

FROM: 37(0)

11 Mar 70

SUBJECT: MISSION NARRATIVE REPORT (1-3-014) 9 Mar 70

TO: 37C
3RD ARRG (JRCC)

1. This report is submitted IAW ARRS 55-2/3ARRG Sup 1 dated 15 June 1968.

2. At 1413L on 9 Mar 70, JG 35 and JG 27, Alfa Low and High respectively were scrambled from Da Nang AB, RVN. Information that an F-100 pilot, Bobcat 72 had bailed out at 220/50/77 was received before takeoff and confirmed with Queen after takeoff. Enroute information from Panama indicated that the survivor was at 220/55/77. However, he was actually located close to the original position given by Queen. Enroute the aircraft flew at 4000 MSL on top of a thin overcast. Weather at Da Nang and at the location of the survivor was scattered and six plus visibility. Weather information from King 6 and Spad 12 indicated that weather was moving in on the survivors location with estimated arrival over him shortly after our ETA into the area. Shortly before leaving the edge of the overcast, the Jollys climbed to 6500 ft. Thereafter one short burst of automatic weapons fire was directed at us. JG 27 answered the fire, however the range involved was too great for effective use of our M-60's. King 6 and a FAC, Lopez 01, were very helpful in getting the Jollys to a holding area close to the survivor at 1500L. No serious problems with respect to radio discipline were encountered. No enemy action was noted in the survivors area nor did he report any from the ground. Due to the remoteness of the area, the nearness of weather moving in, lack of enemy activity and calls for assistance from the survivor, JG 35 went into the survivors position shortly after arrival in the area, at approximately 1505L. The survivor was directed to use his mirror, but no flash was seen by the Jolly crew. He then popped a smoke which came up through the trees 40 yards uphill from his actual location. Since the survivor had reported back injuries, a PJ was lowered to assist him. Due to a double jungle canopy the survivor was not in sight from the helicopter. Shortly after the PJ was on the ground the survivor called on guard and gave his position as 30 meters at our 9 O'clock position. His radio communication was intermittent with JG 35 throughout. After a good bit of searching the second PJ on board saw the survivor motionless, lying beside a log. The second PJ was lowered, he requested a litter be lowered which was done, and the survivor was hoisted aboard. The co-pilot left his seat and assisted in bringing the survivor aboard. By this time fuel had become a problem and King 6 was advised to be ready for an immediate refueling. The FE went off intercomm while positioning the survivor

away from the door and the co-pilot directed the pickup of the two PJ's, now standing under the aircraft. They were brought up together. JG 35 departed the area at 1530L. Total hover time was approximately 20 minutes. It should be noted that the survivor was of little help in locating him mainly, it appears, because he had only one flare and he was incapacitated, unable to show us any movement. King 6 was right on time and a successful air refueling was accomplished. JG 35 and 27 proceeded to the Naval Support Activity Hospital. Enroute the PJ's reported that the survivor stopped breathing twice but was revived using mouth to mouth resuscitation. JG 35 landed at the NSA Hospital at 1605L. After delivering the survivor to the medics JG 35 and 27 proceeded to and landed at Da Nang AB, RVN.

3. The survivor: Captain Richard J. Cowell,
35th TFW Phan Rang AB, RVN

4. Jolly Green Crews:

JOLLY GREEN 35 CREW

AC	Major	Lewis E. Garrett
CP	Capt	Albert W. Palmer
FE	Sgt	Jimmie D. Rash
RS	MSgt	Harold W. Harvey
RS	Sgt	Terry L. Wetzel

Lewis E. Garrett

LEWIS E. GARRETT, Major, USAF

JOLLY GREEN 27 CREW

AC	Capt	Travis H. Scott
CP	Major	George C. Hitt
FE	Sgt	Robert J. Laframboise
RS	MSgt	Lewis J. Roberts Jr.

DECLASSIFIED

9 MAR 70 14 21z

RUMUJBA/OL-AA 56505/DANANG AB RVN

Classified by 027 JAW/BJ
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

A. 15-221 107-425

FROM: AFSC

DECLASSIFIED

- IMMEDIATE
068 DAY 1970
14.07.38Z
MSG # 001040
FROM: AESC

* ~~CONFIDENTIAL~~ *
* ~~CONFIDENTIAL~~ *

9. A, B AND C NOT A FACTOR
10. OL-1, 3ARRGP, LTCOL D. WILLIAMSON, CAPT W. MEREDITH, TSGT L VANCE,
A1C K. EVERTS.
11. 20TH TASS; 37ARRS; 39ARRS; OL-AA; 56SOS; PANAMA CRC

PAGE 3 RUMLJBB0051 C O N F I D E N T I A L

12. BOBCAT 71 (WINGMAN) 0618Z
13. 37/ARRS/HH-3/STOKES LITTER/09/0745Z
14 1/1/1/1/0/0/
15. TAKEN TO NSA HOSPITAL (DANANG)
16. 2/4.3/HH-337ARRS; 2/5.4/HC-130/39ARRS; 2/4.3/A1E/OL-AA 56SOS;
4/12.0/A1-E/56SOS; 2/8.0/HH-53/DET 1, 40ARRS. NOT AVAILABL FOR FAC.
17. 0/0/0/0/0/0/1/0
18. PILOT GARRETT, L.E. MAJ 37ARRS; COPILOT PALMER, A.W. CAPT
37ARRS; FE RASH, J.S. SGT 37ARRS; PJ HARVEY, H.2. MSGT 37ARRS;
PJ WETZEL, T. SGT 37ARRS.
19. A. S/E B. S/E H. (1) USAF-U.S. (2) COMBAT (3) AIRCREW
1 COMBAT SAVE/3A/R/HOSTILE ACTION/1 CREWMEMBER/1 PJ DEPLOYED
TO ASSIST SURVIVOR ONTO LITTER.
AT 0615Z ON 9 MARCH 70, OL-1 3ARRGP SIMULTANEOUSLY RECEIVED ON
GUARD FREQUENCY AND FROM TACC THAT BOBCAT 72 HAD GONE DOWN AND
THAT HIS WINGMAN HAD SPOTTED A GOOD CHUTE. JOLLY GREEN 35 AND
27 WERE SCRAMBLED AS WERE SPADS 11 AND 12 FOR ESCORT. BOBCAT 71
WAS IN THE AREA AND SPOTTED THE SURVIVOR HANGING IN A TREE. KING
6 WAS ASSIGNED AIRBORNE MISSION COMMANDER. WHO IN TURN APPOINTED
LOPEZ 01 (FAC IN THE AREA) AS THE ON SCENE COMMANDER. AS THE

PAGE 4 RUMLJBB0051 C O N F I D E N T I A L

RESCUE FORCES PROCEEDED TO THE AREA, 50 MILES COUTHWEST OF DANANG
THE SURVIVOR SUCCEEDED IN LOWERING HIMSELF FROM THE TREE AND CAME
UP ON HIS SURVIVAL RADIO. FOUR ADDITIONAL A-1E AND TWO SUPER JOLLY
GREENS WERE LAUNCHED OUT OF NKP AS BACKUP. THE AREA APPEARED
SECURE WITH NO GROUND FIRE OR REPORTED HOSTILITY IN THE AREA.
FAST-MOVER WERE REQUESTED AND 2 F-4 WERE IMMEDIATELY ON SCENE
TO FLY RESCAP. AFTER SPAD 11 ARRIVED AND DECLARED THE AREA
SECURE, JOLLY GREEN 35 JETTISONED HIS TIPS AND WENT IN FOR THE
PICK-UP. THE TEMPERATURE WAS 29 DEGREES CENTERGRADE AND THE
PRESSURE ALTITUDE WAS APPROXIMATELY 3000 FEET. A PJ WAS LOWERED

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WHEN THE SURVIVOR STATED HE HAD A BACK INJURY. AFTER CONSIDERABLE DIFFICULTY IN LOCATING THE SURVIVOR, A LITTER WAS LOWERED AND THE PJ SECURED HIM TO IT. THEY WERE BOTH LIFTED INTO THE HELICOPTER AT 0745 WITH ONLY 30 MIN OF FUEL REMAINING. DURING THE OPERATION, KING 6 DESCENDED AND POSITIONED HIMSELF FOR IMMEDIATE REFUELING. INITIAL CONTACT FOR AIR REFUELING OCCURED AT 0755 AND THE FORCE RETURNED TO DANANG. THE NKP FORCES WERE RTB BEFORE THEIR ARRIVAL AT THE SCENE AND REQUIRED AIR REFUELING FOR THEIR RETURN TRIP. KING 7 WAS LAUNCHED TO ACCOMPLISH THIS. DURING THE RETURN TRIP TO DNANG, THE PATIENT LAPSED INTO SHOCK AND THE

PAGE 5 RUMLJ880051 C O N F I D E N T I A L

PJ'S IMMEDIATELY STARTED ARTIFICIAL RESPERATION TO KEEP HIM ALIVE. HE HAD SUSTAINED BACK AND HEAD INJURIES IN THE EJECTION. HE WAS TAKEN TO NSA HOSPITAL WHERE HE IMMEDIATELY UNDERWENT X-RAY AND SURGERY. GP-4

BT
#0051

NNNN

m/k

- IMMEDIATE
068 DAY 1970
14.07.38Z
MSG # 001040
FROM: AESC

DECLASSIFIED

1 copy needed

DATE: 9 MAR 70

~~CONFIDENTIAL~~

11 March 1970

Mission Number: 1-3-014-9 MAR 70

AIRCRAFT DESIGNATION: KING 6

LOCATION: 220/50/77

DISTRESSED AIRCRAFT: BOBCAT 71

SAVES: 1 Combat

DOWNGRADED TO
CONFIDENTIAL ON 9/11/23
EX-ORDER 11652
IA EX-ORDER 100

Classified by Do 130000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

1. (S) At 0616, Bobcat 71 (F-100) called on guard that his wingman had bailed out and that he had a good chute at position 220/50/77. Lopez 01 & 05 (O-2 FACs) were in the area, observed the survivor waving to them but could not establish radio contact for some time because his beeper was still on. Jolly Green 35 & 27 reported airborne at 0625Z and Spad 11 & 12 were off at 0635Z. Lopez 01 was appointed On-Scene Commander (OSC). He reported good weather, heavily wooded 3000 ft terrain and thought the situation was fairly permissive although there was the possibility of ground forces in the area. King requested RESCAP with soft ordnance and had fast movers available throughout the mission.

2. (C) At 0637Z, Lopez 01 reported the survivor was no longer in sight and the beeper was still on. At 0651Z, Lopez 01 was replaced by Spad 11 as On-Scene Commander. Spad 11 spotted a signal mirror at 0659Z and decided to attempt recovery as soon as the Jollys arrived inasmuch as the effort had been unopposed. At 0713Z, Jolly Green 35 was over the chute but could not locate the survivor due to extremely dense foliage. A PJ was deployed to locate the survivor and place him on a litter for safe extraction. The on-scene delay was due to poor radio contact with the survivor, heavy jungle, and the survivors condition which turned out to be quite serious.

3. (C) Although no ground fire was noted, the spads put smoke along a nearby road to obscure the hovering helicopter from possible areas of troop concentration.

4. (C) Jolly Green 35 departed the scene at 0740Z with less than 30 minutes fuel remaining and was refueled immediately by King 6 as was Jolly Green 27. Medical facilities at DaNang were alerted to the emergency and Jolly Green 35 arrived at the hospital at 0810.

5. (S) Resources:

(SAR Forces used)

Jolly Green 35 & 27
Spad 11 & 12

(SAR Forces enroute but not used)

King 7
November Jolly Greens and Sandys

~~CONFIDENTIAL~~

Declassified at two year intervals.
Declassified on 31 Dec 78
AD-70-1706
39-76-036

DECLASSIFIED

(S) RESOURCES cont

(Fast Movers Available on scene)

Bobcat 71 (F-100)
Devil 51 & 52 (F-100)
Tide 51 & 52 (F-100)
Champion 415 - 418 (A-7)
Gunfighter 55 (F-4)
Chisel flight (4 F-4s)
Misty 30 & 40 (F-100)

6. (C) King 6 Crewmembers:

AC/AMC	MAJ CLEMENTS
CP	LTC SIMPSON
N	CPT WRIGHT
RO	SGT OLSZEWSKI
FE	SGT MATTHEWS
FE	SGT ALLEN
LM	SGT LORENZ


GEORGE W. CLEMENTS, Major, USAF
Aircraft Commander/Airborne Mission Commander

2

~~CONFIDENTIAL~~

DECLASSIFIED

Do not release to the public.

Dissemination Control

37-70-036

DECLASSIFIED

FROM: 37(0)

11 Mar 70

SUBJECT: MISSION NARRATIVE REPORT (1-3-014) 9 Mar 70

TO: 37C
3RD ARRG (JRCC)

1. This report is submitted IAW ARRS 55-2/3ARRGP Sup 1 dated 15 June 1968.

2. At 1413L on 9 Mar 70, JG 35 and JG 27, Alfa Low and High respectively were scrambled from Da Nang AB, RVN. Information that an F-100 pilot, Bobcat 72 had bailed out at 220/50/77 was received before takeoff and confirmed with Queen after takeoff. Enroute information from Panama indicated that the survivor was at 220/55/77. However, he was actually located close to the original position given by Queen. Enroute the aircraft flew at 4000 MSL on top of a thin overcast. Weather at Da Nang and at the location of the survivor was scattered and six plus visibility. Weather information from King 6 and Spad 12 indicated that weather was moving in on the survivors location with estimated arrival over him shortly after our ETA into the area. Shortly before leaving the edge of the overcast, the Jollys climbed to 6500 ft. Thereafter one short burst of automatic weapons fire was directed at us. JG 27 answered the fire, however the range involved was too great for effective use of our M-60's. King 6 and a FAC, Lopez 01, were very helpful in getting the Jollys to a holding area close to the survivor at 1500L. No serious problems with respect to radio discipline were encountered. No enemy action was noted in the survivors area nor did he report any from the ground. Due to the remoteness of the area, the nearness of weather moving in, lack of enemy activity and calls for assistance from the survivor, JG 35 went into the survivors position shortly after arrival in the area, at approximately 1505L. The survivor was directed to use his mirror, but no flash was seen by the Jolly crew. He then popped a smoke which came up through the trees 40 yards uphill from his actual location. Since the survivor had reported back injuries, a PJ was lowered to assist him. Due to a double jungle canopy the survivor was not in sight from the helicopter. Shortly after the PJ was on the ground the survivor called on guard and gave his position as 30 meters at our 9 O'clock position. His radio communication was intermittent with JG 35 throughout. After a good bit of searching the second PJ on board saw the survivor motionless, lying beside a log. The second PJ was lowered, he requested a litter be lowered which was done, and the survivor was hoisted aboard. The co-pilot left his seat and assisted in bringing the survivor aboard. By this time fuel had become a problem and King 6 was advised to be ready for an immediate refueling. The FE went off intercomm while positioning the survivor

1012

away from the door and the co-pilot directed the pickup of the two PJ's, now standing under the aircraft. They were brought up together. JG 35 departed the area at 1530L. Total hover time was approximately 20 minutes. It should be noted that the survivor was of little help in locating him mainly, it appears, because he had only one flare and he was incapacitated, unable to show us any movement. King 6 was right on time and a successful air refueling was accomplished. JG 35 and 27 proceeded to the Naval Support Activity Hospital. Enroute the PJ's reported that the survivor stopped breathing twice but was revived using mouth to mouth resuscitation. JG 35 landed at the NSA Hospital at 1605L. After delivering the survivor to the medics JG 35 and 27 proceeded to and landed at Da Nang AB, RVN.

3. The survivor: Captain Richard J. Cowell,
35th TFW Phan Rang AB, RVN

4. Jolly Green Crews:

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CP	Capt	Albert W. Palmer
FE	Sgt	Jimmie D. Rash
RS	MSgt	Harold W. Harvey
RS	Sgt	Terry L. Wetzel

Lewis E. Garrett

LEWIS E. GARRETT, Major, USAF

JOLLY GREEN 27 CREW

AC	Capt	Travis H. Scott
CP	Major	George C. Hitt
FE	Sgt	Robert J. Laframboise
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SUPPORTING DOCUMENT #5

MISSION NARRATIVE 1-3-14 9 Mar 70

1. (U) At 1413L on 9 Mar 70, JG 35 and JG 27, Alpha Low and High respectively were scrambled from Da Nang AB, RVN. Information that an F-100 pilot, Bobcat 72 had bailed out at 220/50/77 was received before takeoff and confirmed with Queen after takeoff. Enroute information from Panama indicated that the survivor was at 220/55/77. However, he was actually located close to the original position given by Queen. Enroute the aircraft flew at 4000 MSL on top of a thin overcast. Weather at Da Nang and at the location of the survivor was scattered and six plus visibility. Weather information from King 6 and Spad 12 indicated that weather was moving in on the survivors location with estimated arrival over him shortly after our ETA into the area. Shortly before leaving the edge of the overcast, the Jollys climbed to 6500 ft. Thereafter one short burst of automatic weapons fire was directed at us. JG 27 answered the fire, however the range involved was too great for effective use of our M-60's. King 6 and a FAC, Lopez 01, were very helpful in getting the Jollys to a holding area close to the survivor at 1500L. No serious problems with respect to radio discipline were encountered. No enemy action was noted in the survivors area nor did he report any from the ground. Due to the remoteness of the area, the nearness of weather moving in, lack of enemy activity and calls for assistance from the survivor, JG35 went into the survivors position shortly after arrival in the area, at approximately 1505L. The survivor was directed to use his mirror, but no flash was seen by the Jolly crew. He then popped a smoke which came up through the trees 40 yards uphill from his actual location. Since the survivor had reported back injuries, a PJ was lowered to assist him. Due to a double jungle canopy the survivor was not in sight from the helicopter. Shortly after the PJ was on the ground the survivor called on guard and gave his position as 30 meters at our 9 O'clock position. His radio communication was intermittent with JG35 throughout. After a good bit of searching the second PJ on board saw the survivor motionless, lying beside a log. The second PJ was lowered, he requested a litter be lowered which was done, and the survivor was hoisted aboard. The Co-pilot left his seat and assisted in bringing the survivor aboard. By this time fuel had become a problem and King 6 was advised to be ready for an immediate refueling. The FE went off intercomm while positioning the survivor away from the door and the co-pilot directed the pickup of the two PJ's, now standing under the aircraft. They were brought up together. JG 35 departed the area at 1530L. Total hover time was approximately 20 minutes. It should be noted that the survivor was of little help in locating him mainly, it appears, because he had only one flare and he was incapacitated, unable to show us any movement. King 6 was right on time and a successful air refueling was accomplished. JG 35 and 27 proceeded to the Naval Support Activity Hospital.

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2. (U) The survivor was Captain Richard J. Cowell, from the 35th TFW Phan Rang AB, RVN.

3. (U) Crews involved:

JOLLY GREEN 35

AC	Major	Lewis E. Garrett
CP	Capt	Albert W. Palmer
FE	Sgt	Jimmie D. Rash
RS	MSgt	Harold W. Harvey
RS	Sgt	Terry L. Wetzel

JOLLY GREEN 27

AC	Capt	Travis W. Scott
CP	Major	George C. Hitt
FE	Sgt	Robert J. Laframboise
RS	MSgt	Lewis J. Roberts Jr.

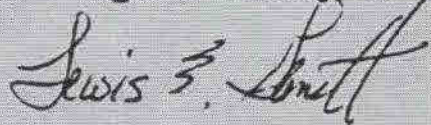
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LEWIS E. GARRETT, Major, USAF

JOLLY GREEN 27 CREW

AC	Capt	Travis H. Scott
CP	Major	George C. Hitt
FE	Sgt	Robert J. Laframboise
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