

FROM: 37(0)

13 June 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-059-12 JUNE 69)

TO: 37C

3rd ARRGp (JSARC) *JS*

IN TURN

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

2. At 2240Z the crews of Jolly Greens 35 and 28 were preparing to launch for strip alert at Quang Tri when Queen advised Operations that Sullivan Lead, an F-4C was down. Position was 190/27/77 and Queen requested that the Quang Tri crews and Spads be launched immediately. Jolly Green 35 was airborne at 2250Z with Jolly Green 28 and Spads 11 & 12 following closely behind. Jolly Greens 35 and 28 proceeded down the coast line and climbed to an altitude of 6000 feet. The Spads proceeded directly to the area. King 03 had voice contact with Sullivan A and B. Also on scene was Rattler Flight of F-100s and a Helix 13 On Scene Commander until Spad 11 arrived at the site. King 03 had advised the two downed pilots to hide until the Jolly Greens were ready for the pick up because ground fire was heard in the area. Both pilots reported they were in good shape. Helix 13 had both pilots pin pointed, Alpha 150 meters east of the parachute visible on the side of a hill, and Bravo approximately 50 meters from the same parachute on a heading of 210°. Jolly Greens 35 and 28 moved inland toward the downed pilots at altitude to get a better look at the area. At 6000' over the area all crewmembers of Jolly Green 35 had the parachute visible on the side of the hill. Spad 11 made repeated passes on the area and did not receive ground fire so it was decided to send Jolly Green 35 in for the pickup. Jolly Green 35 descended down to low level east of the survivors over a fog bank which was covering the area. An approach was made to the survivors but the fog had drifted into there position. The fog was down in the trees and about 200 feet thick. The survivors were located on the side of a hill in fairly rough terrain so the fog hampered the recovery. As Jolly Green 35 was moving toward the survivors, approximately 200 meters away, the fog completely enveloped the helicopter and a climb at almost zero air speed and maximum power was initiated until Jolly Green 35 broke out on top and another approach from a different angle was attempted. Visibility at times was less than 50 feet and the survivors could hear the helicopter but not see it. Sullivan Alpha again gave directions from the noise and we moved in directly over him. A hover was established and he was brought aboard at 2345Z. He directed us to the area of Bravo and Bravo directed us in. It took about 3 minutes of hovering in the fog to locate Bravo even though we were never more than 50 meters from his position. Needless to say he was well hidden and only after we had parted the tall grass and trees directly over him did we have a visual contact. He was on board at 2357Z. Jolly Green 35 returned to DaNang landing at 0025Z. Both pilots appeared in excellent shape.

3. Survivors: Maj William R. Deans,
FR28649 from the 390th TFS, DaNang AB.

and Maj Cornelius A. Thomas,

4. Jolly Green Crew Members:

JOLLY GREEN 35

AC	MAJ	Ronald L. Haglund
CP	MAJ	Walter E. Barnes III
FE	SSGT	Vincent P. Freeman
RS	SGT	Michael J. Sherman

JOLLY GREEN 28

AC	MAJ	Leo M. Wright
CP	MAJ	John F. DeGhuee
FE	Sgt	Duane I. Beland
RS	Sgt	Thomas T. Winters

5. Comments: Weather was a big factor in this successful SAR effort. Had the fog not been in the area it would have been very easy to locate and pick up the survivors. This is attested to by the fact that the parachute located within 150 meters of both survivors was visible from 6000 feet altitude through a hole in the fog. At the same time Helix 13 the on scene FAC stated there were no known friendly troops in the area so assuming the ground fire heard was enemy action the fog did provide an excellent cover for Jolly Green 35. Spads 11 & 12 were to continue to circle Jolly Green 35 to suppress any ground fire but due to the fog I don't think they would have been very effective.



RONALD L. HAGLUND, Maj, USAF
Aircraft Commander

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SUPPORTING DOCUMENT #12

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MISSION NARRATIVE 1-3-59, 12 June 1969

(C) At 2240Z the crews of Jolly Greens 35 and 28 were preparing to launch for strip alert at Quang Tri when Queen advised Operations that Sullivan Lead, an F-4C was down. Position was 190/27/77 and Queen requested that the Quang Tri crews and Spads be launched immediately. Jolly Green 35 was airborne at 2250Z with Jolly Green 28 and Spads 11 and 12 following close behind. Jolly Greens 35 and 28 proceeded down the coast line and climbed to an altitude of 6000 feet. The Spads proceeded directly to the area. King 03 had voice contact with Sullivan Alpha and Bravo. Also on scene was Rattler flight of F-100's and a Helix 13 (On Scene Commander) until Spad 11 arrived at the site. King 03 had advised the two downed pilots to hide until the Jolly Greens were ready for the pickup because ground fire was heard in the area. Both pilots reported they were in good shape. Helix 13 had both pilots pinpointed, Alpha was 150 meters east of the parachute visible on the side of a hill, and Bravo approximately 50 meters from the same parachute on a heading of 210°. Jolly Greens 35 and 28 moved inland toward the downed pilots at altitude to get a better look at the area. At 6000' over the area all crewmembers of Jolly Green 35 had the parachute visible on the side of the hill. Spad 11 made repeated passes on the area and did not receive ground fire so it was decided to send Jolly Green 35 in for the pickup. Jolly Green 35 descended down to low level east of the survivors over a fog bank which was covering the area. An approach was made to the survivors but the fog had drifted into their position. The fog was down in the trees and about 200 feet thick. The survivors were located on the side of a hill in fairly rough terrain so the fog hampered the recovery. As Jolly Green 35 was moving toward the survivors, approximately 200 meters away, the fog completely enveloped the helicopter and as climb at almost zero air speed and maximum power was initiated until Jolly Green 35 broke out on top and another approach from a different angle was attempted. Visibility at times was less than 50 feet and the survivors could hear the helicopter but could not see it. Sullivan Alpha again gave directions from the noise and we moved directly over him. A hover was established and he was brought aboard at 2345Z. He directed us to the area of Bravo and Bravo directed us in. It took about 3 minutes of hovering in the fog to locate Bravo even though we were never more than 50 meters from his position. Needless to say he was well hidden and only after we had parted the tall grass and trees directly over him did we have a visual contact. He was on board at 2357Z. Jolly Green 35 returned to DaNang landing at 0025Z. Both pilots appeared in excellent shape.

(U) Survivors: Maj William R. Deans,
FR28649 from the 390th TFS, DaNang AB.

and Maj Cornelius A. Thomas,

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(U) Jolly Green Crewmembers:

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JOLLY GREEN 35

AC Maj Ronald L. Haglund
CP Maj Walter E. Barnes III
FE SSgt Vincent P. Freeman
RS Sgt Michael J. Sherman

JOLLY GREEN 28

AC Maj Leo M. Wright
CP Maj John F. DeGhusee
FE Sgt Duane I. Beland
RS Sgt Thomas T. Winters

(U) Comments:

Weather was a big factor in this successful SAR effort. Had the fog not been in the area it would have been very easy to locate and pick up the survivors. This is attested to by the fact that the parachute located within 150 meters of both survivors was visible from 6000 feet altitude through a hole in the fog. At the same time Helix 13, the On Scene FAC stated there were no known friendly troops in the area so assuming the ground fire heard was enemy action the fog did provide an excellent cover for Jolly Green 35. Spads 11 and 12 were to continue to circle around Jolly Green 35 to suppress any ground fire but due to the fog, I don't think they would have been very effective.