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440 (Capt Sanderson/2687)

30 December 1969

Mission Narrative Report #2-3-082-27 Dec 69 (U)

3 ARRGp (JRCC)
APO 96307

1. (U) This report is submitted IAW ARRGp 55 2/3 ARRGp Sup 1.

2. (S) At approximately 1800L, 27 Dec 69, the "high" crew scheduled for November primary alert was notified of a "first light effort" planned for 28 Dec 69. The SAR objective was Playboy 16 Alpha and Bravo, who were down in the vicinity of 117/98/89. SAR forces had had radio contact with both survivors. Alpha indicated he was in good condition; Bravo had a broken leg and was unable to move. Aircraft were assigned at 2100L, and Jolly Green 76 (Low) and Jolly Green 68 (High) departed Ch 70 for Ch 89 at 2135L/27 Dec 69, arriving at 2245L. Crews attended a combined Weather/Intelligence/Operations briefing at 0330L/28 Dec, where frequency assignments, holding areas and plan of action was outlined to all SAR forces. JG 37L and JG 76H were assigned as the primary recovery aircraft, with JG 19L and JG 68H as backup. The primary crews were launched at 0515L. Backup crews were notified to launch at 0815L to provide cover for an imminent recovery attempt. JG 19 and JG 68 were airborne at 0830L, and proceeded direct to the holding area. Enroute to the holding area, the primary SAR forces were diverted to effect the recovery of "Lovebug", a strike aircraft which had been hit over the SAR area. JG 37 completed the pickup of both Lovebug Alpha and Bravo at 0920L, and returned to Ch 89. JG 76 then became "low" with JG 68 as "high". JG 19 and JG 68 arrived at the prebriefed holding area (122/102/89) at 1000L, and JG 68 joined with JG 76. At 1035L, King 01 advised of a possible delay for any recovery attempt, and suggested refueling. JG 76 flight joined with King 04 at 1055, and completed A/R of both aircraft at 1115L. JG 76 was notified at 1115 that JG 76 only would return to Ch 89, and that JG 71 would arrive at 1215 to take over for JG 76. At 1130L, JG 76 flight arrived back in the holding area, and JG 76 then departed for Ch 89 as directed. There was some confusion at this point as to which aircraft would be the primary recovery, with JG's 68, 71, 03 and 19 in the area. King 01 finally determined that JG 68 would be "low" with JG 71 "high". JG 68 and JG 71 completed rendezvous in the holding area at 1215L. From 1215 until 1300, JG 68 flight continued to hold while Sandy directed strikes on hostile gun positions. At 1300L, Sandy 05, OSC, briefed the ingress and egress routes and his plan of action, and directed JG 68 flight to a holding position closer to the SAR area. At 1315, Sandy flight and JG 68 flight changed to guard frequency, and JG 68 began ingress into the area as directed by Sandy 07. After descent through the overcast, ingress from the west of the SAR area was accomplished at treetop level over

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a 10 mile route consisting of several valleys separated by high karst ridges. During the entire egress, JG 68 was under continuous escort and direction of Sandy aircraft. The Sandy aircraft flew a "daisy chain" around the helicopter, marking the route with smoke rockets, and vectoring JG 68 over a circuitous route which afforded the greatest terrain masking from hostile gun emplacements. Entering the river valley where the survivors were located, JG 68 was vectored over a two mile path where anti-personnel CEU and "Tape" had just been delivered. The path led straight to the survivor's position, and stopped about 200 yards from their location. Sandy 05 directed Playboy 16 Alpha to ignite his smoke as JG 68 approached the area, and advised JG 68 to slow down. At 1330L, JG 68 spotted the survivor's smoke approximately 50 yards out, and stopped directly over their position in a 100 foot hover. The high hover was necessary because of one large tree within 20 feet of the survivors. Alpha had been previously advised to put Bravo on the penetrator, and then to strap himself on so they could come up together. The engineer lowered the penetrator to Alpha, and then gave him enough slack so he could take it to where Bravo was laying directly beneath the tree. Alpha had some difficulty securing Bravo to the penetrator because of Bravo's broken leg. When both were on the hoist and clear of the ground, JG 68 began a hovering turn to the egress heading while the engineer brought them up. During the hoist recovery, the Sandy aircraft were in a continuous "daisy chain" around JG 68, strafing and dropping CEU ordnance. At 1335L, as the survivors came up to the door of the helicopter, JG 68 began egress. The #1 and #3 miniguns became active at this time to suppress ground fire. They had not been used in the hover so the engineer's hoist instructions would be audible. When advised that the survivors were on board, and that JG 68 was coming out, Sandy 05 was immediately ready with egress instructions, and initiated the "daisy chain" for escort out of the area. Egress at low altitude was over the same route as ingress, and was under continuous escort and directions of Sandy aircraft. The Sandy aircraft also expended their remaining ordnance in front of JG 68 to suppress any possible ground fire. After reaching a reasonably safe area, Sandy 06 advised JG 68 to climb up through the overcast. JG 68 broke through the overcast at 1345L, and proceeded direct to Ch 89 with JG 71 and Sandy aircraft as escort. During the return trip, the PJ's applied a temporary splint to Playboy 16 Bravo's leg and began IV fluid injection. JG 68 landed at Ch 89 at 1430L. Subsequent inspection of the aircraft revealed only minor battle damage to the left sponson of the helicopter.

3. (U) Problem Areas: On fast approach into final at an estimated 125 knots, the ramp door fell on the ramp mini-gun making this gun non-profficient and limiting the PJ's field of vision until the plane came to a hover and the door could be stowed. There was a re-occurrence of this incident as the plane left the pickup area. Also the ramp gun malfunctioned just before the plane came into a hover

4. (U) The survivors were: Major Lewis, USMC, 1st MANG
Lt Phillips, USMC, 1st MANG

5. (U) The Jolly Green 68 crewmembers were:

AC: Capt Gary F. Sanderson,

CP: Capt Michael V. Kinsinger,

FE: MSgt Maurice F. Tasker,

RS: SSgt John J. Eldridge,

RS: Sgt Ronald F. Sopata,

SIGNED

GARY F. SANDERSON, Captain, USAF
Aircraft Commander, Jolly Green 68

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(C) Just after dark on the 2nd of Dec, Jolly Green crews were notified at their quarters that Firefly 55 was down seven miles northwest of the base. Jolly Green 17 and 19 launched and located the survivor, 1Lt Richard D. Chollins, [REDACTED], 602nd SOS. The survivor was suspended in a tree, but was able to lower himself to the ground with his tree lowering device. He was hoisted aboard Jolly Green 17 without further incident.

Jolly Green 17 (Low)

AC Capt Leonard D. Fialko
 CP Maj Edward L. Hlavaty*
 FE TSgt Daryl I. Durant
 RS Sgt Charles D. Morrow
 RS SSgt Roy D. Bloebaum

Jolly Green 19 (High)

AC Capt Charles D. Hoilman*
 CP Capt John J. Livengood+
 FE SSgt Robert E. Hunt
 RS SSgt Jon K. Hoberg*

(S) (Gp 3) Wolf 04 bailed out 45 miles due east of our base in eastern Laos on 3 Dec. Jolly Green 19 and 17 were scrambled for the rescue effort. After the survivors were located and the area determined secure enough for a rescue attempt, Jolly Green 19 dropped his tip tanks and proceeded in for the pick up attempt. He was able to pick up the first Wolf 04 pilot, Major Bradford L. Sharp, [REDACTED] 497 TFW, but lost the location of the Wolf 04 second pilot, 1Lt John C. Mangles, [REDACTED], 497 TFW, and departed the immediate area until he could be located again. He was located quickly and Jolly Green 19 again came into the area to pick up the second pilot. Jolly Green 19 received hostile ground fire on the way to the survivor, but was able to proceed on in to the survivor and did not receive ground fire while in the hover. He made the pick up and departed the area to return to base.

Jolly Green 19 (Low)

AC Capt Charles W. Hoilman*
 CP Maj John J. Livengood+
 FE SSgt Robert E. Hunt
 RS TSgt Lehman L. Bocher
 RS SSgt Jon K. Hoberg*

Jolly Green 17 (High)

AC Capt Leonard D. Fialko
 CP Maj Edward L. Hlavaty*
 FE TSgt Daryl I. Durant
 RS SSgt Roy D. Bloebaum

(S) (Gp 3) Playboy 16 bailed out in the late afternoon on the 27th of Dec., in a heavily defended area in south central Laos. There was insufficient time to effect a rescue on that day, therefore a first light effort was organized for the next day. An HH-3E, Jolly Green 37 was paired as low aircraft with an HH-53, Jolly Green 76 as high on the first launch. In the process of putting in strikes to silence the big antiaircraft guns, Lovebug 206 was hit by antiaircraft and forced to eject about 10 miles from the area of Playboy 16. Jolly Green 37 and 76 were in the area at this time and Jolly Green 37 immediately went down and picked up both Lovebug pilots, 1Lt E.M. Franger, USMC 01C3292 and 1Lt Douglas K. McLellan, USMC, 015367, without further incident. After considerable ordnance had been put in by Sandys and strike aircraft, the HH-53, Jolly Green 68, from the 40th ARRS at Udorn was able to go in and pick up both Playboy pilots.

* TDY from the 37th ARRS at Da Nang RVN + TDY from the 40th ARRS at Udorn

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Jolly Green 37 (Low)

AC Capt Leonard D. Fialko
 CP Capt Joseph M. Nall
 FE TSgt Daryl I. Durant
 RS MSgt Paul L. Jenkins
 RS Sgt Ricky L. Fleming

Jolly Green 76 (High)

AC Capt Edward D.G. Bright +
 CP Capt Richard M. Baskett +
 FE SSgt Stephen L. Lebeau +
 RS Sgt Robert L. Harris +
 RS Sgt Steven D. Brooks +

(S) (Gp 3) On the final day of the year, 31 Dec, Nail 37 was reported down in central Laos. Jolly Green 37 and 71 were scrambled and proceeded to the area. Sandy One checked out the area and located the survivor, Captain Ronald R. Russell, [REDACTED], 23 TASS. The decision was made to make an immediate pick up and Jolly Green 37 was directed into the general area. Jolly Green 37 had some difficulty in locating the survivor due to dense foliage and poor radio contact with the survivor. While attempting to locate the survivor, Jolly Green 37 received one lone round of ground fire which hit the aircraft. The survivor was soon located and hoisted aboard Jolly Green 37 without further incident.

Jolly Green 37 (Low)

AC Capt Edwin L. Shobert Jr. *
 CP Capt Joseph M. Nall*
 FE SSgt Jimmie D. Rash*
 RS MSgt Paul L. Jenkins
 RS SSgt Roy D. Bloebaum

Jolly Green 71 (High)

AC Capt Edward D.G. Bright +
 CP Capt James R. Blewitt +
 FE Sgt James E. Corcoran +
 RS MSgt Ronald R. Jeczala +
 RS SSgt James A. Hunt +

Non Combat Rescue

(C) Shortly after takeoff on 21 Dec, Firefly 11, an A-1H, experienced engine malfunction and attempted to return for landing, but was unable to make it all the way back to the airfield. He bailed out at low altitude 7 miles southeast of the base. Jolly Green 17 and 19 were just about to return to base from a precautionary orbit when they heard the call that Firefly 11 had abandoned his aircraft. The Firefly 11 pilot, Maj Robert L. Bohan, [REDACTED] 602nd SOS, landed uninjured in non-hostile territory and was picked up without further incident by Jolly Green 17 on his way back from the precautionary orbit. As this aircraft was not lost due to combat, it was not credited as a combat save.

Jolly Green 17 (Low)

AC Maj Edward B. Robbins
 CP Capt Joseph R. Brown +
 FE ALC David J. Bond
 RS MSgt Paul L. Jenkins
 RS Sgt Richard G. Beasley

Jolly Green 19 (High)

AC Lt Col Joe Lyle Jr.
 CP Maj Robert M. Martin +
 FE SSgt Thayer D. Pope
 RS SSgt Harold R. Bracken

* TDY from 37th ARRS at Da Nang

+ TDY from 40th ARRS at Udorn

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condition considering he spent some 51 hours in an extremely
active E&E situation. Boxer 22A was missing in action. 128

(U) Complete details for this SAR effort can be found in the 22nd Special Operations Squadron historical report, Appendix V, Tab G; and the Rescue Narrative Report, support document 55.

(S) Another successful rescue effort was conducted on 21 December for Bullwhip 12A and B who had bailed out of a
battle damaged F-4. 129

(S) The two survivors were located in heavy foliage in a valley running east and west, bounded to the south and
north by high terrain and karst. 130

(S) The Sandys and Jolly Greens were launched immediately and effected this rescue in a minimum of time. Both survivors were picked up in good physical condition and were
taken to Channel 70. 131

(U) Further details of this SAR can be found in the Rescue Narrative Report, support document 56.

(S) On 27 and 28 December, the Sandy forces were called into action for Playboy 16 Alpha and Bravo, a Marine F-4
from Da Nang. 132

(S) Playboy 16 had been conducting visual reconnais-

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sance of a road network when his aircraft suffered battle damage in the flight controls at a very low altitude, necessitating an immediate bailout. Bravo suffered severe dislocation of a knee during egress and was unable to use the leg throughout the survival and rescue. The rescue area was in a very heavily defended valley dominated by high ¹³³ karst on two sides.

(S) After arriving on the scene, it was determined that both survivors were safe but had not been able to join up. There was small arms fire in the area but none seemed to be directed at the survivors. Sandy 05 trolled for large AAA gun fire but none was received until CBU-14 was dropped in a random fashion. When aircraft navigation lights were turned on, more 37mm guns fired. Because of imminent darkness, Sandy 05 decided that no rescue could be attempted, the survivors were told to prepare themselves for an overnight stay, and ordnance was placed on identifiable ¹³⁴ gun positions.

(S) During the following day, a hostile ground party attempted to reach the survivors, but 20mm fire by Sandy 01 ¹³⁵ and 02 either killed them or drove them away.

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(S) Sandy 05 decided that it would be impossible to kill all the anti-aircraft gunners in the area so he meticulously planned and organized the application of the strike; Smoke and Tape aircraft devised an ingress and egress route for the pickup so that Jolly Green could make the best protective use of terrain features, and initiated a well coordinated strike/pick up effort. Pickup of both survivors was effected at 1338 hours, with no damage to the helicopter, Jolly Green ¹³⁶ 68.

(U) Full details of this rescue effort can be found in the Rescue Narrative Report, support document 57.

(S) A successful search and rescue effort was conducted on 31 December for Nail 37. The aircraft, an OV-10, had been shot down by 37mm fire. The sole pilot successfully ejected and landed in very tall, thick jungle approximately one kilometer west of the route structure. ¹³⁷

(S) Upon arrival Sandy 01 trolled the area for ground fire and precisely located the survivor. The survivor reported small arms ground fire at the Sandy aircraft, and enemy troops close to his position. Sandy 01 made rocket and 20mm strikes on the enemy and briefed the SAR forces for an immediate pickup. While the Nails FACed fast movers on