

SUPPORTING DOCUMENT #1

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MISSION NARRATIVE 1-3-66 6 July 69

(U) On 6 July 69, Jolly Green 28 had completed the assigned orbit mission and was returning to DaNang. At 0800Z King 6 reported that an F-8 pilot with a call sign of Old Nick 103, had bailed out and was down in the water at approximately the 050/40 position off of Tacan Channel 103. JG 28 was directed to the position for the pickup. Since the tacan set was inoperative on JG 28, the UHF/DF function of the UHF radio was used so JG 28 could "home in" on King 6 which was orbiting above the survivor. This was effective and minimized the time required to locate the survivor. At 0820Z, the rescue helicopter arrived in the survivors area and the survivor then popped a smoke which enabled the crew to pinpoint his position. The survivor popped another smoke when JG 28 was approximately 1 mile out. There was no radio contact with the survivor, so the Aircraft Commander elected to make a slow pass and deploy the Rescue Specialist into the water. After this was accomplished, another pass was made so a smoke marker could be dropped for a hover reference. The Rescue Specialist signaled that the survivor was ready for pickup and on the next approach, a hover was established so that a hoist pickup with the Navy Seat could be effected. The survivor was brought on board, and then the hover was maintained so the Rescue Specialist could be hoisted on board. The aircraft departed for DaNang after it was determined by the crew that the survivor was in good physical condition. King 6 reported numerous small boats in the area but the only boat observed by JG 28 was a sampan about 200 yards from the survivor. It had approached the survivor earlier but his wingman had made low passes to keep the boat away.

(U) The survivor was LTJG Gordon P. Hahn, 716833, USNR VF-111 Carrier Group 16 USS Ticonderoga.

(U) Crews involved:

JOLLY GREEN 28

AC Maj Ronald L. Haglund
CP Capt John K. Coder
FE SSgt James E. Smith
RS TSgt William C. Sutton

UNCLASSIFIED
S.D. 2

Date: 6 Jul 1969

7 Jul 1969

Mission Number: 1-3-66-6 Jul 69

Flight Designation: King 6

Distressed Aircraft: Old Nick 103 (F-8 Navy)

Location: 053/38/109

Saves: 1, combat

1. At 0800Z, King 6 was advised by Queen that an aircraft was down 45 miles NNE Channel 109. At this time, King 6 proceeded to this area while contacting Waterboy on 269.6 requesting further information. JG 28, who was proceeding to Channel 77 at this time, was directed by King 6 to proceed to the distress area.
2. At 0815Z, King 6 was on scene orbiting overhead the downed pilot and in radio contact with his wingman. It was determined that the downed pilot was in good condition in his raft without radio contact. The wingman, who had 30 minutes of play time, was occupied in diverting a number of sampans away from the downed pilot. He was advised that JG 28 was on the way and would effect a pickup in 10 minutes.
3. Primary frequencies used were 238.1 UHF for contact with Vice Squad, the wingman, and JG 28. VHF frequency 142.7 was utilized as a backup and for directing JG 33/03 to the scene from Channel 103. There was no need for further support from other SAR resources.
4. King 6 gradually descended to 2,000 feet to provide JG 28 with DF steers to the downed pilot. King 6 had visual contact with the survivor since first arrival at the scene and was circling to maintain visual contact while the wingman kept the sampans away. At 0825Z, JG 28 sighted the smoke flare ignited by the survivor. JG 28 proceeded to the smoke and landed a PJ. At 0825Z, JG 28 reported that the downed pilot was recovered and at 0830Z that the PJ was back on board. JG 28 was then refueled and escorted toward Channel 77 by King 6. It was determined the survivor was in excellent condition and no action was required at 0830Z.
5. Problem areas:
 - a. Due to distance from land area and navigation radio sites, JG 28 was unable to navigate to the scene without DF assistance.
 - b. Due to lack of familiarity with the King call sign, the wingman was at first reluctant to discuss the situation with King 6. Upon being advised that King 6 was a rescue aircraft formerly called Crown 6, he readily communicated with King 6 providing all the information necessary to effect a rescue.

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