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130-665

STATEMENT

At 0520Z, 18 May 1969 Queen scrambled Jolly Greens 28/03 and Spads 11/12 from DaNang. A C-130, Basketball 814, had a mid air while working 2 to 3 Lovebugs (F-4s) at 079/10/Channel 69. Jolly Green 28 was airborne at 0524Z and proceeded to 060/20/Channel 69 to check on reported life raft. Jolly Green 25 who was four miles from the impact area at the time of the accident worked the immediate area. Two survivors were picked up approximately 10 miles south of the impact area by a SH-3 Navy helicopter, Probator 47. Jolly Green 28 checked the 060/20/off Channel 69 and could find no life raft so proceeded to 079/10/Off Channel 69. At 0550Z we arrived at the C-130 impact area and spotted one body floating in the water, landed and made a pick-up. There was no identification on the deceased crewmember. Jolly Greens 28/03/25/33/21 continued to search the area, Spads 11/12 returned to Channel 77. At 0400Z Jolly Greens 28/03/25 completed their search and returned to Channel 77.

One deceased crew member picked up - no identification.

Jolly Green Crew Members:

JOLLY GREEN 28

AC	Maj	Anthony F. Argo
CP	Lt	Richard V. Butchka (USCG)
FE	SSgt	Billy R. Bloomer
RS	SSgt	Stephen T. White

JOLLY GREEN 03

AC	Capt	Bill M. Campbell
CP	Maj	Bruce E. Prouse
FE	SSgt	Gary S. Estep
RS	AlC	Donald M. Lester
AP	Sgt	Thomas A. Dotson Jr.

Anthony F. Argo
ANTHONY F. ARGO, Maj, USAF
Aircraft Commander

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While on alert at Quang Tri MAS on 18 May 69, a partial conversation between Crown 6 and an unknown source (on HF) indicated that a possible mid air collision had occurred. Jolly Green 25 had departed Quang Tri shortly before interception of this message and he was directed to the scene. At approximately 1350L Queen scrambled Jolly Green 21 (low) and 33 (high). Both aircraft were airborne at 1404L and proceeded toward Hue. Enroute, Crown 6 assigned search areas as follows: Creeping line search north of 079/10/69 from the beach to 15 NM to sea for JG 33 and the same search pattern for JG 25 working south from the 079 radial. JG 21 observed much debris on the water surface while transiting JG 33s search area. Creeping line pattern paralleling the 079 radial was established by JG 21. JG 21 observed only normal flotsam/jetsam except for one oil slick which appeared to originate beneath the surface at 096/18/69. This plot was reported but was not considered productive because no abnormal debris was observed which appeared to be associated with the major (apparent) impact area. A squall line moving west to east caused suspension of the southern area (JG 21) search at 1600L, however we believe that 100% coverage was effected from the 079 radial southward (from the beach to 15 NM seaward) to a point well beyond where any debris may have fallen (approximately 15 miles southward).


HENRY B. SIMPSON JR., Lt Col, USAF
Aircraft Commander

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