

DATE: 14 MAR 70

16 March 1970

MISSION NUMBER: 1-3-017-14 MAR 70

AIRCRAFT DESIGNATION: KING 4

LOCATION: XD 392376

DISTRESSED AIRCRAFT: GARFISH 501 (A-4)

SAVES: 1 Combat

1. (C) King 4 crew was alerted for a first light SAR effort. King 4 arrived on scene at 2250Z (0650H). Spad 11 was appointed On-Scene Commander. Adequate SAR resources were available including fast movers, slow movers, escorts and helicopters. Due to low visibility conditions and a low lying fog layer an immediate pick up attempt was decided upon. The survivor was in good condition, very calm and followed instructions. The pick up and exit were almost uneventful with very light and scattered small arms and automatic weapons fire reported by the exiting SAR Forces. After pick up and egress forces were released. The On-Scene Commander did a commendable job.
2. (C) Jolly Green 33, 27, 15, & 36 were refueled by King 3 after the pick up and enroute to DaNang AB.
3. (S) No significant problem areas. A 30 minute earlier launch of one helicopter flight would have permitted a 15 to 20 minute earlier pickup. The success of this mission again proves the validity of the fast in, fast out tactic whenever possible. Any further delay in helicopter arrival might have allowed the fog to lift requiring further delay in preparing the area for the recovery. Helicopters should be available to the On-Scene Commander just as soon as he can possibly use them.

4. (U) King 4 Crewmembers:

AMC MAJ BREWER
AC CPT ELSINGER
CP MAJ RIGGERT
N CPT FRANCIS
N CPT SEEGER

BO ALC CONLON
FE MSG HALMAN
FE MSG BLOOM
LM SSG CREPEAU

DOWNGRADED TO SP
CO F 14 1494pn
ORDER 11652
Classified by SP 1 FALAB
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

Alton P.H. Brewer
ALTON P.H. BREWER, Major, USAF
Airborne Mission Commander

DECLASSIFIED

DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF:

37 (0)

~~CONFIDENTIAL~~

SUBJECT: Mission Narrative Report (1-3-017) 15 Mar 70 (U)

TO: 37C
3rd ARRGp

DOWNGRADED TO
CONFIDENTIAL ON 11 APR 73
IAW EX. ORDER 11 52

17 March 1970
Classified by 372ep5d
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 18

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1 dated 15 June 1968.

2. (S) At 0525L, 15 Mar 70, Jolly Green 33 (Bravo Low) and Jolly Green 27 (Bravo High) were launched from Da Nang for a first light effort. The survivor was a Navy A-4 pilot, Garfish 501, who had been shot down at approximately 2100L, the previous night. His position was plotted as 252/50/103 which put him approximately 5 NM, SE of Tchepone. Spads 11, 12, 01 and 02 were launched at 0515L. Jolly Green 15 & Jolly Green 09 were launched from Da Nang at 0535L as backup aircraft and were to hold east of Ch 103. Jolly Green 33 and Jolly Green 27 proceeded to 270/20/103 as a holding fix until daybreak when the Spads could get down and get a look at the area. Official sunrise occurred at 0655L and the weather was 5,000 to 6,000 ft overcast in the mountains with fog in the valleys and visibility limited by haze. Voice contact was established with Garfish 501 at 0647L and he stated that his condition was good and he would not need the assistance of a PJ. Spad 11 spotted the survivors chute at 0702L and after trolling the area, reported negative ground fire, and that the AAA weapons in the valley surrounding the survivor were still covered with early morning fog. Intelligence reported 23mm, ZPU, 37mm, 57mm, and unguided rockets in the valley within 2 NM of the survivor. At 0725L Spad 11 requested Jolly Green 33 and 27 move in as quick as possible to take advantage of the fog in the valleys. At 0735L Jolly Green 33 started a spiraling letdown over the survivor's plateau while Jolly Green 27 stayed high. Spad 11 marked a run-in course with smoke rockets from SE to NW. As Jolly Green 33 was letting down, the chute was spotted at the 3 o'clock position. Final preparations were made. The tip tanks were jettisoned over the first smoke rocket and the low level run-in was started. The survivor was reported NW. A short hover search was conducted with the aid of directions from the Spads and Garfish 501. The survivor was quickly spotted in tall elephant grass hiding behind a large rock. He had lit the night end of his MK-13 as directed, and when it was discarded it started a grass fire. With the aid of excellent hover directions from the Flight Engineer, Garfish 501 was quickly hoisted aboard at 0747L, and a circling climb out of the area was started. Excellent cover was provided by the four Spads during the climb out. They layed smoke, CBU, rockets and 20mm fire on both sides of Jolly 33 as he climbed out of the area. After climbing to altitude directly over the area of the

GROUP 2
Downgraded at 3 year
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AD-70-0768

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pickup, Jolly Green 33 and 27 joined up and headed east. After crossing the defense perimeter formed by enemy gun emplacements, a refueling was set up with King 03 at 290/45/69. King 03 refueled Jolly Green 33, 27, 09 and 15 during the trip back to Da Nang. The survivor was in excellent condition but a flight surgeon was alerted to meet the survivor at Da Nang. Jolly Green 33 landed at Da Nang at 0855L.

3. (U) The Survivor: Lt(JG) Peter A. Schranz (USN), 705757
VA-55 (USS Hancock CVA-19)

4. (U) Jolly Green Crews:

Jolly Green 33 Crew

AC Capt. Gerald L. Keyser, Jr.
CP Maj. James Z. Elkinton
FE Sgt. Karl H. Chunn
RS MSgt. Harold W. Harvey
RS SSgt. Eugene L. Nardi

Jolly Green 27 Crew

AC Capt. Kenneth T. Kelley
CP Capt. Albert W. Palmer
FE TSgt. Frank Gaydos, Jr.
RS SSgt. Jules C. Smith

Gerald L. Keyser, Jr.

GERALD L. KEYSER, JR., Captain, USAF
Aircraft Commander, Jolly Green 33

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IMMEDIATE

T 00116

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* CONFIDENTIAL *

15 0510L 40
42M
42M
5410Z

16. 4/14.1/HH-3/37ARRS; 4/10.0/A1-E/OL-AA,56SOW; 2/7.1/HC-130P/39ARRS; 6/10.4/HH-53/40ARRS; 10/15.6/A1-E/56SOW
17. 0/0/0/0/NOT AVAILABLE/0/1/0
18. AC KEYSER, G.L., CAPT; CP ELKINGTON, J.Z., MAJ; FE CHUNN, K.H. SGT; RS HARVEY, H.W., MSGT; RS NARDI, E.L., SSGT (ALL 37ARRS)
19. A.S/E B. S/E H. (1)USN-US (2)COMBAT (3)AIRCREW
1 COMBAT ARRS SAVE/4 AIR REFUELINGS/HOSTILE ACTION /1 CREW MEMBER/NEGATIVE PJ DEPLOYMENT.

AT 1310Z MOTEL RELAYED FROM BLUECHIP THAT GARFISH 501 WAS DOWN; POSITION UNCERTAIN. JRCC CONFIRMED GARFISH 501 WAS DOWNED. PLANS FOR A FIRST LIGHT EFFORT WERE INITIATED BY JRCC AND OL-1. ALL UNITS WHICH WERE TO PAR-

37 4 14.1
39 2 7.1
40 6 10.4
12 31.6

PAGE 4 RUMJBB0085 C O N F I D E N T I A L
TICIPATE IN THE SAR TASK FORCE WERE NOTIFIED BY 1530Z. INTELLIGENCE BRIEFINGS AND OTHER PREPARATIONS WERE PROGRAMMED TO PERMIT A COORDINATED FIRST LIGHT EFFORT. VOICE CONTACT WAS MADE WITH GARFISH 501 BY A ABCCC AIRCRAFT, BATCAT, AT 2252Z. SPAC 11/12 ARRIVED ON SCENT SHORTLY AFTER AND SPAD 11 WAS ON SCENE COMMANDER. GARFISH 501'S POSITION WAS 252 DEGREES, 500ME FROM CHANNEL 103. KING 4 WAS AIRBORNE MISSION COMMANDER. STORMY 01, A FAST MOVING FAC HAD INITIALLY LOOKED OVER THE AREA. NO SIGN OF GROUND FIRE. JOLLY GREENS 33,27,15, AND 09 WERE ESCORTED TO SAR BY SPAD 01/02 AND WERE HOLDING EAST OF THE DOWNED PILOT. FROM OL-2, 4 JOLLY GREENS AND 10 A1-W'S WITH VARIOUS ORDINANCE OF SOFT LOADS AND SMOKE WERE HOLDING WEST OF THE SAR AREA. NAIL 19 AND NAIL 57 WERE AVAILABLE FAC'S TO SUPPORT FAST MOVERS IF NEEDED. SPAD 11 HAD A GOOD VISUAL ON SURVIVOR'S CHUTE AND WAS IN VOICE CONTACT. STILL NO GROUND FIRE BUT ONCE THE SUN CAME UP VISIBILITY WENT FROM APPROXIMATELY 6 MILES DOWN TO 2 MILES. SPAD 11 CALLED FOR JOLLY GREEN 33 TO COME IN FOR PICKUP. SMOKE WAS DISPLAYED BY SURVIVOR AND

PAGE 5 RUMJBB0085 C O N F I D E N T I A L
JOLLY GREEN HAD A VISUAL. THE SPADS SAW NO HOSTILE FIRE BUT EXPENDED SOME ORDINANCE AS A PRECAUTIONARY MEASURE WHILE JOLLY GREEN 33 MADE THE PENETRATOR PICKUP. KING 3 AIR REFUELED THE JOLLY GREENS AND THE PILOT BEING IN EXCELLENT CONDITION WAS DELIVERED TO DANANG. GP4
BT
#0085

A16
4 10.0
10 15.6
14 25.6

NNNN#

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
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DECLASSIFIED ON 11/16/76

DECLASSIFIED

IMMEDIATE

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(U) Several days later, a successful rescue was effected for Firefly 32, an A-1E. The pilot had been striking trucks but when he pulled off the target in a climbing turn, the aircraft abruptly started to roll, which the pilot was able to catch, and then it went inverted. Whether it was from a hit or mechanical failure the pilot couldn't tell. ^{75/}

(U) The general area was near D-79 at the convergence of the two roads. KING 7 was on-scene and NAIL 17 who had arrived about ten minutes earlier, had already established voice contact with the survivor who reported he was all right. ^{76/}

(U) Upon arriving on the scene and locating the survivor, the Sandys began trolling for guns. The guns came up quickly and Sandy 03 pinpointed the guns for NAIL 17 and cleared him to use the incoming fast mover flights on them. While the guns were being suppressed, the Sandys reced the area and located the best ingress/egress route. It took about two hours to kill or silence the gun positions and about 8-10 flights of fast movers were used in the process. ^{77/}

(U) Following the suppression of the guns, the Jolly Green was vectored in for the successful pickup. ^{78/}

(S) Another successful S&R was conducted on the morning of 15 March for Garfish 501, a Navy A-4. The survivor had to remain overnight and a first light rescue was effected the following day. The S&R was unopposed with the survivor being picked up in a minimum of time. ^{79/}

~~SECRET~~

56 SOW
Jan - Mar 70
K-WG-56-HI

~~SECRET~~

xvi

FEB			
1	(U)	56th Combat Support Group CBPO became servicing CBPO for 1987th Communications Squadron.	
3	(S)	CH-3 lost to ground fire on exfiltration mission - crew recovered.	
6-7	(S)	Search and Rescue effort for Milestone 516 was successful.	
11	(S)	Lt. Col. William L. Kieffer Jr, 1st Special Operations Squadron, declared KIA.	
16	(C)	Detachment 9, 38th Air Rescue Squadron (PEDRO) arrived from Pleiku.	
18	(U)	Search and Rescue for Banyan 03B was successful.	
18	(U)	New officer modular barracks opened for occupancy	
21	(C)	Xieng Khoung field captured by enemy forces.	
28	(U)	Civic Action Center inactivated.	
-	(C)	Night restrictions placed on A-1 and C-123 aircraft for operations in Lin Gia and Ban Hari.	
Mar			
1	(S)	Search and Rescue effort for Charger 411 was successful.	
5	(U)	Search and Rescue effort for Firefly 32 was successful.	
10	(S)	Search and Rescue effort for Firefly 23.4/3 was successful.	
14	(S)	Maj. Donald B. Fincher, 602nd Special Operations Squadron, declared MIA.	
15	(S)	Search and Rescue effort for Garfish 501 was successful.	
16	(S)	Search and Rescue effort for Nail 53 was successful.	
20-21	(U)	Search and Rescue effort for Wolf 06 Alpha was successful - effort for Wolf 06 Bravo was unsuccessful.	

~~SECRET~~

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DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF:

37 (0)

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SUBJECT:

Mission Narrative Report (1-3-017) 15 Mar 70 (U)

17 March 1970

Classified by 3720239
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 18

TO: 37C
3rd ARRGp

DOWNGRADED TO
CONFIDENTIAL ON 19 Apr 73
IAW EX ORDER 11 52

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1 dated 15 June 1968.

2. (S) At 0525L, 15 Mar 70, Jolly Green 33 (Bravo Low) and Jolly Green 27 (Bravo High) were launched from Da Nang for a first light effort. The survivor was a Navy A-4 pilot, Garfish 501, who had been shot down at approximately 2100L, the previous night. His position was plotted as 252/50/103 which put him approximately 5 NM, SE of Tchepone. Spads 11, 12, 01 and 02 were launched at 0515L. Jolly Green 15 & Jolly Green 09 were launched from Da Nang at 0535L as backup aircraft and were to hold east of Ch 103. Jolly Green 33 and Jolly Green 27 proceeded to 270/20/103 as a holding fix until daybreak when the Spads could get down and get a look at the area. Official sunrise occurred at 0655L and the weather was 5,000 to 6,000 ft overcast in the mountains with fog in the valleys and visibility limited by haze. Voice contact was established with Garfish 501 at 0647L and he stated that his condition was good and he would not need the assistance of a PJ. Spad 11 spotted the survivors chute at 0702L and after trolling the area, reported negative ground fire, and that the AAA weapons in the valley surrounding the survivor were still covered with early morning fog. Intelligence reported 23mm, ZPU, 37mm, 57mm, and unguided rockets in the valley within 2 NM of the survivor. At 0725L Spad 11 requested Jolly Green 33 and 27 move in as quick as possible to take advantage of the fog in the valleys. At 0735L Jolly Green 33 started a spiraling letdown over the survivor's plateau while Jolly Green 27 stayed high. Spad 11 marked a run-in course with smoke rockets from SE to NW. As Jolly Green 33 was letting down, the chute was spotted at the 3 o'clock position. Final preparations were made. The tip tanks were jettisoned over the first smoke rocket and the low level run-in was started. The survivor was reported NW. A short hover search was conducted with the aid of directions from the Spads and Garfish 501. The survivor was quickly spotted in tall elephant grass hiding behind a large rock. He had lit the night end of his MK-13 as directed, and when it was discarded it started a grass fire. With the aid of excellent hover directions from the Flight Engineer, Garfish 501 was quickly hoisted aboard at 0747L, and a circling climb out of the area was started. Excellent cover was provided by the four Spads during the climb out. They layed smoke, CBU, rockets and 20mm fire on both sides of Jolly 33 as he climbed out of the area. After climbing to altitude directly over the area of the

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after 12 years

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pickup, Jolly Green 33 and 27 joined up and headed east. After crossing the defense perimeter formed by enemy gun emplacements, a refueling was set up with King 03 at 290/45/69. King 03 refueled Jolly Green 33, 27, 09 and 15 during the trip back to Da Nang. The survivor was in excellent condition but a flight surgeon was alerted to meet the survivor at Da Nang. Jolly Green 33 Landed at Da Nang at 0855L.

3. (U) The Survivor: Lt(JG) Peter A. Schranz (USN), 705757
VA-55 (USS Hancock CVA-19)

4. (U) Jolly Green Crews:

Jolly Green 33 Crew

AC Capt. Gerald L. Keyser, Jr.
CP Maj. James Z. Elkinton
FE Sgt. Karl H. Chunn
RS MSgt. Harold W. Harvey
RS SSgt. Eugene L. Nardi

Jolly Green 27 Crew

AC Capt. Kenneth T. Kelley
CP Capt. Albert W. Palmer
FE TSgt. Frank Gaydos, Jr.
RS SSgt. Jules C. Smith

Gerald L. Keyser Jr.

GERALD L. KEYSER, JR., Captain, USAF
Aircraft Commander, Jolly Green 33

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SUPPORTING DOCUMENT #6

MISSION NARRATIVE 1-3-17 15 Mar 70

(S) At 0525L, 15 Mar 70, Jolly Green 33 (Bravo Low) and Jolly Green 27 (Bravo High) were launched from Da Nang for a first light effort. The survivor was a Navy A-4 pilot, Garfish 501, who had been shot down at approximately 2100L, the previous night. His position was plotted as 252 degrees for 50 miles from Channel 103 which put him approximately 5 NM, SE of Tchepone. Spads 11, 12, 01 and 02 were launched at 0515L. Jolly Green 15 and Jolly Green 09 were launched from Da Nang at 0535L as backup aircraft and were to hold east of Ch 103. Jolly Green 33 and Jolly Green 27 proceeded to 270 degrees for 20 miles from Ch 103 as a holding fix, until day-break, when the Spads could get down and get a look at the area. Official sunrise occurred at 0655L and the weather was 5000 to 6000 feet overcast in the mountains with fog in the valleys and visibility limited by haze. Voice contact was established with Garfish 501 at 0647L and he stated that his condition was good and he would not need the assistance of a Rescue Specialist. Spad 11 spotted the survivor's chute at 0702L and after trolling the area, reported negative ground fire, and that the AAA weapons in the valley surrounding the survivor were still covered with early morning fog. Intelligence reported 23mm, ZPU, 37mm, 57mm, and unguided rockets in the valley within 2nm of the survivor. At 0725L Spad 11 requested Jolly Green 33 and 27 move in as quick as possible to take advantage of the fog in the valleys. At 0735L, Jolly Green 33 started a spiraling let down over the survivor's plateau while Jolly Green 27 stayed high. Spad 11 marked a run-in course with smoke rockets from SE to NW. As Jolly Green 33 was letting down, the chute was spotted at the 3 o'clock position. Final preparations were made. The tip tanks were jettisoned over the first smoke rocket and the low level run-in was started. The survivor was reported NW. A short hover search was conducted with the aid of directions from the Spads and Garfish 501. The survivor was quickly spotted in tall elephant grass hiding behind a large rock. He had lit the night end of his MK-13 as directed, and when it was discarded it started a grass fire. With the aid of excellent hover directions from the Flight Engineer, Garfish 501 was quickly hoisted aboard at 0747L, and a circling climb out of the area was started. Excellent cover was provided by the four Spads during the climb out. They layed smoke, CBU, rockets and 20mm fire on both sides of Jolly 33 as he climbed out of the area. After climbing to altitude directly over the area of the pick-up, Jolly Green 33 and 27 joined up and headed east. After crossing the defense perimeter formed by enemy gun emplacements, a refueling was set up with King 03 at 290 degrees for 45 miles from Ch 69. King 03 refueled Jolly Green 33, 27, 09, and 15 during the trip back to Da Nang. The survivor was in excellent condition but a flight surgeon was alerted to meet the survivor at Da Nang. Jolly Green 33 landed at Da Nang at 0855L.

(U) The survivor was Lt(JG) Peter A. Schranz (USN), 705757, VA-55

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

(USS Hancock CVA-19).

(U) Crews Involved:

JOLLY GREEN 33

AC	Capt	Gerald L. Keyser, Jr.
CP	Maj	James Z. Elkinton
FE	Sgt	Karl H. Chunn
RS	MSgt	Harold W. Harvey
RS	SSgt	Eugene L. Nard

JOLLY GREEN 27

AC	Capt	Kenneth T. Kelley
CP	Capt	Albert W. Palmer
FE	TSgt	Frank Gaydos, Jr.
RS	SSgt	Jules C. Smith