

DECLASSIFIED

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

~~CONFIDENTIAL~~



REPLY TO
ATTN OF: 37 (0)

20 March 1970

SUBJECT: Mission Narrative Report (1-3-020) 19 Mar 70 (U)

TO: 37C
3ARRGP (JRCG)

DOWNGRADED TO
CONFIDENTIAL ON 11/12/83
IAW EX. ORDER 11552

Classified by *01/3 Haff*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. *31 Dec 78*
DECLASSIFIED ON *15 Jun 1988*

1. (U) This report is submitted IAW ARRSM 55-2751d A RGP Sup 1, 15 Jun 1968.

2. (S) JOLLY GREEN 27: At 0835Z, 19 Mar 70, while preparing to start the helicopter engines for an end of frag training mission, Jolly Green 42 and Jolly Green 07 were scrambled. We ran the Scramble Checklist and were unable to start number two engine. Number one engine was shut down and the crew transferred to the spare helicopter Jolly Green 27. Jolly Green 42 launched ahead of us and proceeded feet wet to climb to a join up altitude. At 0851Z we were airborne in Jolly Green 27 and climbed to 7500 feet. We were briefed on VHF by King about the SAR in progress. Misty 50 was down on 040/22 off Channel 72. Misty 50A was unhurt but Misty 50B had a broken leg and a broken ankle. The on-scene commander was Covey 210. Spad 01 and 02 were launched off Channel 77 to provide escort for our flight. The altitude of the survivors was given as 2200 feet and the temperature 70 degrees. The weather over the survivors was clear and visibility six miles. Jolly Green 27 joined Jolly Green 42 in a loose trail formation and proceeded to the holding point. Our machine guns were test fired by the PJ as soon as we crossed into Laos. The holding point was beautifully marked by the Sandy pilots. They put smoke on a mountain peak and the smoke was still there when we came off the rescue. We held at 7000 feet and listened to the briefing on 243.0. Jolly Green 42 was selected to pick up 50B and Jolly Green 27 50A. We were to wait until the PJ from Jolly Green 42 was on the ground so that we would have a clear guard channel for our effort. Automatic weapons fire was reported north west of the survivors. Our holding point was about one mile from the survivors. When Jolly Green 42 was hovering over 50B and his PJ was on the ground, we made our approach. We had previously descended to about 3000 feet to a low orbit point. Our tips were jettisoned and we had 2000 pounds of internal fuel. Our approach was vectored by the Sandy's. About one quarter of a mile out Misty 50A began final vectors on 243.0. The Sandy's and Spad had laid down a great deal of smoke to our north to mask the SAR from a nearby road. The smoke had drifted over the survivors and although we were still VFR, visibility was reduced to one half mile. Misty 50A had made a parachute landing

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AD-70-1070
atcl 4

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in a creek bed and had walked two thirds of the way up a hill. He was in trees and on the lee side of the ridge. The wind over the crest caused some turbulence problems. We hovered pointing into the hill and put the hoist down. We never saw the survivor until he was on the penetrator. The Flight Engineer went on hot mike at that point. We brought him twenty feet up and then hovered out from the hill swinging the survivor free of the trees so he could be brought in without snagging the trees. We climbed back to our holding point and after joining with Jolly Green 42, returned to Channel 77, arriving at 1130Z. Aerial refueling was used on the return trip. We refueled at 8000 feet.

COMMENTS: Jolly Green 35 and 36 were scrambled right after us. Because they were holding near the SAR they could provide cover for both Jolly Green 42 and 27 and let both helicopters go in for the split pick-up. This greatly speeded up the rescue.

3. (S) JOLLY GREEN 42: After arriving at the holding point, it was decided to make a split pick-up of the Misty 50 crew. Jolly Green 42 with two PJ's aboard was selected to pick-up the injured 50B. One PJ was initially deployed to assist him. Since some delay was to be expected during the PJ deployment, Jolly Green 42 went in while Jolly Green 27 held to assure no ground fire was drawn before making his move to pick up 50A. As we approached 50B, he called ground fire, the approach was continued toward him, for what he had mistaken for ground fire was known to be a Sandy laying down ordnance. Misty 50B's parachute was visible; however, he could not be seen due to the dense underbrush. One PJ was deployed, and after being unable to locate 50B within a reasonable time, the second PJ was deployed and 50B was located shortly thereafter. There were no further problems encountered during the mission except for the fire warning light and horn remained on throughout the hover which lasted 15-20 minutes. A check was made of the aircraft for smoke and the hover was interrupted momentarily and the light and horn went off. It was determined that the light and horn were giving false indications. After the hover was discontinued, no further indications were noted. There was turbulence in the hover area throughout the effort.

4. (U) SURVIVORS: Misty 50A: Captain Ernest L. Farnsworth
Misty 50B: Not available

5. (U) JOLLY GREEN CREWS:

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~~CONFIDENTIAL~~

JOLLY GREEN 42

AC Capt. John H. Fette
CP Capt. Charles C. Adams
FE TSgt. Gerald L. Hartzell
RS Sgt. Robert Reisig
RS SSgt. Jon K. Hoberg

John H Fette
JOHN H. FETTE, Captain, USAF
Aircraft Commander

JOLLY GREEN 27

AC Maj. David E. Vaughan
CP Maj. James Z. Elkinton
FE TSgt. Claude C. Franks
RS Sgt. Terry L. Wetzel

David E. Vaughan
DAVID E. VAUGHAN, Major, USAF
Aircraft Commander

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DATE: 19 MAR 70

23 MARCH 1970

MISSION NUMBER: 1-3-020-19 MAR 70 (Part 2)

AIRCRAFT DESIGNATION: KING 7

LOCATION: 040/22/72

DISTRESSED AIRCRAFT: MISTY 50 (F-100)

SAVES: 2 Combat

1. (C) King 7 was alerted at 0852Z to perform refueling tasks as needed. Airborne time was 0918Z. King 7 proceeded to the 040/22/72 arriving there at 1015Z.

2. (C) King 6 directed King 7 to listen on VHF 136.2 and monitor the SAR operation on UHF. Any helicopters needing fuel would be directed to us.

3. (C) Jolly Green 27 picked up Misty 50A at 1028Z and began to climb at his position. He came up on 136.2 and requested an escort and fuel after egressing to the area. King 7 began a decent into the area 10 miles East of the pick-up site.

4. (C) Jolly Green 42 picked up Misty 50B at 1033Z and immediately came up 136.2 and requested emergency fuel. He joined with Jolly Green 27 and Sandy 5 & 6. King 7 effected join up on a heading of 090° at 1038Z. Jolly Green 42 was refueled first and took 1000 lbs. Jolly Green 27 also took 1000 lbs of fuel and operation was completed at 1047Z.

5. (U) Problem Areas: None

6. (U) King 7 Crewmembers

AC Maj KIMMEL
CP LTC SIMPSON
N CPT MOORE
RO SSG STARKEY
FE MSG KILGORE
FE TSG ARNOLD
LM TSG CORNELL

Classified by 342616f
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

Ronald K Stegall LT/col
BILLY B. KIMMEL, Major, USAF
Aircraft Commander

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GROUP 1 AD-70-1070
Downgraded at 3/2/81 Part 2
Declassified at 3/2/81 AD-70-0829

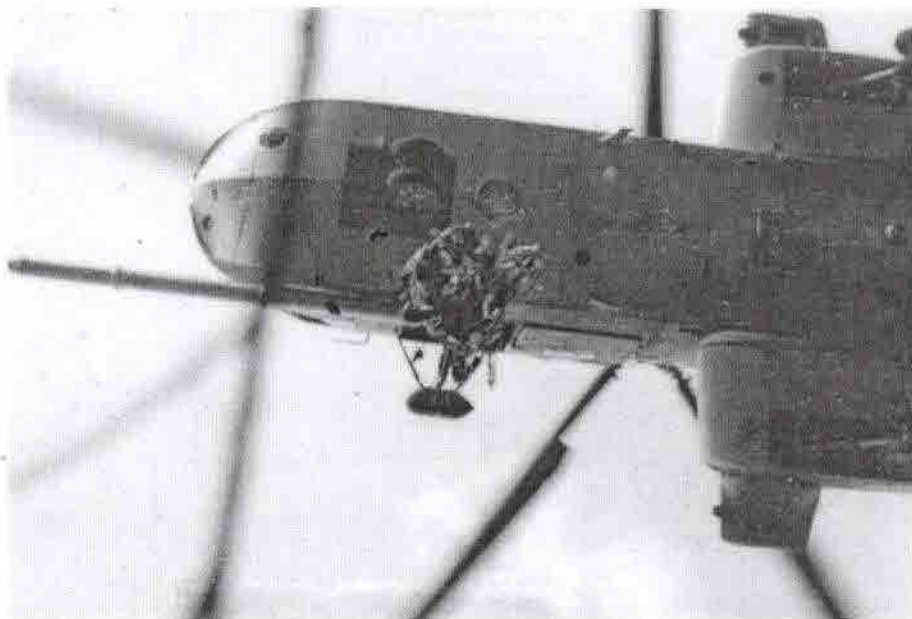
~~34-70-043~~

F-100

AN ACTUAL PICKUP - MADE ON 19MAR 1970 # 521

AC Capt Fette
CP Capt Adams
FE Sgt Hartzel

Sgt Reisig and Survivor on Hoist
Sgt Hoberg on the ground taking picture



RESCUE#521.JP4



AN ACTUAL PICKUP - MADE ON 19MAR 1970 # 521

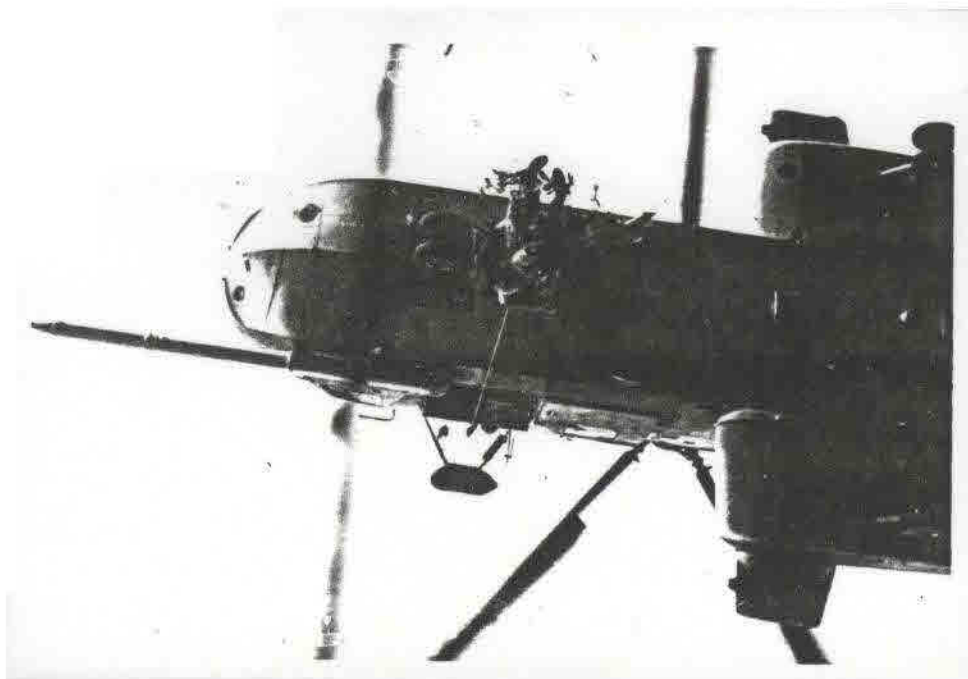
AC Capt Fette
CP Capt Adams
PB Sgt Hartzel

Sgt Reisig and Survivor on Hoist
Sgt Hoberg on the ground taking picture



19Mar70#2.jpg

AF Museum Photo

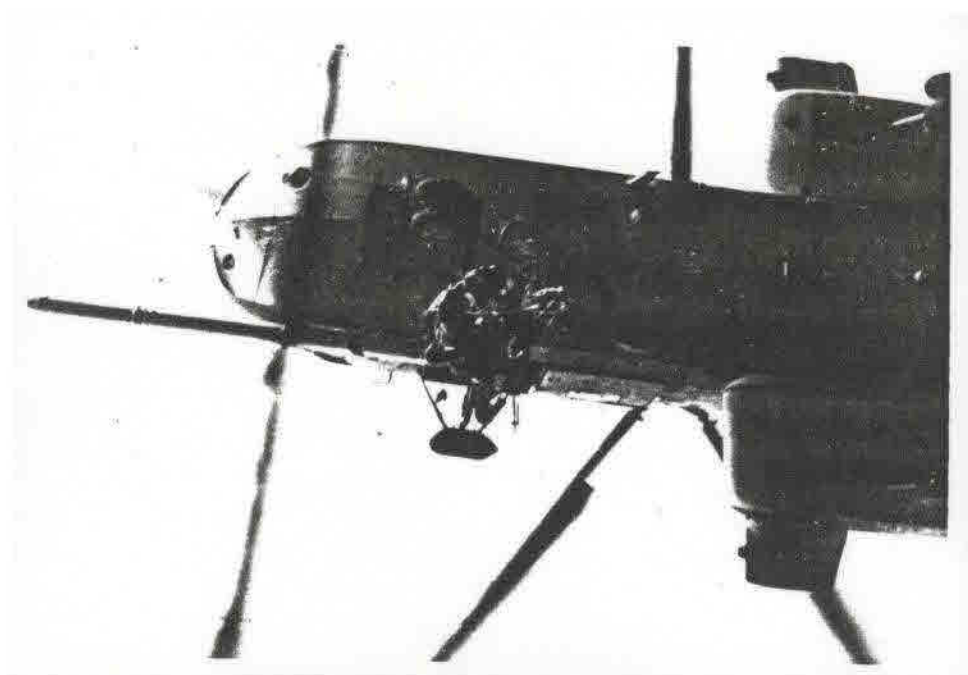


Turn this photo upside down and notice the guy looking down from the hoist
 AN ACTUAL PICKUP - MADE ON 19MAR 1970 # 521

AC Capt Fette
 CP Capt Adams
 FE Sgt Hartzel

Sgt Reisig and Survivor on Hoist
 Sgt Hoberg on the ground taking picture

a great action shot!



* ~~CONFIDENTIAL~~ *

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

IMMEDIATE

IMMEDIATE

P 00744

16 4/10.9/HH-3/37ARRS; 2/4.9/HQ-130H/39ARRS; 4/10.0/A-1E/OL-AA
56SOW; 4/14.0/A-1E/56SOW; 4/12.2/HH-53/40ARRS; 2/NOT AVAILABLE/
OV-10/20TASS

17 0/0/0/0/NOT AVAILABLE/0/2/0

18 A. ALPHA SURVIVOR

ACFT CMDR VAUGHN, D.A. MAJ 37ARRS

PILOT ELKINTON, J.Z. MAJ 37ARRS

FE FRANKS, C.C. TSGT 37ARRS

PJ WETZEL, T.L. SGT 37ARRS

BRAVO SURVIVOR

ACFT CMDR FETTE, J.H. CAPT 37ARRS

PILOT ADAMS, C.C., CAPT 37ARRS

FE HARTZEL, G.L. TSGT 37ARRS

PJ REISIG, R. SGT 3 ARRS

PAGE 4 RUMLJBB0109 C O N F I D E N T I A L

PJ HOBERG, J.K. SSGT 37ARRS

19. H. (1) USAF-US (2) COMBAT (3) AIRCREW TWO COMBAT ARRS SAVES/
2AR/HOSTILE ACTION/TWO CREWMEMBERS/2 PJ HOIST DEPLOYMENT.

AT 19/0825Z, KING 6 WAS ADVISED BY COVEY 234 THAT MISTY 50
DECLARED A MAYDAY AND HAD EJECTED. THE MISTY FAC OBSERVED TWO
GOOD CHUTES AND PINPOINTED THEIR POSITION VISUALLY. KING 6
ASSIGNED COVEY 234 AS ON-SCENE-COMMANDER AND PROCEEDED TO THE SCENE.
THE FOUR ALERT JOLLY GREENS (42/27, 36/35) AND FOUR SPADS (11/12,
01/02) WERE ALSO IMMEDIATELY SCRAMBLED. SANDY 05 AND 06
FLYING AIRBORNE ALERT FROM NKP WERE ALSO DIVERTED TO THE SCENE
FOLLOWED BY SANDY 01 AND 02 AND SUPER JOLLY GREEN 76 AND 84.
SANDY 05 WAS THE FIRST TO ARRIVE ON THE SCENE AND ASSUMED ON-SCENE-
COMMANDER. THE ALPHA SURVIVOR WAS REPORTED TO BE IN EXCELLENT
CONDITION BUT THE BRAVO MAN ADVISED HE THOUGHT HE HAD TWO BROKEN
LEGS. THE AREA WAS DECLARED SECURE AND WITH ALL FORCES ORBITING,
JOLLY GREEN 42 LOWERED A PJ TO SPLINT THE LEGS OF THE BRAVO MAN.
JOLLY GREEN 27 LOWERED THE PENETRATOR TO THE ALPHA MAN AND HE WAS
RECOVERED. JOLLY GREEN 42 THE LOWERED HIS SECOND PJ TO ASSIST
IN SECURING THE SURVIVOR TO THE PENETRATOR. THE JUNGLE CANOPY
PRECLUDED THE USE OF A LITTER. THE PJ'S AND SURVIVOR WERE

PAGE 5 RUMLJBB0109 C O N F I D E N T I A L

HOISTED INTO THE HELICOPTER AT 1033Z. JOLLY GREEN 42 PROCEEDED TO
THE NAVAL SUPPORT HOSPITAL WHERE AN EMERGENCY TEAM WAS
STANDING BY. JOLLY GREEN 27 PROCEEDED TO DANANG WHERE A FLIGHT
SURGEN AWAITED THE ARRIVAL OF THE ALPHA SURVIVOR FOR A PRECAUTION-
ARY CHECK. ALL UNUSED FORCES WERE RTB'D. GP-4

BT

#0109

NNNN

IMMEDIATE

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

2/1

4 10.9
2 4.9
4 12.2
10 28.0
4 10.0
4 14.0
8 24.0

19 March 1970

F-100F 56-3945 306 TFS, 31 TFW, USAF, Tuy Hoa
Capt E. L. Farnsworth (survived)
1Lt J D Davies (survived)

A Misty FAC aircraft was controlling a strike on a road intersection point 10 miles northeast of Ban Talan in southern Laos when it was shot down. The aircraft burst into flames when it was hit by 37mm anti-aircraft fire and the crew ejected a few miles to the east of their target. They were later rescued by a USAF helicopter. Capt Farnsworth had been shot down in the same area exactly two months earlier when he was flying a back-seat mission with Capt Brown.

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DATE: 19 MAR 70

23 March 1970

MISSION NUMBER: 1-3-020-19 MAR 70 (Part 1)

AIRCRAFT DESIGNATION: KING 6

LOCATION: 040/22/72 (XC 896 581)

DISTRESSED AIRCRAFT: MISTY 50 (F-100)

SAVES: 2 Combat

Classified by 1-30000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 78

DOWNGRADED TO
CONFIDENTIAL ON 9 Apr 73
IAV EX. ORDER 11652

1. (C) At 0820Z, 19 MAR 70, King 6 received a radio call from Hillsboro directing contact with Covey 234 who reported an F-100 F4C, Misty 50, to be hit. He observed the two pilots egress the aircraft with two good chutes, King 6 was in the area at the time and immediately established radio contact on 243.0 with Covey 234. The frequency was changed to primary SAR, 364.2, after good radio contact was established with the survivors determining their exact position and physical condition. Covey 234 was appointed On-Scene Commander.
2. (C) The survivors landed 2 kilometers to the east of a major L.O.C. which was known to be saturated with 23MM and 37MM AAA positions. The area to the east of their position was relatively free from AAA and major enemy concentrations. Misty 50A reported that he was in good condition while 50B reported a possible broken leg and a broken ankle plus multiple facial lacerations. The weather was good with clear skies but haze and smoke provided somewhat of a restriction to visibility. Wind was from the west at 5 knots, temperature was 70 degrees F and the terrain elevation at the survivors' position was 2700 feet. They were located in a valley with mountains rising on all sides to 4000 - 5000 feet.
3. (S) At 0830Z, King 6 requested launch of SAR forces from Danang and Nakhon Phanom. Hillsboro was contacted requesting a cycling of a maximum of two fast mover flights to support the SAR effort. At 0840Z, Sandy 5 & 6 were enroute to the scene estimating their arrival at 0910Z. Meanwhile, Covey 234 was running short on fuel and Covey 210 was appointed On-Scene Commander after a full briefing on progress and position was rendered by Covey 234. At 0843Z, King 6 requested launch of a flight of four smoke aircraft and four Apeman aircraft. Covey 210 kept in radio contact with the survivors advising them of the progress of the mission while asking them for observance and position of any ground fire. Light automatic weapons fire was reported in the area. At 0853Z, launch of King 7 for tanker support was requested by King 6.
4. (C) Spad 3 & 4 were in the SAR area having been directed there by Hillsboro for possible support in the effort. They were held high pending arrival of Sandy 5 & 6. Sandy 5 & 6 arrived on scene at 0908Z and after a briefing by Covey 210, Sandy 5 was appointed

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Part 1
Cote 3 AD-70-1070
39-70-043

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On-Scene Commander. Covey 210 was asked to remain in the area to spot AAA firings and to put in air strikes by fast movers as required by the On-Scene Commander. Sandy 5 trolled the area evaluating the situation while awaiting arrival of the Jolly Greens with accompanying escort aircraft. Spads 11 and 12 were on scene at 0920Z.

5. (S) Jolly Greens 42L and 27H escorted by Spad 1 and 2 were estimating the scene at 0940Z. Jolly Green 36L and 35H were also estimating the scene at the same time. Spads 11 and 12 assisted Sandy 5 and 6 in evaluating the situation. Sandy 1 and 2 escorting Jolly Green 76L and 84H were estimating the SAR area at 1000Z. King 6 was advised that Smoke and Apeman aircraft would not be airborne before 1000Z and would not be on scene until after dark. Sandy 5 was advised and it was suggested that a recovery attempt be initiated with existing resources due to impending darkness. Spads 1, 2, 3, 4, 11 & 12 had enough smoke and it was decided to use Jolly Green 42L and 27H from the east as a recovery force. At 0945Z Sandy 5 briefed all forces and the recovery effort began at 1008Z, with Jolly Green 42 lowering a PJ to Misty 50B. While Jolly Green 42 was hovering over Bravo, Jolly Green 27 came in to pickup Alpha. Alpha was recovered at 1025Z. Two PJ's had to assist in the recovery of Bravo due to his condition. Heavy canopy prevented use of a litter.

6. (C) Jolly Green 42 requested emergency air refueling immediately after pickup. King 7, now on scene, was directed to proceed east for rendezvous while Jolly Green 42 was assigned to the tanker with a discrete frequency. Sandy 5 and 6 provided escort for Jolly Green 42 and 27 for refueling and RTB. King 7 responded in an outstanding manner at this time, effecting a timely and precise rendezvous with the Jolly Greens over extremely hostile enemy territory, providing fuel during a critical period.

7. (U) All forces were RTB at 1035Z, without loss or damage, after effecting a timely recovery under demanding circumstances.

8. (C) FORCES INVOLVED:

FAC - Utilized

Covey 234
Covey 210
Covey 219

RESCAP - Not Utilized

Coach / 4 F-4	Gunfighter 35 / 2 F-4
Carrot / 2 F-105	Gunfighter 61 / 2 F-4
Confine / 2 F-4	Gunfighter 65 / 2 F-4
Cosmic / 2 F-105	Dipper / 2 F-4

SAR

Spad 1 & 2
Spad 3 & 4 (diverted by Hillsboro)
Spad 11 & 12
Sandy 1 & 2
Sandy 5 & 6

Jolly Green 42L & 27H
Jolly Green 36L & 35H
Jolly Green 76L & 84H
King 7

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70-0829
39-70-043

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

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REPLY TO
ATTN OF: 37 (O)

20 March 1970

SUBJECT: Mission Narrative Report (1-3-020) 19 Mar 70 (U)

TO: 37C
3ARRGP (JRCC)

DOWNGRADED TO
CONFIDENTIAL ON 9/12/83
IAW EX. ORDER 11552

Classified by 01/31/84
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 31 Dec 78
DECLASSIFIED ON 1, 15 Jun 1968

1. (U) This report is submitted IAW ARRSN 55-273d Group Sup 1, 15 Jun 1968.

2. (S) JOLLY GREEN 27: At 0835Z, 19 Mar 70, while preparing to start the helicopter engines for an end of frag training mission, Jolly Green 42 and Jolly Green 07 were scrambled. We ran the Scramble Checklist and were unable to start number two engine. Number one engine was shut down and the crew transferred to the spare helicopter Jolly Green 27. Jolly Green 42 launched ahead of us and proceeded feet wet to climb to a join up altitude. At 0851Z we were airborne in Jolly Green 27 and climbed to 7500 feet. We were briefed on VHF by King about the SAR in progress. Misty 50 was down on 040/22 off Channel 72. Misty 50A was unhurt but Misty 50B had a broken leg and a broken ankle. The on-scene commander was Covey 210. Spad 01 and 02 were launched off Channel 77 to provide escort for our flight. The altitude of the survivors was given as 2200 feet and the temperature 70 degrees. The weather over the survivors was clear and visibility six miles. Jolly Green 27 joined Jolly Green 42 in a loose trail formation and proceeded to the holding point. Our machine guns were test fired by the PJ as soon as we crossed into Laos. The holding point was beautifully marked by the Sandy pilots. They put smoke on a mountain peak and the smoke was still there when we came off the rescue. We held at 7000 feet and listened to the briefing on 243.0. Jolly Green 42 was selected to pick up 50B and Jolly Green 27 50A. We were to wait until the PJ from Jolly Green 42 was on the ground so that we would have a clear guard channel for our effort. Automatic weapons fire was reported north west of the survivors. Our holding point was about one mile from the survivors. When Jolly Green 42 was hovering over 50B and his PJ was on the ground, we made our approach. We had previously descended to about 3000 feet to a low orbit point. Our tips were jettisoned and we had 2000 pounds of internal fuel. Our approach was vectored by the Sandy's. About one quarter of a mile out Misty 50A began final vectors on 243.0. The Sandy's and Spad had laid down a great deal of smoke to our north to mask the SAR from a nearby road. The smoke had drifted over the survivors and although we were still VFR, visibility was reduced to one half mile. Misty 50A had made a parachute landing

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COMMENTS: Jolly Green 35 and 36 were scrambled right after us. Because they were holding near the SAR they could provide cover for both Jolly Green 42 and 27 and let both helicopters go in for the split pick-up. This greatly speeded up the rescue.

3. (S) JOLLY GREEN 42: After arriving at the holding point, it was decided to make a split pick-up of the Misty 50 crew. Jolly Green 42 with two PJ's aboard was selected to pick-up the injured 50B. One PJ was initially deployed to assist him. Since some delay was to be expected during the PJ deployment, Jolly Green 42 went in while Jolly Green 27 held to assure no ground fire was drawn before making his move to pick up 50A. As we approached 50B, he called ground fire, the approach was continued toward him, for what he had mistaken for ground fire was known to be a Sandy laying down ordnance. Misty 50B's parachute was visible; however, he could not be seen due to the dense underbrush. One PJ was deployed, and after being unable to locate 50B within a reasonable time, the second PJ was deployed and 50B was located shortly thereafter. There were no further problems encountered during the mission except for the fire warning light and horn remained on throughout the hover which lasted 15-20 minutes. A check was made of the aircraft for smoke and the hover was interrupted momentarily and the light and horn went off. It was determined that the light and horn were giving false indications. After the hover was discontinued, no further indications were noted. There was turbulence in the hover area throughout the effort.

4. (U) SURVIVORS: Misty 50A: Captain Ernest L. Farnsworth
Misty 50B: Not available

5. (U) JOLLY GREEN CREWS:

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JOLLY GREEN 42

AC Capt. John H. Fette
CP Capt. Charles C. Adams
FE TSgt. Gerald L. Hartzell
RS Sgt. Robert Reisig
RS SSgt. Jon K. Hoberg

John H Fette
JOHN H. FETTE, Captain, USAF
Aircraft Commander

JOLLY GREEN 27

AC Maj. David E. Vaughan
CP Maj. James Z. Elkinton
FE TSgt. Claude C. Franks
RS Sgt. Terry L. Wetzel

David E. Vaughan
DAVID E. VAUGHAN, Major, USAF
Aircraft Commander

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~~SECRET~~

SUPPORTING DOCUMENT #9

MISSION NARRATIVE 1-3-020 19 Mar 70

(S) Jolly Green 27: At 0835Z, 19 Mar 70, while preparing to start the helicopter engines for an end of frag training mission, Jolly Green 42 and Jolly Green 07 were scrambled. We ran the scramble checklist and were unable to start number two engine. Number one engine was shut down and the crew transferred to the spare helicopter JG 27. JG 42 launched ahead of us and proceeded feet wet to climb to a join up altitude. At 0851Z we were airborne in JG 27 and climbed to 7500 feet. We were briefed on VHF by King about the SAR in progress. Misty 50 was down on 040/22/72. Misty 50A was unhurt but Misty 50B had a broken leg and a broken ankle. The on scene commander was Covey 210. Spad 01 and 02 were launched from Channel 77 to provide escort for our flight. The altitude of the survivors was given as 2200 feet and the temperature 70 degrees. The weather over the survivors was clear and visibility six miles. JG 27 joined JG 42 in a loose trail formation and proceeded to the holding point. Our machine guns were test fired by the PJ as soon as we crossed into Laos. The holding point was beautifully marked by the sandy pilots. They put smoke on a mountain peak and the smoke was still there when we came off the rescue. We held at 7000 feet and listened to the briefing on 243.0. JG 42 was selected to pick up 50B and JG 27, 50A. We were to wait until the PJ from JG 42 was on the ground so that we would have a clear guard channel for our effort. Automatic weapons fire was reported north west of the survivors. Our holding point was about one mile from the survivors. When JG 42 was hovering over 50B and his PJ was on the ground, we made our approach. We had previously descended to about 3000 feet to a low orbit point. Our tips were jettisoned and we had 2000 pounds of internal fuel. Our approach was vectored by the Sandy's. About one quarter of a mile out Misty 50A began final vectors on 243.0. The Sandy's and Spads had laid down a great deal of smoke to our north to mask the SAR from a nearby road. The smoke had drifted over the survivors and although we were still VFR, visibility was reduced to one half mile. Misty 50A had made a parachute landing in a creek bed and had walked two thirds of the way up a hill. He was in trees and on the lee side of the ridge. The wind over the crest caused some turbulence problems. We hovered pointing into the hill and put the hoist down. We never saw the survivor until he was on the penetrator. The Flight Engineer went on hot mike at that point. We brought him twenty feet up and then hovered out from the hill swinging the survivor free of the trees so he could be brought in without snagging the trees. We climbed back to our holding point and after joining with JG 42, returned to Channel 77, arriving at 1130Z. Aerial refueling was used on the return trip. We refueled at 8000 feet.

~~SECRET~~

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COMMENTS: Jolly Green 35 and 36 were scrambled right after us. Because they were holding near the SAR they could provide cover for both JG 42 and 27 and let both helicopters go in for the split pick up. This greatly speeded up the pickup.

(S) Jolly Green 42: After arriving at the holding point, it was decided to make a split pick-up of the Misty 50 crew. JG 42 with two PJ's aboard was selected to pick-up the injured 50B. One PJ was initially deployed to assist him. Since some delay was to be expected during the PJ deployment, JG 42 went in while JG 27 held to assure no ground fire was drawn before making his move to pick-up 50A. As we approached 50B, he called ground fire, the approach was continued toward him, for what he had mistaken for ground fire was known to be a Sandy laying down ordinance. Misty 50B's parachute was visible; however, he could not be seen due to the dense underbrush. One PJ was deployed, and after being unable to locate 50B within a reasonable time, the second PJ was deployed and 50B was located shortly thereafter. There were no further problems encountered during the mission except for the fire warning light and horn remained on through the hover which lasted 15-20 minutes. A check was made of the aircraft for smoke and the horn was interrupted momentarily and the light and horn went off. It was determined that the light and horn were giving false indications. After the hover was discontinued, no further indications were noted. There was turbulence in the hover area throughout the effort.

(U) The survivors were: Capt Ernest L. Farnsworth and 1/Lt James D. Davies II.

(U) Crews involved:

JOLLY GREEN 27

AC Maj David E. Vaughan
CP Maj James Z. Elkington
FE T/Sgt Claude C. Franks
RS Sgt Terry L. Wetzel

JOLLY GREEN 42

AC Capt John H. Fette
CP Capt Charles C. Adams
FE TSgt Gerald L. Hartzel
RS Sgt Robert Reisig
RS SSgt Jon K. Hoberg

~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years