

~~UNCLASSIFIED~~

DECLASSIFIED

DEPARTMENT OF DEFENSE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)



REPLY TO
ATTN OF: 1-40/0

21 Jan 70

SUBJECT: Mission Narrative Report (1-3-007, 18 Jan 70)

TO: 1-40C
3rd ARRGp (3JRCg)
IN TURN

DOWNGRADED TO
CONFIDENTIAL ON 9/11/2013
IAW EX. ORDER 11652

Classified by 01 32066
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT 10
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 18

1. (U) This report submitted to comply with ARRSN 55-2/3rd ARRGp Supplement 1.
2. (S) At 1035 L, 18 January 1970, Jolly Green 17 and 19 were scrambled for Misty 30 reported down at 150/29/72. Jolly Green 19 was airborne at 1045L and Jolly Green 17 was airborne at 1050L. Jolly Green 17 was low bird and proceeded to the area. Enroute a new position was established at 90/34/72 and a new heading was established to that location. At this time Covey 246 was on-scene commander until the arrival of Sandy 03 at 1200L. Jolly Green 17 and 19 arrived on scene at 1230L. Sandy 03 had already surveyed the area and had determined that it was a permissive area. Jolly Green 17 was immediately vectored into the area. The altitude of the survivors position was approximately 5000 feet P.A. This altitude was computed to be near the limits of the H-3's ability to hover out of ground effect. Fuel was dumped to approximately 1500 pounds to be within this capability. Approximately 20 minutes of hover search was required to pinpoint Misty 30 Alpha's position. It was located on the side of a mountain approximately 1000 feet above the valley floor on an approximate 60 degree grade. Factors which precluded the immediate pinpointing and pickup of Alpha survivor were; a. dense jungle foliage with double layered canopy and strong winds which prevented survivor's smoke flare being spotted by the helicopter crew. b. communications interference by parachute beeper which partially masked survivor's transmissions. c. severe down drafts which on at least four occasions forced the helicopter to break off the hover and establish a new approach. Misty 30 Alpha was finally located and recovered with the penetrator at 1253L. A go around was made and a new approach was set up to search for Misty 30 Bravo. Smoke was spotted by the flight engineer who directed the helicopter near the survivor. Survivor then directed Jolly Green directly over his position. Down drafts and strong winds again complicated holding the hover. Misty 30 Bravo was recovered by penetrator at 1259L. Immediate departure was then made from the area with Covey 246 providing safe egress route. Fuel remaining at this time was 900 lbs. Jolly Green 17 immediately proceeded to rendezvous with King 6 over Channel 72 for air refueling. Hook-up was made with King 6 at 1330L with 400 lbs of fuel remaining. Jolly Green 19 then refueled and refueling was complete at 1353L. Jolly Green 17 and 19 then RTB'd to Channel 89 landing at 1510L. The survivors were in good condition with Alpha in slight shock. Coordination between the Jolly Greens and all SAR forces were excellent. Sandy 03 and Covey 246 both did excellent jobs of locating the survivors and directing the rescue. The weather was no problem except for the turbulence, down drafts and winds as noted above.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

DECLASSIFIED

atcl #10
AD-70-0342
AD-7-0335
CONTRACT # 1-40-3

~~UNCLASSIFIED~~

DECLASSIFIED

3. (C) The survivors were: Lt Joseph L. Merrill III and Capt Harry D. Scott both of 31TFW, Tuy Hoa AB, RVN.

4. (U) The crews of the Jolly Greens were:

Jolly Green 17 (Low)

AC Major Ted L. Smith
CP Major John A. Raper
FE TSgt Daryl I. Durant
RS Sgt Ricky L. Fleming
RS TSgt Lehman L. Booher

Jolly Green 19 (High)

AC Capt David M. Barber
CP Capt Kenneth T. Kelley
FE SSgt Jimmy L. Dodgen
RS MSgt Paul L. Jenkins

Ted L Smith
TED L. SMITH, Major, USAF
Aircraft Commander

~~CONFIDENTIAL~~

DECLASSIFIED

AD 70-0235
CONTROL # 1-40-3

DECLASSIFIED

5

DATE: 18 JAN 70

20 January 1970

MISSION NUMBER: 1-3-007-18 JAN 70

FLIGHT DESIGNATION: KING 4

Classified by 0131006P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON h) Dec 18

DISTRESSED AIRCRAFT: MISTY 30 (F-100)

LOCATION: 090/34/72

DOWNGRADED TO

SAVES: 2 Combat

CONFIDENTIAL ON ADP

IAW EX. ORDER 11652

1. (C) At 0250Z Hillsboro notified King 4 that Misty 30 had taken a hit at 150/29/72 and was proceeding to Channel 77 with battle damage; Then radio contact was lost. Nail 49 was working in the area, and King 2 proceeded to the area and contacted Nail 49.
2. (C) King 2 arrived on scene at 0300 and Nail stated that he had a beeper on 243.0. At 0305Z Nail 49 stated that he had an orange and white chute in sight at 150/29/72. Nail 49 was appointed On-Scene Commander (OSC) at 0310Z and Jolly Greens, Sandy's and Pepper flights were requested. Raven 48 with Hotel 49, an H-34 Air America helicopter, arrived on scene at 0320. Covey 252 also appeared in the area at this time.
3. (C) King 4 had noticed a fire approximately 20 NM NE of the chute sighting and vectored Covey 252 to this location with instructions to attempt contact with Misty 30 Alpha or Bravo on Guard, since we were attempting to find the other chute and this appeared to be on a vector to Channel 77.
4. (C) At 0335Z, Hotel 49 lowered a man on his hoist at the sighted chute position, picked up the beeper and turned it off. He stated there was no visible survivor in the area but would continue to search with Covey 297, Raven 48 & 51, and Nail 49.
5. (C) At 0345Z, Jolly Green 19 reported airborne with Jolly Green 17, Sandy 3, 4, 5, & 6 following; Directed to hold 085/38/72 by King 4.
6. (C) At 0350Z, Covey 252 established voice contact with Misty 30 Bravo and reported both A & B down in the same area. Location: 090/34/72; Weather; 5000 scattered/variable broken; Terrain: 4400 to 7500 ft; Survivors at 5000 ft; No enemy activity; Both survivors OK; Altimeter 30.04; Temperature + 12° C. Due to the terrain altitude of the survivors, King 4 requested HH - 53's as backup for Jolly Green 17 & 19.

AD-70-0237
AD-70-0219
015
29-10-015

GROUP-4 ADP
Downgraded at 2 year intervals,
Declassified at or 12 years.

DECLASSIFIED

DECLASSIFIED

7. (C) In the meantime the Coachman 29 mission was being worked on guard channel so, at 0400, after determining both survivors had URC-64 radios, the decision was made to use 282.8 UHF as primary SAR; Covey 246 assumed OSC at this time as Covey 252 was low on fuel.

8. (U) At 0420, Sandy 3 & 4 called in the area and Sandy 3 was appointed OSC at 0457 after receiving a thorough briefing from Covey 246.

9. (U) Sandy 3 established visual contact with Misty 30 Bravo at 0505. King 7 & 6 called airborne during this time period and King 7 was appointed Mission Commander of the chute sighting being worked by Nail 49. King 6 was held in the area for possible refueling.

10. (U) At 0525 Jolly Green 77 & 76 reported as being enroute from Channel 70.

11. (U) At 0526 Sandy 5 & 6 and Jolly Green 17 & 19 arrived on scene and were vectored into the area by Sandy 4.

12. (U) At 0537 Sandy 3 vectored Jolly Green 17 in for the pickup and Alpha was recovered at 0553Z. Bravo was recovered at 0559Z.

13. (U) All SAR forces were released at 0600Z and Jolly Green 17 was vectored out of the area by Covey 246, and refueled at 0630Z by King 6.

14. (C) Survivors: 1LT J. MERRICK (Alpha) was reported in shock, no apparent injuries except nose bleed. CAPT H. SCOTT (Bravo) received an injury to his leg and shoulder, but was in good spirits. Jolly Green 17 took both survivors to Channel 89.

15. (S) PROBLEMS:

a. (S) Chute located at 150/29/72 with the chute beeper operating no sign of any survivor (nor could Queen or anyone else identify and possible missing aircraft in connection with this chute). Survival radio was later seen in the hands of an indigenous person by Nail 49.

b. (C) Coachman 29 mission approximately 63 miles north of survivors made Guard channel unusable.

c. (C) Misty 30 Alpha was in shock and insisted on being called by his initials, rather than call sign. He was also pre-occupied by the loss of his compass and considerable difficulty was encountered in picking him up.

d. (C) Misty 30 Bravo was not able to turn off his chute beeper due to injuries and it is still beeping (?).

DECLASSIFIED

40-70-0212
39-70-045
GROUP-4 *sticht*
Downgraded at 3 year intervals.
Declassified after 12 years.

~~UNCLASSIFIED~~

~~CONFIDENTIAL~~

DECLASSIFIED

366

39th ARRSq History, Jan - Mar 70

70

16. (U) COMMENDATIONS:

a. (U) Covey 252, who did an outstanding job by locating the survivors and establishing radio contact with both.

b. (U) Covey 246, for his overall assessment of terrain, hostilities and On-Scene Command. He remained in the area to vector Jolly Green 17 out at completion of pickup. Due to his thorough knowledge of enemy positions, he greatly added to the overall success of the mission.

c. (U) Sandy 3, for his tremendous organizational ability and speedy evacuation of the survivors.

d. (U) Jolly Green 17, who made two pickups in terrain elevation which was at the absolute limit of his aircraft capability.

e. (U) Panama Controller (1LT FRANK S. NIENDORFF, 620 TCS) was indispensable to this mission. He acted as a direct liaison between Blue Chip and Hillaboro and, even though fastmovers were not utilized, we had them available in the minimum amount of time.

17. (C) RECOMMENDATIONS:

a. (C) The URC 64 discrete frequencies be used for SAR missions whenever possible, due to the congestion of Guard in SEA.

b. (C) Army missions, such as Coachman 29, which involved a first light effort, should have a Sandy or Spad programmed in the area as OSC because the Army does not have rescue trained OSC personnel. This should be done even if Jolly Greens are not utilized. Coachman 29 could probably have been picked up by 0200Z with a qualified OSC in the area.

18. (C) FORCES UTILIZED:

Nail 49
Hotel 49
Raven 48 & 51
Covey 246, 252, 259, 297, 269

Jolly Green 17 & 19
Sandy 3, 4, 5, & 6
King 6 & 7

19. (C) FORCES AVAILABLE BUT NOT UTILIZED:

Jolly Green 77 & 76
Pepper 40, 41, 42, & 43

FASTMOVERS:
Misty 40
Kingfish 1 - 4
Reddog 3, & 4

DECLASSIFIED

~~CONFIDENTIAL~~

GROUP-4
Downgrade at 8 year intervals.
Declassified after 12 yrs.

* C O N F I D E N T I A L *

Classified by AL NIS
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

14. 2/2/2/2/0/0

* C O N F I D E N T I A L *

IMMEDIATE

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

IMMEDIATE

PT 00182

15. TAKEN TO NAKHON PHANOM

16. 3/11.7/HC-130P/39ARRS, 2/7.8/HH-3E/DET 1,40ARRS,
2/8.1/HH-53/ 40ARRS, 1/3.9/0-2/20TASS, 1/3.7/OV-10/
25 TASS, 4/15.3/A1-E/56SOW.

17. 0/0/0/0/ NOT AVAILABLE / 0/0/0

18. A. AC MAJ T.L. SMITH, CP MAJOR J.R. PAPER FE.T/SGT D.I. DURANT
RS. SGT R.L. FLEMING, RS. T/SGT L.L. BOOHER, ALL OF DET 1 40ARRS.

B. 1LT MERRILL AND CAPT SCHOTT BOTH OF 31TFW

19. A. 5 N.M. RADIUS OF 15 38N 107-08E, 100PERCENT EFFECTIVE
B. S/E

G. TWO ARMS COMBAT SAVES/TWO AIR REFUELING/MISTY-30 DOWN
AS A RESULT OF HOSTILE FIRE/TWO USAF CREW MEMBERS/NO PJ
DEPLOYMENT. HILLSBORO ABCCC REPORTED THRU PANAMA GCI THAT LAST
RADIO CONTACT WITH MISTY-30 WAS EAST OF CH-72 AND THAT HE WAS HEADING

PAGE 4 RUMLJBB 0116 ~~CONFIDENTIAL~~

FOR CH-77 AT 0309Z. NAIL-49 THEN CONFIRMED THAT HE HAD MADE
CONTACT WITH BRAVO MAN 0400Z. VOICE AND BEEPER CONTACT MADE
WITH ALFA MAN 0415Z. SANDY A1-E AIRCRAFT AND JOLLY GREENS WERE ENROUTE
TO SCENE OF EARLIER REPORTED DOWNED SURVIVIOR SO WERE DIVERTED TO
CONFIRMED POSITION OF MISTY-30 SURVIVORS. JOLLY GREEN 17 WAS
VECTORED INTO HOLDING POSITION BY SANDY 3 AND 4. JOLLY GREEN DUMPED
FUEL TO ENABLE HIM TO SAFELY HOVER AT ALTITUDE OF SURVIVORS,
IE. APPROX FIVE THOUSAND FEET PRESSURE ALTITUDE. NEGATIVE GROUND FIRE.
WITH PICKUP BEGINNING 0530Z. ALFA MAN P/U 0553Z, BRAVO
P/U 0559Z. SA FORCES RTB 0600Z. SURVIVORS TAKEN TO NKP IN GOOD
CONDITION. GP-4

BT
#0116

NNNN#

3 11.7
2 7.8
2 8.1
7 27.6
1 3.9
1 3.7
4 15.3
6 22.9

M/K

DECLASSIFIED

~~CONFIDENTIAL~~

IMMEDIATE

CONFIDENTIAL

DECLASSIFIED

~~SECRET~~

~~UNCLASSIFIED~~

(S) Another unsuccessful rescue effort was conducted on 7 January for Sidewinder 47. The aircraft, an A7, went down from unknown causes.^{39/}

(S) Another pilot, Streetcar 300 observed the crash and stated the aircraft appeared to explode just prior to impact; however, this could have been rockets exploding. The wreckage appeared to have hit rather flat and was scattered forward up an incline and over the crest of a ridge. No chute was observed, no beeper was heard nor was there any voice contact with anyone on the ground.^{40/}

(C) A successful rescue was made on 13 January for BLINDBAT 13-4, a crewmember on a C-130 who accidentally fell from the aircraft during a night mission in the southern STEEL TIGER area.^{41/}

(C) BLINDBAT 13 was performing a normal night FAC mission in the area east of Saravane when a crew member near the scope in the rear parachute door was either sucked out or fell out of the aircraft. Contact was established and a decision was made to coordinate a first light rescue effort.^{42/}

(C) There were no specific problems encountered and after softening up the immediate area and silencing a small amount of ground fire the forces were readied for pickup. The pickup was completed without complications.^{43/}

(U) A successful rescue was conducted on 18 January for Misty 301 and B. The aircraft, an F-100F, from Tuy Hoa went down

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

~~SECRET~~

~~UNCLASSIFIED~~

after being hit by ZPU fire and the pilots were forced to eject. ^{44/}

(U) The two pilots ejected at about 5,000 feet in mountainous terrain with the highest elevation in the area about 7,000 feet. The enemy route structure was just to the east over a ridgeline. There were no observed hostile defenses in the area and the landing point was comparatively inaccessible from the lower elevations. ^{45/}

(U) Two FACs, Covey 246/252 were already on-scene and had located the general area of the survivors by the time the Sandys arrived. ^{46/}

(U) Upon arrival of the Jolly Greens, the Sandys immediately directed them in for a pickup on Alpha. Alpha did not respond to the initial requests for smoke and provided no assistance in vectoring the helicopters to his position. He was finally pinpointed and Jolly Green 17 entered and made the pickup. Next Bravo was told to pop his smoke which he did immediately and he was quickly picked up. Covey 246, who was familiar with the area, led the force safely out. ^{47/}

(U) Another successful rescue effort was conducted the same day for Coachman 29. The aircraft, an Army helicopter, went down the day before in a mountainous area just northwest of Khe Sanh, Republic of Vietnam. ^{48/}

(U) The helicopter was a light observation type and carried the pilot and an Army code 07. It was believed to have been hit by a .50 caliber gun site. The code 07 was killed in the crash.

~~SECRET~~

DECLASSIFIED