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FROM: 37(0)

25 July 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-068-23 July 69)

TO: 37C

3RD ARRGp (JSARC)

IN TURN

1. This report is submitted in accordance with ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 68.
2. While on ground alert at Quang Tri, we were first notified by HF radio that "Trail 39" was down at 270/14/69 and that Queen should scramble the Jolly Greens. The land line was used to confirm the scramble at 0622Z. Both Jolly Green 33 and 27 were airborne at 0625Z. After airborne we talked directly with "Spud 06" (an OVI aircraft) who was the On Scene Commander; the details of the mission are as follows: "Trail 39" (a 02A aircraft out of Phu Bai) crashed at 270/14/69. Spud 06 had established radio contact with the survivor was orbiting the area at 3500' and requested assistance. The survivor had suffered an apparently broken right ankle and head injuries. At this time there was a CH-47 (call sign Playtex 508) enroute to the area. "Spud 06" reported that he could detect no gun fire from his position and that the survivor & Platex 508 had not noted any enemy activity either. Because the crash site was located in a high threat area however, he requested some Huey Cobra's for gun support during the pick up. Jolly Green 33 and 27 reached the area at 0640Z and spotted "Spud 06" circling the scene. The CH-47 was spotted through a hole in the cloud deck, hovering over the survivor. Jolly Green 33 made a spiralling descent through the hole in the clouds and set up a orbit between the CH-47's 5 and 3 o'clock positions. After approximately 5 minutes Playtex 508 reported that he was unable to reel in his cable and would have to pull off, leaving the survivor on the ground. Jolly Green 33 established a hover above and approximately 100 yards behind 508 and moved over the survivor as 508 climbed away trailing about 80 feet of cable plus a clump of underbrush. The conditions were as follows: Skies were overcast with a broken deck at 2000 ft. which did not affect the rescue after initial descent was made. Temp and pressure alt were approximately 24C and 600' respectively. Survivor was situated 100 yards south of the burning wreckage on a jungle covered 45 slope, the top of which was approximately 800 feet high. Even though the survivor's location was virtually pinpointed, he was initially difficult to see. He was shortly observed by the Flight Engineer to be leaning against a tree directly underneath the helicopter. Sgt Chalmers was lowered down next to the survivor where he very quickly and efficiently assisted him onto the penetrator and at 0650Z both men were hoisted aboard JG 33. Sgt Cavano's hover directions to the pilot were calm and accurate throughout the pickup and contributed directly to a smooth recovery. During the five minutes that JG 33 was in a hover JG 27 reported flashes at our 1 o'clock position approximately 300 yards away. Shortly thereafter a LOH (call sign unknown) marked the area and two Huey Cobra gun ships expended willy peat on the suspected activity. Spad 11 and 12 reported on the scene as JG 33 made a 150 turn to exit the area away from the air strikes. The Spads then escorted both Jolly Greens to

the hospital ship Repose. At 0708Z the survivor was transferred to the hospital ship. In route he was treated for lacerations on his face, back of head, and right leg. His right ankle appeared to be broken. JG 33 departed the Repose at 0710Z and landed back at Channel 103 at 0725Z to resume ground alert. Special recognition should be given Capt Kelley for a superior job of radio coordination with all units involved while simultaneously navigating and monitoring acft. fuel state and performance. He was on top of the situation from start to finish, which allowed the AC to concentrate solely on the flying task at hand. High praise for a truly outstanding job as On Scene Commander is due Spud 06, 131st Aviation Co., APO 96308. His calm clear directions to all aircraft and the survivor coupled with his timely coordination of gun ship deployment and artillery suppression were instrumental to the smoothness of the recovery effort. Recognition to the following units and aircraft for their participation are as follows: Spud 05-131st Aviation Company APO 96308. 1 LOH and 2 Huey Cobras 101st Airborne 160th Aviation Group Hawks 16 "D" company 101st Aviation battalion.

3. Survivors Name: Haman, Kenneth W., 1 Lt,
Phu Bai.

02A "Trail 39"

4. Jolly Green Crew Members:

JOLLY GREEN 33

AC	Maj	Duane W. Fisher
CP	Capt	Kenneth T. Kelley
FE	SSgt	Wilson E. Cavano
RS	Sgt	Harry C. Chalmers



DUANE W. FISHER, Maj, USAF
Aircraft Commander

JOLLY GREEN 27

AC	Maj	John F. Deghnee
CP	Maj	John H. Winter
FE	Sgt	Reginald E. Bickham
RS	Sgt	Edward K. Rendle

SUPPORTING DOCUMENT #2

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MISSION NARRATIVE 1-3-68 23 July 69

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Special recognition should be given Captain Kelley for a superior job of radio coordination with all units involved while simultaneously navigating and monitoring the aircraft, fuel status and performance. He was on top of the situation from start to finish, which allowed the AC to concentrate solely on the flying task at hand. High praise for a truly outstanding job as On Scene Commander is due Spud 06, 131st Aviation Co., APO 96308. His calm clear directions to all aircraft and the survivor coupled with his timely coordination of gun ship deployment and artillery suppression were instrumental to the smoothness of the recovery effort. Recognition to the following units and aircraft for their participation are as follows: Spud 05-131st Aviation Company APO 96308. 1 LOH and 2 Huey Cobras 101st Airborne 160th Aviation Group Hawks 16 "D" Company 101st Aviation battalion.

(U) The survivor was Kenneth W. Haman, 1Lt,
Phu Bai.

02A "Trail 39"

(U) Crews involved:

JOLLY GREEN 33

AC	Maj	Duane W. Fisher
CP	Capt	Kenneth T. Kelley
FE	SSgt	Wilson E. Cavano
RS	Sgt	Harry C. Chalmers

JOLLY GREEN 27

AC	Maj	John F. Deghusee
CP	Maj	John H. Winter
FE	Sgt	Reginald E. Bickham
RS	Sgt	Edward K. Rendle

ST.D. 5

24 July 1969

Date: 23 July 1969

Mission Number: 1-3-068-23 July 1969

Flight Designation: King 6

Distressed Aircraft: Trail 39, (O-2A)

Location: 270/14/69

Saves: 1, combat

1. At 0625Z Spud 6 received a distress call from Trail 39 at position 270/14/69. Trail 39 lost control of aircraft during a turn, entered a spin, and had crashed. Spud 6 assumed on-scene command and advised that voice contact was established with Trail 39. The survivor was calm but reported that he had a broken ankle. Jolly Greens 33 and 27 were launched from channel 103 with ETA on-scene at 0645Z.

2. At 0635Z Spud 6 advised that the area appeared safe, however, helicopter Gunships were requested from channel 69.

3. At 0640Z Playtex 508, a CH-47, reported over the scene and offered to attempt a pick-up. Jolly Greens 33 and 27 arrived on scene at 0645Z. Playtex 508 advised that he had hoist difficulties and would not be able to recover the survivor. Jolly Green 33 deployed a Pararescue specialist and the survivor was recovered at 0655Z. All SAR Forces were released.

4. The survivor was taken to the hospital ship Repose. ATA 0710Z.

5. The pilot of Spud 6 did an outstanding job as on-scene commander. No problems were encountered.

6. King 6 crew members:

a. AMC Major Wortman

b. AC Major Abbott

c. P 1/Lt Urbach

d. NN Captain Mitchell

e. RO TSgt Russell

f. FE MSgt Moore

g. FE TSgt Raper

22 July

0700 JG 42/15 off. Local Alert
0708 JG 31 - #2 Eng - Filamed out and would not.
0712 JG 31 - 5 miles out
0718 JG 31 on deck - emergency cancelled
0733 JG 22 ETA - 10 min.
0745 JG 22 on deck CH 77
0850 JG 15 on deck CH 77 -
0855 JG 42 on deck CH 77 -
1020 JG 88/07 airborne CH 77 - ETA 1200Z
1030 JG 07 - RTB CH 103 - fuel leak - will check it.
1050 JG 07 & 08 on deck CH 103 - Checking out fuel leak
1100 JG 07 says he thinks he can fix leak in 15 or 20
1120 JG 07/08 departed CH 103 - ETA 1210
1205 JG 87/08 on deck CH 77
1305 DAAR called into JSARC
1315 Heegeman off duty -

37 ARRS Ops Log
1 Jan - 15 Aug 69

23 July

2110 TSGT BELL To ~~the~~ duty!
2300 JG 243 ABN
0200 JG 25 ABN

0315 Queen reports SPAD 33 went down
320/29/81 Spad 32 is in the Area
they Pedros are on their way to
the Area. There is report ground
fire in the Area. Spads 34 & 35
are also in the Area.

0400 Heegeman on duty -

0415 Spad 33 no survivors - 1 KIA reported

0603 JG 21 Taxing out

0635 Trail 39 - down - 270/14/69. Launch Spads
and will launch - Jellies at CH 103 -

0635 JG 33 has contact with Spad 06 on the scene

0635

Pilot has broken ankle.

0637

J633/27 airborne 0625Z

0639

3 gunships coming into area in case needed

0642

No ground fire so far reported.

0642

Heads off at 0630Z

0645

J633 has survivor in sight, try to establish

0645

contact

	instructions for CH47 to get out of way and will pick him up.	1230
50	JG 33 moving in.	
653	JG 33 picking up survivor at this time.	2150
654	Survivor on board at this time JG 33	2215
655	JG 33 - Going to Rebase with survivor - Survivor ankles pretty banged up.	2300
657	JG 33 - will go to Rebase and then Resume alert at CH 103	2310
705	<u>Mem # 1-3-068-23 Jul 69</u>	2905
0710	JG 33 on deck at Rebase	0030
0720	JG 33/27 on deck CH 103.	0915
1115	JG 33/27 airborne CH 103 - ETA 1300Z	0900
1145	JG 33 on deck CH 77	1000
1150	JG 27 on deck CH 77	1015
1240	DAAR called into JBARC	1050
1250	Neegeman off duty - <u>24 July</u>	1145
0145	Capt Shobert on Duty	0400
0255	JG-28 AIRBORNE	0536
0357	QUEEN CHANGED VHF FREQ TO 123.1	0603
0300	JG-33 AIRBORNE	0604
0005	ORBIT CANX WX.	0605
0118	QUEEN CHANGED VHF FREQ TO 142.7	0606
0155	JG-25 RETURNING TO CH 77 Low power	0608
0208	JG-42 AIRBORNE	0615
0210	JG-25 ON DECK CH 77	0620
0305	JG-21 ON DECK CH 77	
0400	Neegeman on duty - Capt Shobert off -	0626
0530	JG 42 on Deck	0633
0600	JG 27 airborne - TNG -	0740
0700	JG 15 Airborne Alert Local -	0800
0725	JG 21 airborne FCF	0806
0740	JG 21 on deck CH 77	1050
0850	JG 15 ETA 5 min	1145
0855	JG 27 on deck CH 77	1230

1910

950

10

c

J6x '25 Airborne FCP

J6x 25 on deck CH77

J6x 33/28 airborne CH77 - ETA 1145Z

J6x 28/33 on deck CH77

1230

1235