

extinguishing the fire within 15 seconds and immediately removed the crewmembers from the aircraft.
(TAKEN DIRECTLY FROM THE ACCIDENT REPORT DATED 18 OCTOBER 1968 BY LT. COL.
ROBERT M. FOSTER)

WHAT HAPPENED : The primary cause of this major aircraft accident was material failure of the azimuth bar to "L" crank rod. This caused an in-flight disintegration of the rotor system and loss of aircraft control.

Tail No.: 65-07942 Model: UH-1F Date of Loss: 27 Nov 68 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Cambodia Call Sign: Green Hornet

Crew Chief: Gene P. Stuijbergen (38W-79)

Notes: On 27 November 1968 SSGT Gene P. Stuijbergen, Flight Engineer, and a native of Augusta, Michigan, was aboard a UH-1F slick on a combat mission over Phu Nhai Village; Rotanokiri Prov., Cambodia, 10 miles west of Duc Lo, SVN. On this mission, his crew attempted to infiltrate a combined 6-man U.S. Army Special Forces and South Vietnamese Forces Team into an enemy bivouac area situated in a deep ravine and surrounded by heavy jungle. As the heavily laden Huey began its steep approach into a ten foot hover, it immediately came under a fusillade of enemy anti-aircraft and small arms fire. During the melee, an enemy round ripped through the flight controls, causing the aircraft to crash into the landing zone and burst into flames. The pilots, a gunner, and two American team members escaped the inferno, but SSGT Stuijbergen and the remainder of the team were hopelessly trapped; apparently dying underneath the burning wreckage. Only five of the ten onboard were rescued. Several desperate attempts were made to rescue and recover SSGT Stuijbergen and the remainder of the team but became futile due to stiff enemy resistance. SSGT Stuijbergen is presently listed officially in the "Presumptive status of Dead, Body not recovered," and is the first 20th SOS enlisted crewmember to perish in combat operations.

Tail No.: Model: HH-3E Date of Loss: 25Dec 67 Unit: 40th ARRS, NKP, THA
Country of Loss: Laos Call Sign: Jolly Green 17

PJ: Charles D. King (36W-76)

Location of Loss: 170600N 1055600E (WD980925)

Notes: On Christmas Eve, 1968, an F-105, call sign "Panda 01", was shot down over Laos between the city of Ban Phaphilang and the Ban Karai Pass. Its pilot, Major Charles R. Brownlee, successfully ejected and his parachute drifted into an area known to be occupied by enemy troops. These troops had in the past aggressively pursued downed pilots and contested SAR efforts. Two HH-3E's, Jolly Green's 15 and 17, on airborne alert immediately proceeded to the incident site. Upon arrival, the Sandy's placed them in a high orbit. The on-scene commander discovered a parachute in the trees. Numerous attempts were made to raise Major Brownlee on his survival radio. It was late in the day and darkness quickly covered the jungle. There was no survival radio contact from Major Brownlee. The rescue helicopters did not have a night combat rescue capability and were ordered to return to NKP.

A first light SAR was organized to return to the area on Christmas Day. The crew of Jolly low were all volunteers: Major Reinhart, aircraft commander, Captain Gibson, co-pilot, Sergeant Gallagher, flight engineer, and AIC Charles D. King, pararescueman. Once again the Jolly's were placed in a high orbit and the Sandy's began trolling for ground fire. Enemy troops did not take the bait. Not drawing any ground fire Sandy lead told

Doug King had only a few weeks left in Vietnam and had his orders to go stateside. It was a dangerous mission that Christmas Day but he volunteered to go. He was trained as a Special Forces Pararescueman for this kind of mission.

For ten years he was listed as missing in action. Every attempt was and still is being made for a full accounting.

In 1993, a delegation of United States Congressmen went to North Vietnam. They, along with the Joint Casualty Resolution Center, were allowed in the Central Army Museum in Hanoi. In that museum, they found a Geneva Convention card with Doug's name, rank, service number, and date of birth. With that card, was an envelope with the same information plus some writing in Vietnamese. The information of the letter indicated that he had been shot and killed that Christmas Day in 1968.

"I think it's important for people who knew and loved him to bring some closer to 30 years of not knowing what had happened. We are more fortunate than some MIA families, as we have some information. Our efforts continue for a full accounting."

During his missing status, he was promoted from Airman First Class to Chief Master Sergeant. He received the Air Medal on July 4, 1968. He was awarded the Air Force Cross, the Distinguished Flying Cross, the Silver Star, The Purple Heart and the Air Medal (First Oak Leaf Cluster) posthumously for his extraordinary heroism. Doug has been recognized and honored for his professional dedication, his courage and valor throughout our nation by the USAF naming a dormitory, King Manor at Andrews AFB, near Washington, D.C., on June 12, 1979. At Scott AFB, Illinois, 1st Street was renamed King Street in his honor on June 28, 1979. On February 27, 1990, a new dormitory was named King Manor at March AFB, California, and on November 15, 1996 at Hickham AFB, Hawaii, building 1856 was dedicated to his memory for paying the ultimate price as a young Pararescueman in South East Asia.

Signed : Sherry L King (sister)

Tail No.: 63-13164 Model: UH-1F Date of Loss: 03 Jan 69 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Cambodia Call Sign: Green Hornet

Gunner: Ronald P Zenga (35W-31)

Notes: Aircraft was shot down near Due Lap while attempting to rescue a Special Forces patrol. The aircraft was struck by intense ground fire while coming to a hover to attempt a McGuire Rig extraction. After taking eight hits the aircraft departed the area and the gunships suppressed the ground fire. A second approach was made. As they came to a hover above the trees enemy fire struck the fuel cells setting the aircraft on fire. They were able to accelerate the aircraft and attempted a landing in a small jungle clearing less than 500 meters from the enemy forces surrounding the Special Forces patrol. The engine failed just short of the clearing and the helicopter crashed into the trees. Sgt. Zenga was pinned under the aircraft and died in the ensuing fire.

Tail No: 62-12582 Model: CH-3C Date of Loss: 17 Jan 69 Unit: 20th SOS, Udon
Country of Loss: Laos Call Sign: Pony Express 20

Pilot: Walter W. Martin (34W-26)
Co-Pilot: Richard A. Fleming (34W-23)

fire impacting on a critical component causing an unbalanced condition or failure leading to a severe beat or vibration.

Tail No.: 65-07937 Model: UH-1F Date of Loss: 13 Apr 69 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Pleiku, SVN Call Sign: Green Hornet

Pilot: James O. Lynch (27W-75)

Notes: Shot down by ground fire attempting to extract a reconnaissance team. Captain Lynch was killed by hostile ground fire.

Tail No.: 59-1562 Model: HH-43 Date of Loss: 19 Jul 69 Unit: 38th ARRS, U-Tapao RTAFB
Country of Loss: Thailand Call Sign: Maple 02

Pilot: Warren K. Davis (20W-18)
P.J.: Harry Cohen (02E-40)

Notes: flying SAR for burning B-52 at U-Tapao, B-52 exploded causing the helicopter to crash.

Tail No.: Model: HH-53 Date of Loss: 5 Dec 69 Unit: 40th ARRS, NKP, THA
Country of Loss: Laos Call Sign:

PJ: David M. Davison (15W-27)

Notes:

Tail No.: 66-14434 Model: HH-53B Date of Loss: 28 Jan 70 Unit: 40th ARRS,
Country of Loss: NVN Call Sign: Jolly Green 71

Pilot: Holly G. Bell (14W-73)
Co-Pilot: Leonard C. Leaser (14W-75)
Flight Engineer: William C. Shinn (14W-77)
P.J.: William D. Pruett (14W-76)
P.J.: William C. Sutton (14W-77)
Other: Gregory L. Anderson (Photographer) (14W-73)

Notes: hit by missile fired from MIG during SAR for SEABIRD 02 (F-105G). The Mig-21 was piloted by Vu Ngoc Dinh who then had 6 total kills. He was with the 921st Flight Regiment.

Tail No.: 64-15491 Model: UH-1P Date of Loss: 14 Mar 70 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Duc Lap, Quang Duc, SVN Call Sign: Green Hornet

Pilot: Dana A. Dilley (13W-126)

2-3-082-8359 Attached

Briefed 26 Dec 1974

ARCCF-R
e

DECLASSIFIED AT 5 YEAR
DECLASSIFIED AFTER 1
DOO/DOE DEC0.10

2-3-082

P/00

OPEN/PROST/50SP.

THE CRASH OF AN F-105 WITH ONE/POB 75
MILES EAST OF NAKHON PHANOM ON TUESDAY.

A GOOD CHUTE WAS SPOTTED BY WINGMAN. 2 JOLLY
GREENS & 4 SANDIES WERE LAUNCHED. NEG VOICE OR

BEEPER CONTACT WAS MADE & THE SAR FORCES WERE
RECALLED DUE TO DARKNESS WITH A FIRST LIGHT EFFORT
ANTICIPATED. THE NEXT MORNING THE SAR FORCES
WERE ON SCENE AT FIRST LIGHT. THESE WERE

CROWN 3, 5 SANDIES & JOLLY GREENS 17409 ^{HH-3's} ALSO

NUMEROUS HIGH PERFORMANCE AIRCRAFT. SANDY I

REPORTED A CHUTE WITH SOMEONE HANGING IN IT. JOLLY
GREEN 17 WENT IN FOR A PICKUP ESCORTED BY J.G. 09 &
5 SANDIES. THE PJ WAS LOWERED WITH THE FOREST

PENETRATOR & THEY BEGAN BRINGING UP THE SURVIVOR &
THE PJ. THE PJ WAS FIRED UPON & REPORTED HE WAS

HIT & ADVISED THE HELICOPTER TO PULL UP. ^{THE FOREST PENETRATOR} ~~THE HOST~~

SWALLOWED IN THE TREES AS THE HELICOPTER PULLED UP. IT WAS LOST AS THIS OCCURRED, ALONG WITH BOTH PERSONNEL
THE HOST WAS PULLED LOOSE WHEN THE PENETRATOR SWALLOWED BUT REMAINED WITH THE ACFT.

~~WAS LOST WITH BOTH PERSONNEL.~~ JOLLY GREEN 17

SUSTAINED SEVERAL HITS & RETURNED TO NAKHON PHANOM.

SAR FORCES REMAINED IN THE AREA FOR 5 MORE HOURS

WITH NEGATIVE VOICE OR BEEPER CONTACT. ELECTRONIC

SEARCH CONTINUED WITH NEG RESULTS UNTIL 25/10 30Z

WHEN ARRS SEARCH WAS SUSPENDED. (THE PJ'S NAME

WAS ^{KING CHARLES DOUGLAS} ~~KEVIN~~) HH-3's 4 SORTIES 14+20; HC-130's 2 SORTIES 9+30;
9 SORTIES 31+45 A-I's; 2 SORTIES 8+00 0-25.

~~CONFIDENTIAL~~

1968 (cont)

- 16 Aug 68 Heavy rains along the south coast of Korea caused severe flooding, stranding many Koreans. The HH-43 crews from Detachments 4 and 10, Pacific ARRC, saved the lives of 75 Koreans.
- 5 Oct 68 Two HH-3s assigned to the 37th ARR Squadron were scrambled from Da Nang, Vietnam, to extract a ground party in the vicinity of the A Shau Valley. In the course of the mission one of the HH-3s was disabled and forced to return to base. The other HH-3 was shot down and destroyed. Three more HH-3s were scrambled to recover a total of eight survivors on the ground. Major Don P. Olsen and his crew went into the rescue site, hoisted all eight survivors into the aircraft, and successfully returned to Da Nang. Major Olsen was awarded the Air Force Cross.
- 29 Oct 68 During a hoist training mission at the 58th ARR Squadron, Wheelus AB, Libya, an HH-3 pilot observed a collision between two F-100s on the runway. The pilot of one aircraft rolled clear. The airborne HH-3 was positioned to direct the smoke and flames away from the engulfed cockpit of the second aircraft, allowing the pilot to escape. The helicopter landed, and pararescuemen aboard administered first aid to the injured pilot, who was placed aboard the HH-3 and taken to an ambulance.
- Dec 68 Sergeant Steve M. Northern, a pararescueman, completed 30 months in Southeast Asia (SEA) and personally recorded a total of 51 combat saves. He received two Silver Stars during his tours in SEA. Later, in 1970, Sergeant Northern was killed in an industrial accident in Los Angeles.

Sergeant Steve M. Northern

- 24 Dec-
25 Dec 68 HH-3 aircrews from Detachment 1, 40th ARR Squadron were engaged in a mission involving the rescue of a downed pilot in Laos. On 24 December a chute was spotted, and on 25 December a rescue task force returned and Airman First Class Charles D. King, a pararescueman, was lowered at the site, where he located the downed pilot and secured him to the hoist. At this point enemy automatic weapon fire was directed at the plane, Airman King, and the pilot on the ground. Airman King transmitted the message, "I'm hit. I'm hit. Pull

1968 (cont)

24 Dec- up. Pull up," and the air-
25 Dec 68 craft immediately exited,
(cont) snapping off the hoist cable.
Airman King (later Chief
Master Sergeant King) was
declared missing in action
(MIA) until 5 December 1978,
when he was declared killed
in action (KIA).

*Chief Master Sergeant
Charles D. King.*



26 Dec- Turkish Detachment 84,
29 Dec 68 Atlantic ARRC, provided two
HH-43s in support of rescue
operations during a flood
disaster in the vicinity
of Tarsus,
Turkey.
During the
mission
ARRS pro-
vided
assistance
to 416
persons
and saved
72 persons.

*An ARRS
HH-43 lands
at Tarsus,
Turkey.*

1969

22 Jan 69 Three pararescuemen assigned to the 76th ARR Squadron were air-
dropped to the Yugoslavian ship *Milo Pracet* at a point about
700 miles southeast of Honolulu, Hawaii. They aided two sailors
who were critically burned. Later, the three pararescuemen,
Master Sergeant Paul L. Jenkins, Staff Sergeant Robert G. Wheeler,
and Sergeant Gregory Wikel, received an award called the annual
"Plava Vrpca" (or Blue Ribbon) from a Zegreb newspaper.

CMS Charles Douglas King

Pararescue Creed

It is my duty as a
Pararescueman to
save a life and to aid the
injured.

I will perform my assigned
duties quickly
and efficiently, placing these
duties before
personal desires and comforts.

These things I do,
"That Others May Live."



CMSgt. Charles D. King
Dec. 25, 1968 USAF-PJ

In Tribute • From The Other Side • Still The Noblest Calling
SGT Larry Wayne Maysey • COL Gregory Inman Barras
SGT James Douglas Locker • SSGT Elmer Larry Holden



All gave some...
Some gave all



This page was created at the request of a very special man, Douglas J. McGill Jr., USAF PARARESCUE, RETIRED, (66-87). He provided me with information for my page for SGT. Larry Wayne Maysey and we collaborated on a page for SGT. James Douglas Locker. This page is our latest collaboration:

- Name: Charles Douglas "Doug" King
- Rank/Branch: E4/US Air Force
- Serial Number: 483543892
- Unit: 40th Air Rescue & Recovery Squadron, NKP TH
- Date of Birth: 29 March 1946
- Home City of Record: Muscatine IA

- Date of Loss: 25 December 1968
- Country of Loss: Laos
- Loss Coordinates: 170600N 1055600E (WD980925)
- Status (in 1973): Missing In Action
- Category: 2 - Suspected Knowledge
 - This category includes personnel who were:
 - A. Involved in the same incidents as individuals reported in category 1 (Confirmed Knowledge), or
 - B. Lost in areas or under such conditions that they may reasonably be known by the enemy, or
 - C. Connected with an incident which was discussed but not identified by name in the enemy news media, or
 - D. Probably identified through analysis of all-source intelligence.
- Aircraft/Vehicle/Ground: HH3E Jolly Green Giant Combat Rescue Helicopter (Jolly Green 17)
- The Wall: Panel 36W - Row 76

Other Personnel In Incident

Charles R. Brownlee (missing from F105D)

Source

Compiled by Homecoming II Project 15 March 1991 from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews. Updated by the P.O.W. NETWORK 1998.

Synopsis

On Christmas Eve, 1968, Major Charles R. Brownlee's F105D aircraft was shot down over Laos between the city of Ban Phaphilang and the Ban Karai Pass. Brownlee successfully ejected from his plane and landed safely on the ground.

On Christmas Day, Doug King volunteered to be aboard an HH3E helicopter leaving Nakhon Phanom Air Base to rescue Major Brownlee. The helicopter located the pilot, believed to be dead by then, and King was lowered 100 feet into the jungle to the ground. Once on the ground, King freed Brownlee from his parachute, secured him to the rescue device and dragged him to a point near the hovering helicopter.

Suddenly enemy soldiers closed in and began firing. King radioed that he was under fire and for the helicopter to pull away. Brownlee was secured to the hoist cable, but King had not yet secured himself to the cable. When the helicopter pulled away, the hoist line snagged in a tree and broke, dropping King and Brownlee about 10 feet to the ground.

No news surfaced about King or Brownlee until February 1986, when a Lao refugee came to the United States and reported that he had witnessed King's capture, and watched as he was taken away in a truck. The refugee's story matched most details of King's loss incident. Less clear were the details of Brownlee's fate.

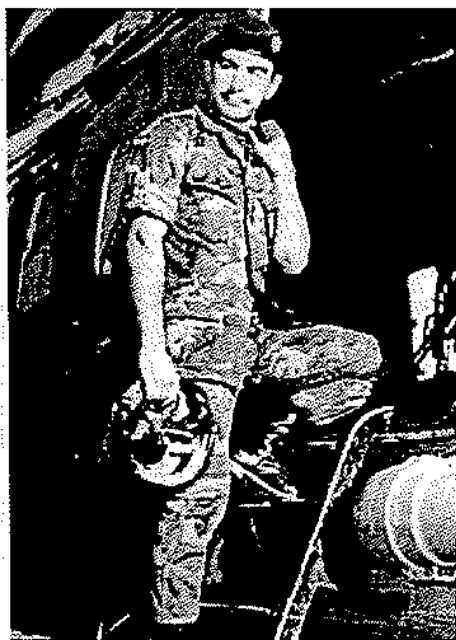
When the last American troops left Southeast Asia in 1975, some 2500 Americans were unaccounted for. Over 10,000 reports, such as that of the Lao refugee, received

by the U.S. Government since 1975 build a strong case for belief that hundreds of these "unaccounted for" Americans are still alive and in captivity.

"Unaccounted for" is a term that should apply to numbers, not men. Nearly 600 men were left behind in Laos, and our government did not negotiate their release. We, as a nation, have a moral and legal obligation to do everything we can to find these men and bring them home. Until we do, there can be no "peace with honor" from the Vietnam war.

During the period they were maintained Missing in Action, Charles R. Brownlee was promoted to the rank of Colonel, and Charles D. King to the rank of Chief Master Sergeant.

Who Was Doug King



A1C Charles D. King

On Christmas Day, 1968, A1C Charles D. King, a 40th ARRS pararescueman, and his fellow HH-3 crew members set out to find a downed pilot in Laos. When they located him, King descended, freed the wounded pilot from his parachute, and secured him to the hoist. However, as King tried to maneuver the pilot to a spot beneath the helicopter, intense enemy fire erupted, wounding King and hitting the chopper. King told the HH-3 pilot to pull up. The hoist cable snagged in a tree and pulled loose from the mount. His instructions to the Jolly Green saved the aircraft and crew. Two days of searching for King were unsuccessful. He was declared missing in action until Dec. 5, 1978, when he was listed as killed in action.

Special thanks to Air Force Magazine for allowing me to use the picture and article that appeared in the April 1998 issue about enlisted Air Force Cross recipients.

"On Christmas Day, 1968, Airman King, a Pararescueman, and his crewmembers set out to find a downed American pilot in Vietnam. When they located him, still in his parachute, Airman King volunteered to rescue him. On the ground, he freed the wounded pilot from his chute and secured him to the hoist. However, as they were waiting to be lifted, intense enemy fire severely wounded Airman King and endangered the lives of those aboard the helicopter. Because the crew was in peril, Airman King told the pilot to leave even though he was at risk of being captured or losing his own life. In fact, he was killed in action during the incident."

This is the text of Doug King's Air Force Cross award.



AIR FORCE CROSS

The following is a press release dated December 17, 1998, from Sherry King, Doug King's sister:

Christmas Day 1998 will mark the Thirtieth Year Anniversary of a rescue mission in the jungles of Laos, where a Muscatine, IA, native gave his life in an attempt to rescue a downed Air Force pilot, Major Charles R. Brownlee, of Alamosa, CO.

Doug King had only a few weeks left in Vietnam and had his orders to go stateside. It was a dangerous mission that Christmas Day but he volunteered to go. He was trained as a Special Forces Pararescuman for this kind of mission.

For ten years he was listed as missing in action. Every attempt was and still is being made for a full accounting.

In 1993, a delegation of United States Congressmen went to North Vietnam. They, along with the Joint Casualty Resolution Center, were allowed in the Central Army Museum in Hanoi. In that museum, they found a Geneva Convention card with Doug's name, rank, service number, and date of birth. With that card, was an envelope with the same information plus some writing in Vietnamese. The information of the letter indicated that he had been shot and killed that Christmas Day in 1968.

"I think it's important for people who knew and loved him to bring some closer to 30 years of not knowing what had happened. We are more fortunate than some MIA families, as we have some information. Our efforts continue for a full accounting."

During his missing status, he was promoted from Airman First Class to Chief Master Sergeant Sergeant. He received the Air Medal on July 4, 1968. He was awarded the Air Force Cross, the Distinguished Flying Cross, the Silver Star, The Purple Heart and the Air Medal (First Oak Leaf Cluster) postumously for his extraordinary heroism. Doug has been recognized and honored for his professional dedication, his courage and valor throughout our nation by the USAF naming a dormitory, King Manor at Andrews AFB, near Washington, D.C., on June 12, 1979. At Scott AFB, Illinois, 1st Street was renamed King Street in his honor on June 28, 1979. On February 27, 1990, a new dormitory was named King Monor at March AFB, California, and on November 15, 1996 at Hickham AFB, Hawaii, building 1856 was dedicated to his memory for paying the ultimate price as a young Pararescueman in South East Asia.

Signed : Sherry L King (sister)

The Des Moines Register
Saturday, December 26, 1998

Brother's Final Mission Sparks Sister's Memories
by Clayworth Jason

Christmas was more than a holiday to Sherry King of Muscatine. It was 30 years ago on Christmas Day that her brother, Doug, was presumably killed in Laos while attempting to rescue a downed Air Force pilot.

Doug King is one of nearly 40 servicemen from Iowa still unaccounted for in Southeast Asia.

"I always think about this more around the holidays," King said.

On Christmas Day 1968, King volunteered for what officials say was his final mission. But it wasn't until 1993 that King realized she would never see her brother again.

That's when US officials were allowed into the Central Army Museum in Hanoi, where personal items from American casualties were kept.

They found an identification card with Doug's name, rank, service number and date of birth and an envelope with a card inside containing the same information, plus Vietnamese writing that indicated when he had been killed.

"In some respects, it gives me closure," King said. "If you can believe the information we got, he probably wasn't a prisoner of war."

Doug King was a student at Iowa State University in 1966 when he enlisted in the Air Force. He was 24 when he disappeared. Besides the Air Force Cross, King was awarded the Silver Star, the Distinguished Flying Cross, Air Medal and Purple Heart.

"He was in a fraternity at Iowa State," his sister said. "He was kind of a fun-loving person who enjoyed life and was liked by everyone. He was one of the good guys."

King said she is searching to discover how the card and the information made its way to the museum. About eight years ago, she said, a Vietnamese immigrant recounted to authorities an event that King believes was the last moments of her brother's life.

"He said a pilot was pulling up another pilot to the helicopter when the cable broke," King said. "He gave the location and time and everything."

She has placed a wreath at the All War Memorial at the Muscatine Courthouse

Square.

"In some ways, it hasn't ended for us," she said. "We are still looking for a full account. We know someone, somewhere, has a full account of where he was buried."



What You Can Do

While it is a great sadness to know a loved one is dead and his body is lying far from home, the greater tragedy is those known to have been prisoners of war who did not return, and those who are missing in action.

Since the war ended, "several million documents" and "over 250,000 interviews" have been reviewed relating to Americans prisoner, missing or unaccounted for in Southeast Asia. Many officials who have reviewed this largely-classified information are convinced that hundreds of Americans are still alive in captivity today.

These reports increase the agony for families who want to know what happened to their sons, fathers and brothers. If, as the U.S. Government seems to believe, all the men are dead, it's time the information was declassified so that all can understand the fates of these heroes. If, as many believe, men are still alive, it's time they were brought home to bring the war in Vietnam to an honorable end.

I cannot emphasize enough how important it is to keep pushing this issue inside the Beltway. The need to get specific answers is more important now than ever before. If still alive, some MIAs are now in their 70s. They don't have much time left. We have to demand the answers from the bureaucrats and keep standing on their necks (figuratively speaking) until they get the message that THEY work for US and that we are serious about getting these long overdue responses. Diplomatic considerations aside...

Write your government officials. Let them know that WE CARE about these abandoned men and women! To obtain email addresses for the Senate, Congress and White House, and sample letters, click the White House banner:



DEPARTMENT OF THE AIR FORCE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
AFO SAN FRANCISCO 96310



62

REPLY TO
ATTN OF: RCC

CLASSIFICATION CANCELLED
Of Changed to
By Authority of
By (Date)

29 December 1968

SUBJECT: Mission Narrative Report (2-3-082-8359, 24-25 Dec 68) (U)

TO: Det 1-40 C
3rd ARRG (JSARC)
IN TURN

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11852
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON

1. (U) This report is submitted IAW ARRS 55-2/3rd ARRG Sup 1,
dated 11 July 1968.

2. (S) On 24 December 1968, Jolly Green 17 was flying airborne orbit in the vicinity of channel 89 when alerted by "Shoestring" for a possible SAR mission. Jolly Green 17 proceeded to the border of Laos east of Channel 89 and commenced climb prior to crossing. At 1610L Compress cleared Jolly Green 17 to proceed to holding area approximately 103°/60/89. Jolly Green 17 was joined by Jolly Green 15 at the orbit position and Sandies 9 and 10 were flying cover. The weather in the entire area was clear. Sandies 1 and 2 and a Nail FAC were searching for the survivor of Panda 01 at 102°/68/89 without success. A chute was spotted at the approximate location where the survivor went down but it was thought to be from some other source because the survivor had been seen to disappear into the trees in a different place. As no contact was made with the survivor, the SAR forces were returned to base at 1735L, landing at 1830L. A first light effort was planned for the following morning and at 0515L, Jolly Green 17 (low) and 09 (high), departed Channel 89 for the same holding point. The holding area was reached at 0555L with Sandies 3 and 4 escorting the helicopters. Sandies 1 and 2 and a Nail FAC were conducting the search. Still, no radio contact with Panda 01 and at approximately 0650L, the decision to send Jolly Green 17 in for a look at the chute was made to determine from the air whether anyone was in the harness. Before any action could be started, Sandy 2 developed trouble with one of his wing ports coming open causing him to have to RTB to Channel 89. He was escorted by Sandy 1. It was decided to wait until Sandies 7 and 8 arrived to replace 1 and 2. Sandies 7 and 8 arrived on scene and took over for 3 and 4 who went to the scene with Sandy 1, to be shown the location of the chute. Everything was set and Jolly Green 17 and 09 moved from the holding point and crossed route 911 to high karst NE of the scene. Jolly Green 17 dropped tips and commenced descent at approximately 0815L. After arrival at tree top level, Sandies and the Nail FAC tried to vector Jolly Green 17 to the chute but could not do so as they had lost sight of the location. After several minutes of tree top flying, Jolly Green 17 was told to climb back out until the chute could be relocated. As the climb

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GROUP 3 X-6DS

[REDACTED]

out was initiated one of the Sandies spotted the chute again and was able to vector Jolly Green 17 to the location. At approximately 0825L Jolly Green 17 came to a hover over the chute. The Flight Engineer and Pararescue Specialist reported seeing a man hanging in the harness, inert and helmetless. There had been no ground fire or sighting of any personnel by any of the SAR forces up to this time. The Pararescue Technician, ALC Charles D. King, volunteered to descend on the penetrator to recover the pilot. As the hoist started down the chute was dislodged by rotor blast and fell to the jungle floor. Jolly Green 17 was hovering in the tree tops approximately 125 feet above ground. The area of hover was covered by a double jungle canopy with a dense jungle under-growth allowing only occasional glimpses of the ground. The Flight Engineer, Technical Sergeant Jerome M. Casey, stated that after Airman King was lowered to the ground, he asked for more slack and dragged the penetrator to a distance of about 30 feet through the underbrush and under a large fallen tree or large branch to the inert pilot. He released the chute and attached the man to the penetrator. Then called for up hoist and was using the hoist to drag the man over to the area beneath the helicopter. While he still had about 10 feet to go, automatic weapons fire broke out and Airman King was heard to call out "I'm hit, I'm hit, Pull up, Pull up". At the same time Jolly Green 17 started taking hits in the forward part of the main cabin area from directly beneath the helicopter. The pilot immediately initiated a climb out of the hover. The penetrator snagged and snapped the cable after pulling the hoist loose from its mounts. Jolly Green 17 climbed to altitude and returned to base. Airman King was left on the ground. His condition is unknown as no further contact was made with him though the SAR force remained in the area until 1000L. The above actions took place between 0825L and 0830L. The weather during the entire mission was clear, visibility unrestricted with light winds. Jolly Green 15 and 16 were dispatched at 0805L as back-up and arrived in the holding area at approximately 0845L. The condition of the pilot in the chute was never determined due to the attack on Airman King and Jolly Green 17. No surviving crew member of Jolly Green 17 ever saw the enemy personnel doing the firing. Airman King's warning to pull up, undoubtedly kept Jolly Green 17 from being shot down. The action scene was near the junction of route 911 and 912, the major North Vietnamese infiltration route to South Vietnam. Rescort, Crown and Nail FAC support was excellent. Radio discipline was good throughout the mission. The enemy apparently had the chute located and carefully withheld firing until the helicopter was in its most vulnerable position. The pilot in the parachute never did give any signs of life. The armor plating in the floor under the copilot definitely saved him from a serious wound. Jolly Green 17 was the only rescue vehicle hit. The bullets were .30 caliber probably fired from AK-47 type weapons. Three bullets penetrated the front fuel tanks, one under the copilot's seat and three in the space between the fuel tank. Electronic search for Jolly Green 17 pararescue specialist was maintained 2 days. The next day, 26 December 1968, several beeper signals were

AFSSO PACAF DI MSG 010150Z JAN (S) MSN Took Place - 24/0825L 0830L
TO USAF TTH, etc. 24/1103Z INTERCEPT
M/GEN Triantafyllidis 25/2040Z reports
MAC DI go TO USAF AFNIM [REDACTED] ELAPSED 33 + 37
FROM INTERCEPT
AND 19 hrs
1-400 65-23 AFTER COMBUSTION

[REDACTED]

picked up from near the area. The SAR forces were dispatched at 1416L and proceeded to the Panda area. On arrival all beeper signals ceased. The SAR force was returned to base at 1605L with 2 Sandies remaining in the area to conduct further electronic and visual search. With no success, the Sandies returned to base at 1620L.

3. (U) There was no survivor on this mission.

4. (U) Jolly Green Crewmembers Were:

24 December 1968

JOLLY GREEN 15 (Low)

Capt Richard Harwood
Capt Roger Gibson
TSgt Arthur Krumm
Sgt Clinton Caffall

RCC
RCCP
FE
RS

JOLLY GREEN 17 (High)

Lt Col William Cameron
Capt James Oliver
TSgt Jerome Casey
AIC Charles King

25 December 1968 - Alert

JOLLY GREEN 17 (Low)

Lt Col William Cameron
Capt Robert Heron
TSgt Jerome Casey
AIC Charles King ✓

RCC
RCCP
FE
RS

JOLLY GREEN 09 (High)

Capt Richard Harwood
Capt Roger Gibson
TSgt Arthur Krumm
Sgt Clinton Caffall

25 December 1968 - Back-up

JOLLY GREEN 16 (Low)

Major Thomas Reinhardt
Major Dale Weeden
MSgt Lee Maples
AIC Barry Hebert

RCC
RCCP
FE
RS

JOLLY GREEN 15 (High)

Capt James Oliver
Lt Col John Morse
Sgt Henry Burnett
AIC Leland Sorensen

26 December 1968

JOLLY GREEN 09 (Low)

Lt Lance Eagan (USCG) ✓
Capt Samuel Wheate
MSgt Lee Maples
AIC Barry Hebert
TSgt Dalford Widner

RCC
RCCP
FE
RS
RS

JOLLY GREEN 15 (High)

Capt James Oliver
Lt Col John Morse
TSgt Leroy Wright
AIC Douglas Horka

William G. Cameron
WILLIAM G. CAMERON, Lt Col, USAF
Rescue Crew Commander

Classification (cancelled) (changed to U//NOFORN)
effective on 12/10/75, under the authority of
CSA-100.52 by M. J. Davis
10/850 APR 75

IMMEDIATE

* ~~CONFIDENTIAL~~ *

PT 0372

DTTCZYUW RHMTSNA0015 3620817-CCCC--RUCIEUA.

ZNY CCCCC

O P 270800Z DEC 68

FM 3ARRGP TSN AB RVN

TO RUEFHQA/CSAF AFCEP AFXOPFH

RUCIEUA/MAC MCP MAOCCA

RUCIEUA/ARSCP SCOTT AFB IL

RUHHABA/PACARRC PROCP HICKAM AFB HI

INFO ZEN/7AF 00 DOCC DI DP TAN SON NHUT AB RVN

RUWTFJA/USAFMPC AFPMSC RANDOLPH AFB TX

RHMSHVA/MACV SAIGON RVN

RUHHABA/CINCPACAF CC

RUKLAAA/TAC DOOS LR

RUMLUHA/39ARRS TUY HOA RVN

RUMOSRA/TUOC UDORN RTAFB THAI

RUMHPD/OL 1 3ARRGP SON TRA RVN

RUMBPN/DET 1 40ARRS NAKHON PHANOM RTAFB THAI

RUMBPN/602 505 NAKHON PHANOM RTAFB THAI

RUMBPN/56CMBTSPTGP CBPOPA NAKHON PHANOM RTAFB THAI

BT

C O N F I D E N T I A L JOPREP JIFFY/RESCUE REPORT/30USARC

REFERENCE DL2-7 3ARRGP MESSAGES 25/0834Z AND 26/0517Z DEC 68

PAGE 2 RHMTSNA0015 C O N F I D E N T I A L

REGARDING RESCUE MISSION 2-3-082-6359 (NOTAL 56 CMBTSPTGP).

DEBRIEFING OF TSgt JEROME M. CASEY, JOLLY GREEN 17

FLIGHT ENGINEER/HOIST OPERATOR, REVEALS THAT HE IS NOT

CERTAIN WHETHER THE PARARESCUEMAN WAS ON THE FOREST

PENETRATOR AT THE TIME THE HELICOPTER WAS HIT BY

GROUND FIRE AND THE HOISE AND CABLE BROKE AS THE HELI-

COPTER PULLED UP TO AVOID FURTHER BATTLE DAMAGE.

THE HOISE CABLE WAS NOT VERTICAL BUT ANGLED OVER A

HEAVY, HORIZONTAL TREE LIMB. AFTER PLACING THE

APPARENTLY LIFELESS BODY OF THE PANGA PILOT ON THE

PENETRATOR, THE PU WAS TRYING TO CLEAR THE CABLE

FROM THE LIMB AT THE TIME HE CALLED, >I'M HIT> AT THE

SAME TIME THE HELICOPTER STARTED RECEIVING MANY

HITS WHICH NECESSITATED AN IMMEDIATE PULL UP. TSgt

CASEY WAS INJURED WHEN STRUCK BY THE BROKEN HOIST

SO CANNOT BE POSITIVE, BUT HE DOES NOT BELIEVE THE

PU HAD TIME TO MOUNT THE PENETRATOR AS IT WAS

PULLED ABRUPTLY UPWARD. (GP-4).

BT

#0015

NNNN#

27 DEC 68 09 34

Classification (cancelled) changed to UNCLASS
effective by 12/11/75, under the authority of
CSAF/XOOS2, by M. J. J. J.
NSA 10/856/PR/5

debrief of 2-3-082

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

IMMEDIATE

* ~~CONFIDENTIAL~~ *

IMMEDIATE

80650

PT 0308

OTTCZYUW RUMOSRA4853 3600916-CCCC--RUCIEUA.

ZNY CCCCC

O P 250834Z DEC 68

FM OL2 3ARRGP UDORN RTAFB THAI

TO RHMTSNA/3ARRGP/JSARC/TSN AB RVN

RUEFHQA/CSAF/AFCP/AFXOPFH/WASHINGTON D C

RUWTRTA/MAC/MCP/MAOCCA/SCOTT AFB ILL

RUCIEUA/ARSCP SCOTT AFB ILL

RUHHABA/PACARRC/PROCP/HICKAM AFB HAWA

INFO RHMTSNA/7AF/DOO/DO/DP/DI/BDPMP/CP/TSN AB RVN

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TX

RHMSMVA/MACV SAIGON RVN

RUHEAB/CINC PACAF/CC/HICKAM AFB HAW

RUKLAAA/TAC/DOOS-LR/LANGLEY AFB VA

RUMLJHA/39 ARRS TUY HOA RVN

ZEN/TUOC UDORN RTAFB THAI

RUMHPD/OL-1, 3ARRGP SON TRA RVA

RUMBPN/DET 1 40TH ARRS NAKHON PHANOM RTAFB THAI

RUMBPN/602 SOS NAKHON PHANOM RTAFB THAI

BT

C O N F I D E N T I A L/JOPREP JIFFY/RESCUE REPORT/OL2 3ARRGP/7AF FOR
TACC

1. RESCUE PROGRESS REPORT.

PAGE 2 RUMOSRA4853 C O N F I D E N T I A L

2. 2-3-082-8359

9 B. 5000 SCATTERED, VISIBILITY GOOD.

12. SANDY 1 /24/2325Z /1706N 10556 E

13. DET 1 40TH ARRS/HH3E/FORREST PENETRATOR/25/0127Z

14. 1/1/0/0/0/0/

15. NOT RECDVERED.

16. 4/14PLUS20/DET 1 40 ARRS/HH3E; 8/31PLUS45/602 SDS/ A1E; 2/9 PLUS30/

39 ARRS/HC130P/

17/0/0/0/0/NOT AVAILABLE?/0/0/0

18. A. SE B. SE

19. A. 15 NAUTICAL MILE RADIUS 1706N 10556E. B. 1 POB LOCAT

ED. C. 1706N 10556E. D. SE H. A FIRST LIGHT EFFORT WAS

ATTEMPTED ON PANDA 1. CROWN 1 WAS ON SCENE AT 24/2200Z.

FEATHERED AN ENGINE AND WAS REPLACED BY CROWN 3 LAUNCHED AT

24/2200Z. SANDYS 1 AND 2 ON SCENE AT 242255Z, JOLLY GREENS 90

AND 17 WITH SANDYS 3 AND 4 ON SCENE AT 24/2305Z. SANDY 2

LOST A WING PANEL AND RETURNED TO NAKHAN PHANOM. SANDYS 7 & 8

WERE LAUNCHED TO REPLACE SANDY 1 & 2. NUMEROUS FAST MOVERS WERE

IN THE AREA. SANDY 1 REPORTED A CHUTE WITH SOMEONE HANGING IN

IT. AT 25/0122Z JOLLY GREEN 17 WENT IN FOR PICKUP ESCORTED BY

PAGE 3 RUMOSRA4853 C O N F I D E N T I A L

JG 09 AND SANDYS 1,3,4,7,8,8. PJ WAS LOWERED BY JG 17 AND THEY

BEGAN BRINGING UP THE SURVIVOR AND PJ AT 25/0127Z. THE PJ WAS

FIRE UPON AND REPORTED HE WAS HIT, ADVISED THE HELICOPTER TO

PULL UP. THE HOIST WAS LOST WITH BOTH PERSONNEL. JOLLY GREEN 17

SUSTAINED SEVERAL HITS. AND RETURNED TO NAKHON PHANOM. SAR FORCES REMAINED IN

AREA UNTIL 25/0610Z WITH NEGATIVE VOICE CONTACT OR BEEPER. ELECTRONIC SEARCH CONTINUES.

IMMEDIATE

RECEIVED
375 ABGP

25 Dec 68 10 02

25 Dec 68 10 38z

ACTION INFO

2-3-082 8-35

Progress

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 94

Classification (cancelled) changed to UNCLASS
effective on 10/18/85 by 101850 APR 85
under the authority of

SECRET

REF ID: AARS-69/1

DECLASSIFIED
CHAPTER II

Operations and Training

Operations

Onset of the dry northeast monsoon in October marked increased activity for Detachment One. Eleven combat saves were effected during the period. Six medical evacuations, three of which were instrumental in saving lives, were accomplished. A rescue specialist was missing in action on Christmas day. Medical civic action flights to the Tha Rae mission and to Amphoe Phraeng continued.

Detachment One continued to maintain fifteen minute ground alert at Nakhon Phanom. The Fortieth ARRSq from Udorn RTAFB was on the north orbit mission. By the end of September the HH-44s from the Fortieth were orbiting north two out of three days and Detachment One was orbiting north every third day. In addition to the two ground alert crews at NKP two more crews were designated as back-up each day. The back-up crews often flew training or support missions and assumed ground alert at NKP when the primary crews were scrambled. The morning briefing was moved to 0530 to coincide with the Sandy (AI Rescort) briefing. These are comprehensive briefings of the rapidly changing order of battle in the Barrel Roll, Steel Tiger and Ground areas. Briefing the two organizations at the same time was an important factor in the successful Sandy/Jolly Green effort.

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Pararescue Technician Missing in Action

(S) ALC Charles D. King, USAF, from Det 1, 40ARRSq at Makhon Phanom, was reported Missing in Action (MIA) after 24 December 1968 rescue effort.⁵

SAR Training Exercise

(S)(GP-4) Several positive actions resulting from the SAR Training Exercise conducted in Thailand during September 1968 are:

(1) 7th Air Force Life Support has included an add-on to SEAOR (Survivor's Protective Face Mask) for protective face mask designed specifically for Rescue aircrew members. In addition, ASD advises Goddard Aerospace Company have been contracted to develop a survivor throw away mask. OT & E in SEA is scheduled for June 1969.

(2) 7th Air Force Plans and Requirements have requested impact testing for the CBU-19 and CBU-30 to reduce the danger of ground fire during delivery of the riot control agent by RESCORT aircraft.

(3) CBU-19's are now stockpiled at the RESCORT launch bases, Da Nang and Makhon Phanom.

Standardization

(U) Arrival of Personnel

Major Joe B. Green replaced Major Robert A. Bunker as Chief of Aircrew Standardization on 1 November 1968.

See Supporting Document 1 for mission narrative.

SECRET

DET 1, 40 ARRS-69/1

DECLASSIFIED

iv

- 26 Nov - Grommet 02 mission continued.
- 27 27 Nov - Retrieval of Raven 30 by Jolly Green 17.
- 28 28 Nov - Colonel Burleson, Vice Commander 3rd Group and Lt Col
Gamble, JSARC arrived for visit.
- 4 29 Dec - Rescue of Tampa "A" and "B" by Jolly Green 17 (326 -
327).
- 6 30 Dec - Rescue of Dallas 03 by Jolly Green 36 (328).
- 12 12 Dec - Rescue of Ridge "A" by Jolly Green 15 (329).
- 13 13 Dec - Rescue of Candlestick 44 by Jolly Green 16 (330).
- 20 20 Dec - Rescue of Milestone 407. First light effort for detachment
with Jolly Greens cycling two pairs of Jolly Greens.
Pickup finally made by 37th ARRSQ. Late afternoon
scramble for Litter 81.
- 21 21 Dec - Rescue of Litter 81 by Jolly Green 36 (331).
- 23 23 Dec - Medical evacuation from Sakhon Nakhon to Korat by Jolly
Green 16. Non-combat, non-aircrew save.
- 24 24 Dec - Scramble for Panda Lead. Search called off because of
darkness.
- 25 25 Dec - ALC Charles King, PJ on Jolly Green 17, MIA during
continuation of Panda mission.

Medical evacuation from Ram Chit Chi to Korat by Jolly
Green 16. Non-combat, non-aircrew save.
- 27 Dec - (S) Jolly Green 16 made an emergency landing at abandoned
Lima Site 80.
- 28 Dec - Jolly Green 16 repaired and retrieved.

SECRET

DECLASSIFIED

Robert LaPointe

From: Forsyth, William CIV JTFFA J2 [william.forsyth@jtffa.pacom.mil]
Sent: Wednesday, January 22, 2003 10:52 AM
To: 'Robert LaPointe'
Subject: RE: PJ last known status as MIA

Bob

On 5 May 1978 King's status was changed from MIA to KIA. He is currently carried as a Last Known Alive case by DOD. We are still actively pursuing the case, searching for Vietnamese veterans who witnessed the incident, to date, none have been found. The archival material is as follows:

IN MARCH 1993, AN ARCHIVAL RESEARCH TEAM FOUND AN ENVELOPE CONTAINING AIRMAN KING'S GENEVA CONVENTION CARD AT THE CENTRAL ARMED FORCES MUSEUM IN HANOI. THE ENVELOPE WAS ANNOTATED "GENEVA CONVENTIONS CARD. BELONGS TO PILOT: KING, CHARLES DOUGLAS. SERVICE NUMBER AF16921892. SHOT DOWN BY THE TROOPS OF TRUDNG SON ON 25-12-68. THE PILOT'S BODY WAS SMASHED WITH AN A1C AIRCRAFT." NOTE: THE "A1C" AIRCRAFT IS THE INDIVIDUALS RANK, THE VIETNAMESE WERE PROBABLY NOT AWARE OF ENLISTED AIR FORCE RANKS AND THOUGHT IT REFERRED TO AN A-1 AIRCRAFT.

Aloha

Bill F

Also, not for publication at this time, your eyes only, on the last JFA in Laos we found the crash sites of both Jolly Green 23 and 71, the last two Jolly Green's with unaccounted-for we had not found. They just started the recovery of the JG23 site last week. Some of the families may not have gotten the reports yet, so we don't want the information being disseminated.

-----Original Message-----

From: Robert LaPointe [mailto:rlapointe@gci.net]
Sent: Tuesday, January 21, 2003 6:47 PM
To: Forsyth, William L. GS-13
Subject: PJ last known status as MIA

I just finished the story on pararescueman Charles Douglass King who was lost during a mission in Laos on Christmas Day 1968. In 1973 he was still listed as MIA. He was presumed captured and according to his sister, Sherry King, some sort of his identification was found in the Hanoi Central Museum in 1993 along with a note in Vietnamese which stated he had been killed on December 23, 1968. I would like to end his story with his official status and when he was declared KIA verses MIA.

Thanks