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FROM: 37(C)

19 May 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-054-18 MAY 69)

TO: 37C

3rd ARRGp (JSARC) *JM*

IN TURN

1. This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1968.

2. At 0515Z, 18 May 1969, JG 25 was proceeding south bound, feet wet from Ch 103 to Ch 77. A mayday call was heard over guard channel at approximately 0520Z. We were approximately 4 miles to the northeast of the site of the mid-air collision between "Basketball 814" (C-130) and two F-4C aircraft with call signs of "Lovebug". The call sign of the fourth aircraft involved was unknown. The JG 25 co-pilot saw bright flash of the initial collision and the pilot saw a cloud of black smoke immediately after. All crewmembers noted a minimum of 3 large burning masses of wreckage descending to the ground. It could not be ascertained at this time what parts of which aircraft these pieces represented. At the time of this accident JG 25 was approx 4 miles from site of impact of largest piece of wreckage. Upon brief search of the debris in this area (feet wet - 079/10/69) we ascertained that this was wreckage from the C-130 aircraft. The crew noted two main gear assembly, one 20 man life raft (still in container), and an excessive amount of debris in small area which identified this as the C-130 aircraft. Numerous small aircraft and helicopters were at this time searching the other two large pieces of burning wreckage which fell feet dry just off the beach. There was a multitude of small pieces of debris which continued to float down for at least 15 minutes. One of the other aircraft sighted a parachute still airborne at approx 4-5 thousand feet at this time. We climbed to thirty-five hundred feet to investigate the chute and found it to be empty. The crew was unable to determine to our complete satisfaction what kind of parachute it was, but we feel that it was a seat pack due to the behavior of the parachute. There was adequate weight to keep the chute stable and full even though it descended very slowly. It appeared to the pilot to be a seat pack with the survival kit intact and undeployed. While we were investigating the chute 2 pilots were picked up at a point approx 10 miles south of our position by a Navy helicopter (Protector 47). We began a general search of the whole area while acting as liaison between Crown 6 and the numerous aircraft and ships in the area. We received word that one aircraft which was involved was recovered safely at Ch 50. A Cat Killer (number unknown) reported a body eaten by a shark and another body KIA located in a seat on dry land. Dust Off 501 picked up the KIA in the seat and carried it to Ch 69. JG 25 was assigned to execute a creeping line search from the C-130 impact site south for 10 miles and from the beach to 10 miles out to sea. This was done with no result and JG 25 was rtb'd to Ch 77 at 0630Z.

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3. Other aircraft on mission were JG's 28, 03, 33, and 21.
4. No survivors rescued.
5. Jolly Green Crew Members:

JOLLY GREEN 25

AC	Capt	George B. Stokes
CP	Capt	Charles D. Langham
FE	ALC	James A. Thibodeau
RS	Sgt	Thomas T. Winters

George B. Stokes
 GEORGE B. STOKES, Capt, USAF
 Aircraft Commander