440Z. Immediately after reaching feet wet both Jolly Greens dumped 1000 pounds of fuel to decrease gross weight and increase air speed to the scene. Spooky 13 was diverted to the area to assist with flare drops if necessary. Jolly Greens 31 and 15 called Panama for vectors to the area of the survivor. About 15 miles out Panama requested Jolly Greens go to Vice Squad for radar assistance. By this time Jolly Green 31 was talking to Jason 01 who was at 3000 feet orbiting the downed pilot. Jason 01 advised Jolly Green 31 that the survivor was not feet wet but in knee high grass, position 315/15/channel 69. Approximately 20 miles from the survivor, Water Boy (GCI) called on Guard Channel and vectored us into the pickup area. Jolly Green 31 descended to 800 feet when advised by Water Boy that the survivor was 2 miles straight ahead. Jason 01, who was in radio contact with the survivor, advised the survivor was in good shape and had a flash light and flares ready. The area the survivor was in was low coastal terrain and rice paddies and fairly heavily populated. Approximately one mile from the survivor radio contact was made with him. He advised he was flashing his flashlight. Due to great number of flashing lights on the ground in the area his flashlight was not visible. Jolly Green asked him to pop his night end of the mk 13 flare when he heard the helicopter but about that time he said the helicopter had just passed over him. A turn was initiated and after radio contact was again established he wasn't sure which direction we were so I turned the search light on. The survivor was then able to vector me around until I was headed directly for him. Again I asked for a night flare but got no response. He advised he was flashing his light and we were coming directly toward him. Again there were numerous lights flashing in the area but we continued straight ahead and were able to distinguish his flashlight. The wind was calm and a straight ahead approach was made into his position. He was in a rice paddy and standing next to his parachute so a hover was established rather than a landing. His parachute started to billow up but was clearly visible to the pilot and the aircraft hover was increased to preclude the parachute rising into the rotor system. The penetrator was lowered to the survivor at 1519Z. He was inside the aircraft and JG 31 was moving out of the hover at 1521Z. During the pickup Jolly Green 15 was orbiting directly overhead at 800 feet with both M-60 machine guns manned and ready. Spooky 13 was not used as a flare ship because once positive contact with the survivor was made he was able to talk us into his position. Immediately after the pickup Waterboy vectored the Jolly Greens feet wet and down the coast to DaNang.

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Panama continued the radar vectors directly to DaNang. Jolly Greens 31 and 15 landed at DaNang at 1600Z. During shutdown the FE on Jolly Green 31 noticed transmission fluid pouring down the left side of the aircraft and out of the drain lines. An immediate shutdown was completed. Inspection revealed the sleeve fitting on the input side of the oil pressure transmitter had sheared and the oil was pumping overboard. Inspection of the taxiway also indicated it probably failed about 30 seconds after the touch down. The first trace of oil on the taxiway was about 100 feet from the touch down point.

(U) Survivors were: Lt Mark A. Bunker USN, organization VA-147 CVA-61 aircraft carrier RANGER.

(U) Crews involved:

JOLLY GREEN 31 (low)

AC Maj Ronald L. Haglund
CP Maj Bruce E. Prouse
FE SSgt James K. Hall
RS MSgt Glenwood C. Wilkinson

JOLLY GREEN 15 (high)

AC Maj Anthony F. Argo
CP Capt Robert A. Reichert
FE SSgt James H. Jenereaux
RS SSgt Stephen T. White

(U) Other aircraft assisting SAR effort:

Spooky 13 and Jason 03.

(U) Comments:

While visiting the survivor at the hospital I asked him why he did not give me a night flare to assist in locating his position. He stated that he thought his wingman had his position pinpointed and his flares wouldn't be necessary so he had put them away.

Everyone involved in this SAR did an outstanding job, but I would especially like to make note of the excellent vectoring and support Waterboy provided and the assistance of Jason 01.

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