

HELLO PEDRO



FAREWELL JOLLY



2 MARCH 1970

DET9 LEAVE PUEIKU ACTIVATED NKP

40th Arrives Here; Choppers, Sandies Now Based Together

The 40th Aerospace Rescue and Recovery Squadron, organized at Udorn Royal Thai Air Force Base in March 1968, has moved to Nakhon Phanom.

Commanded since June by Lt. Col. John H. I. Morse, the 40th flies HH-53 Super Jolly Green Giants in carrying out its mission of providing Search and Rescue support for U.S. aircraft operating in Southeast Asia.

The move of the unit from Udorn to Nakhon Phanom was made to consolidate rescue and helicopters and ground support facilities at one location.

In contributing to the motto "That Others May Live" the 40th has established an outstanding reputation since its formation as a component of the 3rd Aerospace and Recovery Group, headquartered at Tan Son Nhut Air Base in the Republic of Vietnam. The squadron is credited with 130 "saves" since its formation.

Units of the world-wide Aerospace Rescue and Recovery Service support Air Force and other U.S. agencies conducting global air and space operations. They also provide air recovery forces for manned space flights in support of the National Aeronautics and Space Administration's aerospace operations.

Colonel Morse, the commander of the 40th, came to Thailand from Wright-Patterson AFB, Ohio, where he was assigned to the Air Force Systems Command's Flight Test Directorate. A command pilot, he flew B-17 bombers in World War II and was stationed at Nakhon Phanom once before in 1968-'69.

"The 40th is happy to be here," Colonel Morse says, "to consolidate our historical association with the 'Sandies.' We

have received fine support here and we appreciate the cooperation of everyone who pitched in and helped us."

The colonel is a native of Winchester, Mass.

First sergeant of the 40th is MSgt. Jackie E. Davison.

Bigger Quotas Bring Stripes To 143 Here

Nakhon Phanom's CBPO has announced the names of 97 to be promoted to the grade of technical sergeant and 46 to master sergeant for the fiscal year 1972A cycle. They are among 14,939 new techs and 8,871 new masters Air Force-wide.

The promotions will be effected in monthly increments. The cycle is scheduled to run through January.

The Aug. 1 increments called for 5,986 promotions to tech, more than those promoted to that grade in the entire FY 1971B cycle, and 3,179 to master, almost equaling the total promoted to master in the last cycle.

Other Aug. 1 increments called for 129 promotions to chief; 429 to senior; 6,383 to staff; and 6,178 to sergeant.

The new cycle also includes the 10 per cent minimum opportunity policy under which 10 per cent of the eligibles in each speciality will be selected for promotion. Previously, the minimum opportunity was 4 per cent of eligibles.

To offset this increased opportunity percentage in each

(Continued on Page 4)

Very soon one of our fellow units will be leaving us. While we regret to see the fine men of the Jolly Greens leave, we are grateful for the fine outstanding job they have done. And to fill Jolly's shoes, we'd like to welcome Pedro and the gang. The Pedros are already buzzing around the base, and it's good to know they're around when needed. So long Jolly Green, Hello Pedro!

HONORED GUESTS

Colonel Sohle

Vice Commander - 3rd ARRS

Lt Colonel Shipman

Acting Commander - 40th ARRS

Lt Colonel Lyle

Det 1 Commander - 40th ARRS

Major Lansdale

Det 9 Commander - 38th ARRS

DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF:

400 (Capt Almanzar/26)

6 March 1970

SUBJECT: Mission Narrative Report #2-3-016-5 Mar 1970

Classified by 2-3000P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

TO: 3 ARRGp (JRCC)
APO 96307
CONFIDENTIAL
EX. ORDER 11-52

1. (U) This report submitted IAW ARRSN 55-2/3 ARRGp Sup 1.
2. (S) On 5 Mar 1970 at 0215L, Jolly Green 77 and 82 were notified of a first light effort. A Firefly 32 was down and a 0300L hrs briefing was scheduled. The briefing was held and intelligence indicated that Firefly 32 was down near a known 37mm gun position and is an area of high threat 37mm guns. The downed pilot's position was given as 110/80/89 (110°, 80nm/Channel 89 - XD 028702). Jolly Green 77 and 82 were given a take off time of 0520L. The remainder of the launch crew were notified and a 0520L launch was planned. Jolly Green 77 and 82 take off was accomplished at 0525L and arrived at the preliminary holding area (115-75-89) at approximately 0610L. We advised King 7 of our Bingo time (0750L) and established our holding pattern. During the holding pattern we monitored the SAR strike frequency; Sandys were experiencing some difficulty locating and eliminating the extensive 37mm gunfire and particularly the high concentration of accurate ZPU firing close-in to the survivor. Sandy 03 detained the scheduled launching of the Smoke aircraft and the back up Jolly Greens until such time as these extensive ground fire positions could be eliminated. An 0900L hrs was estimated as pickup time. This estimate was made about 0700L. At 0730L Jolly Green 77 and 82 requested King 03 to refuel Jolly Green 77 and 82. Refueling was accomplished at 0800L. Holding orbit was re-established and Jolly Green 77 and 82 were moved to the Initial Point (IP) at 0925L. We arrived at the IP at 0940L. The pickup attempt was started at 0955. Jolly Green 77 arrived at the pickup spot at 1000L. During the run-in for pickup the Sandys lead us in and provided cover by dropping anti-personnel CBU. Sandy 03 was giving directions to Jolly Green 77. Jolly Green 77 overshot the survivor and a turn was made to re-establish the survivor's position. During the turn to re-locate the survivor we were momentarily under instrument conditions due to the wind drift causing the smoke to move towards the survivor's position. At this time Sandy 03 suggested we pull out due to the smoke cloud. Had it not been for the fact the survivor was spotted and hover was started over the survivor, Jolly Green 77 would have pulled out. The rotor wash was effective in circulating the edge of the smoke cloud around us, thus masking our position. Pickup was accomplished at 1005L. Return to IP at 1007L.

AD-70-0659

40-70-0030

CONFIDENTIAL

GROUP 4
Downgraded at 2 year
intervals; declassifiable
after 12 years

CONFIDENTIAL

and out of the IP at 1015L. Sgt Hartman operated the hoist and Sgt Glass manned an M-16 in the door position and assisted in bringing the survivor in the door. During the run-in, pickup and run-out of the area some ground fire was observed, however, no hits were taken by Jolly Green 77. RTB to Channel 89 was accomplished at 1055L.

3. (U) The survivor was: Firefly 32, Capt Dave Freistad, 602 SOSq
4. (U) The rescue crews were:

Jolly Green 77

AC: Capt Donald H. Almanzar

CP: Major William D. Eastman Jr.

FE: SSgt Jack L. Hartman

FE: SSgt Willson A. Glass

PJ: MSgt Rodney D. Ohman

PJ: Sgt Charles L. Colbert

Jolly Green 82

AC: Capt Robert M. Horne

CP: Lt Col Herbert L. Ingram

FE: SSgt Thomas D. Blakeney

FE: SSgt Gary D. Turbyfield

PJ: Sgt Terry E. Caffery

PJ: Sgt Douglas W. Crowder

Donald H. Almanzar
DONALD H. ALMANZAR, Captain, USAF
Aircraft Commander, Jolly Green 77

DOWNGRADED TO
CONFIDENTIAL ON 9 APR 81
IA EX. ORDER 11 52
Classified by pt 2 3-001P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 91 DEC 18

CONFIDENTIAL

AD-70-0659

~~40-70-0030~~

1 copy redacted

DATE: 4 MAR 70
MISSION NUMBER: 2-3-016-4 MAR 70
AIRCRAFT DESIGNATION: KING 7
LOCATION: 110/80/89
DISTRESSED AIRCRAFT: FIREFLY 32 (A1E)
SAVES: 1 Combat

11 March 1970
DOWNGRADED TO
CONFIDENTIAL ON
IA.V EX. ORDER 11552
Classified by Do J 3000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 31 Dec 78
DECLASSIFIED ON

1. (S) King 7 was launched at 2000Z in a first light effort for Firefly 32, who had been shot down that evening, position 110/80/89.
2. (S) King 7 arrived on scene at 2120Z and found that Candlestick 53 was maintaining contact with the survivor. Nail 17 arrived on scene at 2230 and was appointed On-Scene-Commander (OSC) as he was the first to establish voice communications with the survivor. Sandies 3 & 4 arrived on scene at 2240 and Sandy 3 took OSC as soon as he was briefed by Nail 17. Area of survivor was extremely hostile and numerous ZPU, 23 & 37MM guns began firing at the Sandies.
3. (C) Nail 17, Sandy 3 and Nail 37 put numerous flights of fast movers in against these positions until Sandy 3 was satisfied that the area was secure at 0030Z. Sandy 3 then requested slow mover resources for the recovery.
4. (S) During the air strikes King 7 had marshalled the following resources on the 115 radial Channel 89 from 40 to 70 NM at the following times Jolly Green (JG) 77 and 82 (2310), Sandy 3 & 4 (2240), Sandy 5 & 6 (0010), Sandy 7 & 8 (0130), Smoke 20 - 24 (0200), Kelly 40 - 47 (0220), and JG 83 & 84 (0200).
5. (S) Sandy 3 briefed the rescue procedures to be used and re-established contact with Firefly 32. The rescue was started at 0230 with Sandy 3 & 4 directing the flights, Sandy 5 & 6 escorting JG 77L and 82 high into the area while Smoke 20 - 24 and Kelly 40 - 44 laid in their ordnance.
6. (S) JG 77 made a successful recovery at 0253 and all forces were cleared to RTB at 0255. Sandies 3, 5, & 6 received battle damage during the pick up, but all forces recovered safely at Channel 89.
7. (C) Survivor was reported as safe and in good condition. Sixty eight sorties were launched in support of this effort.

CONFIDENTIAL

Downgraded to
Confidential
10-70-2145
39-70-035

CONFIDENTIAL

8. (C) AIR REFUELING REQUIREMENTS: King 3 arrived on scene at 2245Z and was assigned an a/r frequency and discrete UHF frequency for the control of possible battle damaged aircraft. King 3 started a/r with JG 77 & 82 at 0029Z and completed at 0053Z. He then maintained a low orbit throughout the mission as back up aircraft.

9. (S) PROBLEM AREAS: Firefly 32 could not establish communications on URC 64 Channel Delta. Due to the congestion on Guard Freq the mission was hampered to a degree. Recommend URC-64 radios receive a on time check on all freq to insure both reception and transmission capabilities.

10. (S) RESOURCES:

USED

(SAR Forces)

Sandies 3, 4, 5, & 6
Jolly Green 77 & 82
Smoke 20, 21, 22, & 23
Kelly 40, 41, 42, & 43
King 3 & 7

(FAC's)

Candlestick 53
Nail 17, 37, & 18
Wolf 01 & 03

(FAST MOVERS)

Sidewinder 405
Gallup
Scuba 1 & 2
Metric
Gunfighter 35 & 36
Streetcar 301

AVAILABLE BUT NOT USED

Sandies 7, 8, 1, & 2
Jolly Green 83 & 84
Smoke 24, 25, 26, & 27
Kelly 44, 45, 46, & 47

**DOWNGRADED TO
CONFIDENTIAL ON
1A EX. ORDER 11 52**

Boxer 3, 4, 5, & 6
Cobra 11 & 12
Gunfighter 13 & 14, 15 & 16
Popper
Raccoon
Spunk
Bobbie
Classified by *Do 23 p 11/11*
EXEMPT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. *b1 Du 18*
DECLASSIFIED ON

11. (C) Crewmembers:

KING 7

AC/AMC CPT ADELMAN
CP 1LT URBACH
N CPT BOGNER
RO A1C OLSZWSKI
FE MSG HOLMAN
FE SSG REAVES
LM SSG WAREHAM

KING 3

AC MAJ CLEMENTS
CP MAJ RIGGERT
N MAJ STOFFEL
RO TSG COULTER
FE MSG KILGORE
FE MSG MARTEL
LM SSG HERRING

CONFIDENTIAL

PHILIP J. ADELMAN, Captain, USAF
Aircraft Commander/Airborne Mission Commander

DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF:

400 (Capt Almanzar/260) **CONFIDENTIAL** 6 March 1970

SUBJECT: Mission Narrative Report #2-3-016-5 Mar 1970

Classified by 2300 PEP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

TO: 3 ARRGP (JRCC)
APO 96307

DOWNGRADED TO
CONFIDENTIAL
EX. ORDER 1152

1. (U) This report submitted IAW ARRSM 55-2/3 ARRGP Sup 1.

2. (S) On 5 Mar 1970 at 0215L, Jolly Green 77 and 82 were notified of a first light effort. A Firefly 32 was down and a 0300L hrs briefing was scheduled. The briefing was held and intelligence indicated that Firefly 32 was down near a known 37mm gun position and is an area of high threat 37mm guns. The downed pilot's position was given as 110/80/89 (110°, 80nm/Channel 89 - XD 028702). Jolly Green 77 and 82 were given a take off time of 0520L. The remainder of the launch crew were notified and a 0520L launch was planned. Jolly Green 77 and 82 take off was accomplished at 0525L and arrived at the preliminary holding area (115-75-89) at approximately 0610L. We advised King 7 of our Bingo time (0750L) and established our holding pattern. During the holding pattern we monitored the SAR strike frequency; Sandys were experiencing some difficulty locating and eliminating the extensive 37mm gunfire and particularly the high concentration of accurate ZPU firing close-in to the survivor. Sandy 03 detained the scheduled launching of the Smoke aircraft and the back up Jolly Greens until such time as these extensive ground fire positions could be eliminated. An 0900L hrs was estimated as pickup time. This estimate was made about 0700L. At 0730L Jolly Green 77 and 82 requested King 03 to refuel Jolly Green 77 and 82. Refueling was accomplished at 0800L. Holding orbit was re-established and Jolly Green 77 and 82 were moved to the Initial Point (IP) at 0925L. We arrived at the IP at 0940L. The pickup attempt was started at 0955. Jolly Green 77 arrived at the pickup spot at 1000L. During the run-in for pickup the Sandys lead us in and provided cover by dropping anti-personnel CBU. Sandy 03 was giving directions to Jolly Green 77. Jolly Green 77 overshot the survivor and a turn was made to re-establish the survivor's position. During the turn to re-locate the survivor we were momentarily under instrument conditions due to the wind drift causing the smoke to move towards the survivor's position. At this time Sandy 03 suggested we pull out due to the smoke cloud. Had it not been for the fact the survivor was spotted and hover was started over the survivor, Jolly Green 77 would have pulled out. The rotor wash was effective in circulating the edge of the smoke cloud around us, thus masking our position. Pickup was accomplished at 1005L. Return to IP at 1007L

AD-70-0659

40-70-0030

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

CONFIDENTIAL

and out of the IP at 1015L. Sgt Hartman operated the hoist and Sgt Glass manned an M-16 in the door position and assisted in bringing the survivor in the door. During the run-in, pickup and run-out of the area some ground fire was observed, however, no hits were taken by Jolly Green 77. RTB to Channel 89 was accomplished at 1055L.

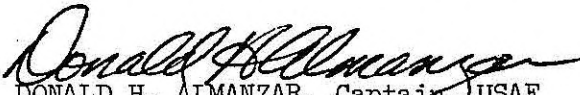
3. (U) The survivor was: Firefly 32, Capt Dave Freistad, 602 SOSq
4. (U) The rescue crews were:

Jolly Green 77

AC: Capt Donald H. Almanzar
CP: Major William D. Eastman Jr.
FE: SSgt Jack L. Hartman
FE: SSgt Willson A. Glass
PJ: MSgt Rodney D. Ohman
PJ: Sgt Charles L. Colbert

Jolly Green 82

AC: Capt Robert M. Horne
CP: Lt Col Herbert L. Ingram
FE: SSgt Thomas D. Blakeney
FE: SSgt Gary D. Turbyfield
PJ: Sgt Terry E. Caffery
PJ: Sgt Douglas W. Crowder


DONALD H. ALMANZAR, Captain, USAF
Aircraft Commander, Jolly Green 77

DOWNGRADED TO =
CONFIDENTIAL ON 9 APR 81
IA EX. ORDER 11 52
Classified by 23-2414
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 81

CONFIDENTIAL

AD-20-0659

40-70-0030

4 March 1970

A-1E 52-133914 602 SOS, 56 SOW, USAF, Nakhon Phanom
Capt D E Friestad (survived)

Capt Friestad was flying a Steel Tiger armed reconnaissance sortie at night over southern Laos when he was shot down. He found and attacked several trucks on a road near Ban Boung, 35 miles west of the DMZ. As he pulled up from his first pass his aircraft was hit by a 37mm shell and he ejected almost immediately. He evaded capture and was rescued the next day by a USAF HH-53C helicopter from the 40th ARRS. Capt Friestad was shot down again a few weeks later during a RESCAP on 22 April.

40th ARRSQ HIST, JAN-MAR 1970

- 18 Feb 70 A "last light" rescue of an F-4 pilot made by Buff.
- 21 Feb 70 Buff picked up F-105 backseater four miles south of Udorn.
- 25 Feb 70 The 40th ARRSq takes over Det 1 at Nakhon Phanom.
- 26 Feb 70 Operation out of Tango stopped due to proximity of hostile forces.
- 1 Mar 70 First light effort for a Marine A-7 pilot.
Rescued by Buff.
- 5 Mar 70 Pilot of C-1 rescued by Buff east of Channel 89.
- 13 Mar 70 Major General Joseph R. DeLusa, DCS/Comptroller AFIC and party visited the 40th.
- 16 Mar 70 F-105 pilot picked up nine miles south of Udorn.
- 20 Mar 70 A-1 pilot rescued by Buff. Both aircraft participating in two day SAR effort.
- 21 Mar 70 The SAR objective of two day effort, an F-4 pilot picked up. Heavy battle damage to Buff fleet.
- 22 Mar 70 The 37th ARRSq assumes commitment at Nakhon Phanom due to reduced capability of the 40th.

~~SECRET~~

(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 SAR 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 SAR 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 Fleiku.
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 Lu Gia and Ban Hani.
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 KIA.
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~~

FLASH

PT 00412

CONFIDENTIAL

01390

FLA

B. PERSONNEL SAVED: CAPT DAVID E. #835-S, 602505, USAF.
19. A. 10NM OF 1654N 10556E B. SURVIVOR LOCATED C. SE D. SE
H. ARRS CREDITED WITH ONE USAF COMBAT CREW MEMBER SAVE. RS WAS
NOT DEPLOYED. 2 IAR REFUELINGS ACCOMPLISHED. A FEW MINUTES PRIOR
TO 04/1800Z, NAIL 31, A FAC WORKING FIREFLY 32 AND 33, REPORTED
FIREFLY 32 WAS DOWNED BY HOSTILE FIRE. FIREFLY 33 AND NAIL 37
CIRCLED THE AREA AND HEARD A BEEPER AT 04/1800Z. POSITION WAS
REPORTED 110/80/CH89 (XD 0068). AT 04/1810Z THE SURVIVOR BEGAN
ANSWERING FIREFLY 33 WITH HIS BEEPER, APPARENTLY AFRAID TO SPEAK
BECAUSE OF ENEMY ACTIVITY. FIRST LIGHT WAS DETERMINED TO BE
2250Z. JOLLY GREEN CREWS FOR 70, 80, 84 AND 83 WERE ALERTED AT 04/
1910Z FOR A LAUNCH ASAP FOR CH 89. THE CREWS FOR JG 82/77 AND
SANDY CREWS WERE ALERTED FOR A MISSION BRIEFING AT 04/1920Z.
KING 7 LAUNCHED FROM CH 83 AT 04/1958Z WITH AN ETA FOR THE SAR AREA
OF 04/2150Z. AT 04/1925Z FIREFLY 33 AND NAIL 37 HAD TO RTB AND

3/2

PAGE 4 RHMUABA00

CANDLESTICK 46, A C123, TOOK OVER ON SCENE. AT 04/2110Z CANDLE-
STICK 53 ASSUMED ON SCENE COMMANDER. JG 70/80 TOOK OFF FOR
CH89 AT 04/2045Z AND JG 84/83 AT 04/2100Z. KING 3 LAUNCHED FROM
CH 83 AT 04/2125Z TO ACT AS TANKER. NAIL 17 ARRIVED IN SAR AREA AT
PRXWQWZT AND ASSUMED ON SCENE COMMANDER. AT 04/2245Z HE MADE
VOICE CONTACT WITH THE SURVIVOR. SY 3/4 WERE AIRBORNE AT 04/2220Z,
ARRIVED ON SCENE AT 04/2250Z. SY 3 WAS BRIEFED BY NAIL 17 AND
ASSUMED ON SCENE COMMANDER FOR THE REMAINDER OF THE MISSION. AT 04/
2304Z SANDY 3 LOCATED THE SURVIVOR. NAIL 17 BEGAN DIRECTING STRIKES
OF FAST MOVERS AS SOON AS THE SIGHTING WAS MADE. JG 82/77 DEPARTED
CH 89 AT 04/2228Z AND WERE IN THEIR HOLDING ORBIT POSITION AT
04/2315Z. THE NEXT FLIGHT OF SANDIES WAS DELAYED BY MECHANICAL
PROBLEMS AND SY 5/6 LAUNCHED AT 04/2335Z, SANDY 7/8 AT 05/0102Z.
OTHER A1ES WITH SMOKE AND KELLY, TOGETHER WITH JG 84/83 WERE HELD
AT CH89 UNTIL THE AREA WAS SOFTENED BY FAST MOVERS. BETWEEN 05/0124Z
AND 05/0142Z JG 84/83, SMOKES 20-23, AND KELLY 40-43 LAUNCHED
FROM CH 89. BY 05/0200Z FOUR MORE SMOKE AND FOUR MORE KELLY ACFT
HAD LAUNCHED. AT 05/0247Z SANDY 3 HAD JG 82/77 START INTO THE AREA
WITH SANDY 5/6. JG 82/77 FOLLOWED THE A1'S LAYING ORDNANCE INTO
THE SURVIVOR AT 05/0248Z. THE SURVIVOR WAS TEMPORARILY OBSCURED BY

PAGE 5 RHMUABA00

SMOKE BUT JG 77 WAS ABLE TO LOCATE HIM AND MADE THE PICKUP USING A
JUNGLE PENETRATOR IN AN AREA OF 30 FOOT TREES AT 05/0253Z. THE
SURVIVOR WAS TAKEN TO NAKHON PHANOM RTAFB, THAILAND (CH89). HIS
CONDITION IS EXCELLENT WITH ONLY MINOR CUTS. SEVERAL AIRCRAFT TOOK
HITS BUT ALL RETURNED SAFELY. THE MISSION WAS CLOSED AT 05/0500Z
WHEN KING 7 LANDED AT CH 83. GP-4

BT

#0044

NNNN#

CONFIDENTIAL

FLASI

FLASH

*



40th ARBSC HIST, JAN-MAR 1970

Crew of Buff on pick up on 5 March 70. From
left: MSgt R.D. Ohman (PJ), Capt D.H. Almanzar
(AC), SSgt J.L. Hartman (FE), Major W.D. Eastman
(CP), Sgt C.L. Colbert (PJ), SSgt W.A. Glass (FE).

FILE

5 MAR 70

FROM: 37(O)

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

002

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. Wetzell

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.

CASEWORKER'S MANUAL

9 MAR 70

14212

Y. H. CHEN AND J. H. CHEN

SPR GYS

1843

BRIEF

MC P 1

1	2
3	4

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

[Handwritten signature]

ALL DECLASSIFICATION

EXECUTIVE ORDER 11652

Classified by SP-1 [signature]

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE IF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS.

DECLASSIFIED ON 51 Dec 16

3ARRGF

100-443887-100

DUFLAGED/NOT AVAILABLE

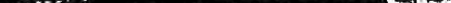
IN RANGE OF (50-100)

040616Z 34A-15 COL-44 00616Z

RS/0630Z

[illegible]

1990-1991



[illegible]

- 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. 37ARRS/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 AVAILABLR 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 WEITZEL, 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

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

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

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

*
* ~~CONFIDENTIAL~~ *
*

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 RUMJBB0051 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

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

*
* ~~CONFIDENTIAL~~ *
*

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 APR 73
EX-ORDER 11652
IA EX-ORDER 100

Classified by 10/300000
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

DECLASSIFIED ON 31 Dec 78
EX-ORDER 11652
EX-ORDER 100

(S) RESOURCES cont

CONFIDENTIAL

(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

CONFIDENTIAL

CONFIDENTIAL

Downing and Burial Intervals.

36125-20-0786

34-76-036

Copy read
DATE: 14 MAR 70

14 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 EISINGER
CP MAJ RIGGERT
N CPT FRANCIS
N CPT SEEGER

BO AIC CONLON
FE MSG HALMAN
FE MSG BLOOM
LM SSG GREPEAU

DOWNLOADED TO 30
CO F 14 149 APR 70
ORDER 11652
Classified by *1. F. R. R.*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *21 Dec 78*

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

GROUP-4
Declassified on 12/12/2015
Declassified on 12/12/2015

AD-20-0731

7 Copies needed

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



REPLY TO
ATTN OF:

37 (0)

SUBJECT:

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

TO:

37C

3rd ARRGp

CONFIDENTIAL

EX ORDER 11-52

17 March 1970

Classified by *3702p3d*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *1 Dec 78*

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 4
Downgraded at 3 year
intervals; declassified
after 12 years

Copy 1 of 10 copies
Control #70-37-00023

PD-70-0768

~~CONFIDENTIAL~~

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

Copy 1 of 10 Copies

Control No. 70-37-00023

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

* ~~CONFIDENTIAL~~ *

ZNY CCCCC

RH MUABA/40ARRS UDORN AB THAILAND

2 MILES. FOG C. NOT A FACTOR

10 TAKEN TO DANANG DISPENSARY

DISPENSING INFORMATION

CONFIDENTIAL

[illegible]

IMMEDIATE

T 00116

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 21
CREW MEMBER/NEGATIVE PU DEPLOYMENT.

AT 1310Z, MOTEK 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-

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 SCENE SHORTLY AFTER AND SPAD 11 WAS ON SCENE COMMANDER. GARFISH 501'S POSITION WAS 252 DEGREES, 50DME 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
NNNN#

Classified by 61-30044
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 11/16/76

IMMEDIATE

~~SECRET~~

(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 Khouang 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 Lu Gia and Ban Hani.
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 KIA.
15	(S)	Search and Rescue effort for Garfish 501 was successful.
16	(S)	Search and Rescue effort for Mail 53 was successful.
20-21	(U)	Search and Rescue effort for Wolf 06 Alpha was successful - effort for Wolf 06 Bravo was unsuccessful.

~~SECRET~~

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



REPLY TO
ATTN OF: 37 (0)

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

TO: 37C
3rd ARRGp

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

17 March 1970
Classified by 3720254
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

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

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

Copy 1 of 10 copies
Control #70-37-00023

RD-70-0768

~~CONFIDENTIAL~~

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

Copy 1 of 10 Copies

Control No. 70-37-00023

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

P/13

SUPPLEMENTAL MISSION NARRATIVE REPORT

DATE: 17 Mar 70

MISSION NUMBER: 1-3-019 17 Mar 70

FLIGHT DESIGNATION: Jolly Green 42 and 07

MISSION OBJECTIVE: Search/Rescue/Recovery

LOCATION: 15°21'N, 108°34'E

SAVES: Six Combat Saves Credited

1. Jolly Green 42 (Alpha Low) and Jolly Green 07 (Alpha High) had taken off at 0845Z on local area training when Jolly Green 42 heard King 06 call Queen about an aircraft down west of Ch. 74. Jolly Green 42 and 07 proceeded feet wet towards Ch. 74 and when they got into the area asked King if they could be of assistance. King 06 asked Jolly Green 42 if his D.F. equipment was working. Jolly Green 42 checked it out and replied to the affirmative. King 06 then asked Jolly Green 42 to enter the area and see if Jolly Green 42 could get a fix on the survivor. Jolly Green 42 proceeded west of Ch. 74 and attempted contact on UHF guard with the survivor. Contact was established and Jolly Green 42 ran a series of D.F. cuts on the survivor and established his position. King 06 then requested Jolly Green 42 take over as On Scene Commander. The aircraft was down below a ridgeline and was in a cloud layer that stretched over the entire mountainous area. The only possible access appeared to be a hole in the clouds to the west and over the ridgeline from the survivors. Jolly Green 42 asked for the condition of the survivors and was told that two were dead and five others were alive. The survivor handling the only radio available said he thought he had a broken back. He was unable to tell whether he was on an east slope or a west slope and was unable to tell which way the ground sloped from him. He said he had no other survival or signaling gear available but was later able to come up with a pistol and one pen gun flare. Rattler 06 came on the scene and he suggested he could go through the hole and possibly work around to the survivors. Jolly Green 42 told him to give it a try. He went down and attempted to work up the ridgeline to the survivors. He was unable to reach the survivors and finally was trapped against the hillside in IFR conditions. He asked Jolly Green 42 for a heading to climb out IFR. Since we did not know which of two valleys he was working in we plotted a heading compatible to both and passed that to him. He proceeded out on an IFR climb and broke out at 2500'. We received word that a ground team, call sign WACO 06 was available and we requested they be brought into the area. As darkness was approaching we decided to make one attempt to go below

COPY 1 OF 10 COPIES

ATCH 2

clouds and see if we could work our way over the ridgeline and down to the survivors. We descended below the clouds and attempted to work up the ridgeline, but the down-drafts were too severe and the ridgeline too much in the clouds for the attempt to be successful. We climbed back on top and starting setting up procedures for directing the ground team to the area. We contacted the ground team and started them up the valley. By this time darkness was upon us. Jolly Green 42 and 07 called for a flare ship and then went feet wet for a night air refueling with King 06. After refueling Jolly Green 42 and 07 returned to the area and continued directing the ground team and set up procedures for the flare ship drops. Some ground fire was spotted coming from the valley to the north of the area but was easily avoided by remaining over the mountains and the overcast. The flare ship arrived (Basketball 689) and flare drop was organized and begun. Throughout the remainder of the mission Basketball 689 provided extremely accurate flare drops into the area. Continuous contact was maintained with the survivors by Jolly Green 42 to keep them posted and their spirits up. The problems involved in directing the ground team were that they had to move through dense jungle, in the dark, to locate a position that we could not pin down very accurately because of map size. The survivors had no flares or flashlights. No way to illuminate their positions. We continued to direct the ground party using various methods until 1450Z when we were relieved by Jolly Green 15 and 27. By this time we and the ground team estimated they were 400 yards from the survivors. Jolly Green 42 and 07 returned at Ch. 77, landing at 1520Z.

2. 2/13.6/HH-3E/37ARRS
3. Ground team with 50 troops (Call sign WACO 06).
4. One Mobile radio FM only.
5. See Mission Narrative Report 1-3-019 17 Mar 70
6. Jolly Green Crews:

Jolly Green 42

Jolly Green 07

AC	CHARLES W. HOILMAN, JR.	Capt.
CP	TRAVIS WOFFORD	Maj.
FE	WILSON E. CAVANO	SSgt.
RS	TERRY L. WETZEL	Sgt.
RR	DENNIS T. DUFFY	SSgt.

AC	EDWARD L. HLAVATY	Maj.
CP	RONALD A. MERINO	Capt.
FE	VINCENT P. FREEMAN	SSgt.
RS	EARNEST D. CASBEER	SSgt.

Charles W. Hoilman Jr.
 CHARLES W. HOILMAN, JR. Captain, USAF
 Aircraft Commander

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



REPLY TO
ATTN OF:

37 (0)

19 March 1970

SUBJECT: Mission Narrative Report (1-3-019) 17 Mar 70 (U)

Classified by *Det 1 3044*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *21 Dec 78*

TO:

37C

3 ARRGp (WRCC)

**DOWNGRADED TO
CONFIDENTIAL 09/10/73
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) On 19 March 1970, at 0715L Jolly Green 09 launched on the Skater 62 mission whose position was 244/6 $\frac{1}{2}$ /74. Jolly Green 35, high bird, was airborne at 0745L after an aircraft change. Both aircraft proceeded feet wet to the Channel 74 area, Jolly Green 09 arriving at approximately 0740L and Jolly Green 35 arriving at 0810L. Both aircraft held feet wet off Channel 74. Shortly after arriving in the 74 area King 4 suggested Jolly Green 09 go VFR on top in an attempt to fly over the area of the survivors. Vice Squad provided radar separation until VFR on top was reached at 6000 feet. Since at that altitude the survivors would not be able to hear Jolly Green 09 pass overhead, a descent was made thru a hole to an altitude varying between 2500 and 3500 feet. Cloud buildups precluded getting very close to the area of the survivors. By this time Rattler 06 was over the survivors in marginal weather conditions and deploying a doctor to the crash site. Jolly Green 09 was then requested to hold west of Channel 74 but, east of the mountains, VFR. Jolly Green 09 proceeded to the requested area, in the mean time Rattler 06 was running low on fuel. While Jolly Green 09 held, Skater 64 came on scene to assist Jolly Green 09 locate the crash site. Jolly Green 09 and Skater 64 joined up, with Jolly Green 09 in trail approximately one mile behind Skater 64. Jolly Green 09 was erroneously directed into the wrong valley which necessitated flying thru a small saddle in marginal weather, turning around and then exiting the valley. At approximately this same time Rattler 06 came out of the area of the crash site to lead Jolly Green 09 in. At this time Jolly Green 09 jettisoned the tip tanks retaining 2000 pounds of internal fuel. The survivors redirected Rattler 06 to their position, with Jolly Green 09 following at approximately $\frac{1}{2}$ mile. When over the survivors, Rattler 06 was obscured by fog but, visible. Jolly Green 09 requested Rattler 06 to pull off and was then vectored to the crash site by the survivors, establishing a hover approximately 100 feet downslope from the crashed aircraft at approximately 0910L. The two PJs deployed immediately on the forest penetrator to assist the doctor and to prepare the survivors for recovery. The PJs were deployed at a distance from the crashed site because it was feared the rotor downwash would dislodge the crashed aircraft, possibly further injuring the survivors. The survivors were located at an elevation of 1570 feet MSL on the west face of an irregular ridge.

CONFIDENTIAL

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

Copy 1 of 10 Copies

Control # 70-37-00025

at 2 *AD 78-0151*
AS-X-1078

~~CONFIDENTIAL~~

Generally the terrain was steeply sloping with the aircraft actually on a fairly flat area. The area contained large boulders and dense jungle vegetation including bamboo. The area was bordered by trees in the shape of a semi-circle, upslope of the survivors. While Jolly Green 09 maintain the hover, the weather appeared to be 100-300 feet above the scene. The crest of the ridge was not visible, however Jolly Green 09 maintained visual contact while in the hover at all times. The terrain precluded rapid movement and it took the PJs approximately 5 minutes to climb to the survivors. The PJs then ministered to the needs of the survivors, providing medical attention, extracting one survivor from underneath the wreckage, and preparing the survivors for recovery. At all times, the Flight Engineer's hover instructions were calm, professional, held to a minimum and contributed immeasurably to overall mission success. After approximately 15-20 minutes the two Stokes litters aboard the aircraft were lowered to the PJs. The Co-Pilot assisted throughout the operation in an exemplary manner, performing his innumerable duties without hesitation. Further, the Co-Pilot relieved the Aircraft Commander, maintaining the hover for approximately 30 minutes. Jolly Green 09 maintained a hover throughout the operation as opposed to pulling off and orbiting, for fear weather would obscure the site, and if lost reacquisition, might be impossible. After approximately 45 minutes in the hover the two most seriously injured survivors were ready to be hoisted aboard the aircraft. The ambulatory patients were directed away from the aircraft wreckage by the PJs, then Jolly Green 09 moved directly over the downed aircraft and the Flight Engineer effected an expeditious recovery of the first litter. The Flight Engineer then removed the connecting straps from the first litter and lowered them with the hoist for the second litter. The PJs rapidly secured the second litter for hoisting. The Flight Engineer indicated he would need help in recovering the second litter thru the cargo door. Immediately, the Co-Pilot, with the Aircraft Commander's concurrence, departed the seat to assist the Flight Engineer. At 1005L Jolly Green 09 departed the hover with two survivors. The PJs, the doctor and the remaining 4 survivors, remained on the ground. Jolly Green 09 proceeded directly to the 27th Surgical Hospital NNW of Channel 74, with the CP effecting all communications in a superb manner. The survivors were off-loaded at the hospital. Jolly Green 09 then recovered at Channel 74 for refueling at 1015L. From the viewpoint of Jolly Green 09 the entire operation was conducted in a highly professional manner with the exception being, Jolly Green 09 experienced considerable communications problems with its own radios. About the time Jolly Green 09 entered a hover, King 4 called Jolly Green 35 to proceed to the mouth of the valley that led to the SAR area, 254/5/74, where Skater 62 was located. There were numerous Army helicopters in the area assisting with navigation. Skater 64 asked if Jolly Green 35 would like to know where Jolly Green 09 was hovering and Jolly Green 35 replied in the affirmative. Skater 64 then led Jolly Green 35 to the area of

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

interest after which Jolly Green 35 orbited at the entrance to the valley about 1- $\frac{1}{2}$ miles from the rescue scene. Skater 64 informed Jolly Green 35 that the area Jolly Green 35 was flying, harbored suspected enemy activity and wanted to provide two escort gunships. To this Jolly Green 35 agreed. As Jolly Green 09's fuel state became critical it became apparent he would not be able to recover all of the survivors. Jolly 35 requested Jolly Green 09 to call prior to exiting the area so that Jolly Green 35 could come in behind Jolly Green 09 and pinpoint the survivors exact location. At approximately 1000L Jolly Green 09 informed Jolly Green 35 he was about to leave and Jolly Green 35 started inbound. The tips were jettisoned at the base of the hill and Jolly Green 35 proceeded to the site just underneath the base of the clouds and located Jolly Green 09 and then the wreckage of Skater 62. As Jolly Green 09 pulled away due to his fuel state, Jolly Green 35 came in behind to pick up the remaining 4 survivors, the 2 PJs of Jolly Green 09 and the Army doctor that Rattler 06 had dropped off earlier via rope ladder. Jolly Green 35 was in a hover over the site about the time Jolly Green 09 egressed the area at 1005L. Because of the location of the survivors, a hover directly over the downed aircraft was deemed necessary and the Flight Engineer directed Jolly Green 35 over the wreckage so that the downed helicopter was in the null area of Jolly Green 35's rotor downwash. The Flight Engineer did an admirable job in directing Jolly Green 35 over the site and keeping Jolly Green 35 clear of numerous trees in the area. The area was so confined that one tree was reported within 5 feet of the tail rotor. The reassuringly, calm directions of the Flight Engineer aided immeasurably in maintaining the necessary clearance. Aircraft heading in a hover was approximately 090 degrees and hovering was with a slight quartering head wind and what appeared to be a slight downdraft. The Flight Engineer lowered the forest penetrator while maintaining obstacle clearance with his calm instructions. The first two survivors were helped and strapped in by the PJs of Jolly Green 09, and when secured, the Flight Engineer of Jolly Green 35 brought up the hoist very slowly to insure that the two survivors would not oscillate against the sharp jagged metal edges of the downed aircraft's wreckage. Once clear of the wreckage he brought them aboard Jolly Green 35 and directed the Pilot to hover to the left approximately 50 feet to insure more clearance for the helicopter and give the pilot a brief rest while the Flight Engineer and the PJ secured the survivors. The second recovery for the next two survivors was made in a manner identical to that used for the first recovery. The third recovery, for one PJ of Jolly Green 09 and for the Army doctor, was identical to the other recoveries. The last recovery for the remaining PJ was uneventful except that due to total weight, power for the pickup was marginal. Power required at this time was around 97-102% torque. Jolly Green 35 exited the area at about 1030L and delivered the injured and the doctor to the 91st Evacuation Hospital at Channel 74, landing at their LZ between 1037-1040L.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Prior to landing, the 91st was informed via FM, that one of the litter patients had been administered drugs (morphine) by the PJs of Jolly Green 09. Jolly Green 35 then proceeded to Channel 74 for refueling, landing there at 1045L, at which time the PJs of Jolly Green 09 deplaned from Jolly Green 35 and again boarded Jolly Green 09. Inter-phone communications between the Aircraft Commander and Flight Engineer were excellent throughout the hovering phase.

3. Survivors Recovered by Jolly Green 09

Major General Lloyd B. Ramsey
Captain Thomas J. Ruffing

Survivors Recovered by Jolly 35

Captain John P. Tucker
CW2 Stephen C. Pike
WO1 Ronald D. Fransor
Sp4 Mickie L. Reed

4. Jolly Green Crews:

Jolly Green 09

AC Maj. Walter E. Barnes, III
CP Capt. Albert W. Palmer
FE Sgt Robert J P Laframboise
RS SSgt Jules C. Smith
RS Sgt Stephen V. Samo

Jolly Green 35

AC Capt. Miguel Garcia
CP Maj. John A. Raper
FE TSgt Frank Gaydos Jr.
RS Tsgt John F. Heitsch
AP ALC John W. Meyers

Walter E. Barnes III
WALTER E. BARNES III, Major USAF
Aircraft Commander

Miguel Garcia
MIGUEL GARCIA, Captain, USAF
Aircraft Commander

~~CONFIDENTIAL~~

SOUTHEAST ASIA

17 MARCH- AN ARMY UH-1 WITH W/GEN RAMSEY PLUS 7 ABOARD, ALL OF THE AMERICAL DIVISION, WAS DOWNED 20 MILES SOUTH OF CHU LAI DUE TO UNKNOWN CAUSES. A TUY HOA BASED HC-130 DIVERTED TO THE AREA AND WORKED WITH NUMEROUS ARMY HELICOPTERS TRYING TO LOCATE THE EXACT POSITION OF THE DOWNED UH-1. TWO DANANG BASED HH-3E's WERE LAUNCHED TO THE SCENE AND WERE ABLE TO ESTABLISH VOICE COMMUNICATIONS WITH THE DOWNED UH-1 CREW BUT THEY WERE UNABLE TO MAKE A PICK-UP DUE TO RESTRICTED VISIBILITY AND LOW CEILINGS. GROUND TROOPS FROM THE AMERICAL DIVISION WERE REQUESTED, AND 50 TROOPS WERE AIRLIFTED BY ARMY HELICOPTERS TO THE AREA. AFTER AN ELAPSED TIME OF OVER 17 HOURS AN ARMY HELICOPTER WAS ABLE TO LOCATE THE CRASH SITE AND LOWERED A DOCTOR AND LITTERS TO THE SURVIVORS. TWO DANANG BASED HH-3Es RECOVERED 6 SURVIVORS AND AIRLIFTED THEM TO THE 91ST EVAC HOSPITAL AND THE 27TH SURGICAL HOSPITAL AT CHU LAI. TWO DECEASED WILL BE RECOVERED TO DAY BY THE AMERICAL DIVISION.

THE DELAY IN THE RECOVERY WAS DUE TO EXTREMELY POOR WEATHER, DARKNESS AND RUGGED TERRAIN.

SUPPORTING DOCUMENT # 11

<u>SAVE</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>SERIAL NO.</u>	<u>DATE</u>	<u>SOURCE</u>
507 *	Ronald E. Boyle	Maj-AF	UNK	10 Dec	1-3-088
508 NC	Dann Campbell	1/Lt-AF	UNK	7 Jan	1-3-003
509	Laurence C. Johnson	Capt-AF	UNK	13 Jan	1-3-006
510	Ernest L. Farnsworth	Capt-AF	[REDACTED]	19 Jan	1-3-008
511	Richard J. Ccwell	Capt-AF	UNK	9 Mar	1-3-014
512	Peter A. Schranz	Lt JG-N	UNK	15 Mar	1-3-017
513	David J. Erickson	Capt-AF	UNK	16 Mar	1-3-018
514	Lloyd B. Ramsey	Maj Gen-A	UNK	18 Mar	1-3-019
515	Thomas J. Ruffing	Capt-A	UNK	18 Mar	1-3-019
516	John P. Tucker	Capt-A	UNK	18 Mar	1-3-019
517	Stephen C. Pike	CW 2-A	UNK	18 Mar	1-3-019
518	Ronald D. Fransor	WO 1-A	UNK	18 Mar	1-3-019
519	Mickie L. Reed	SP 4-A	UNK	18 Mar	1-3-019
520	Ernest L. Farnsworth	Capt-AF	[REDACTED]	19 Mar	1-3-020
521	James D. Davies II	1/Lt-AF	UNK	19 Mar	1-3-020
522	Vincent P. Freeman	S/Sgt-AF	[REDACTED]	27 Mar	1-3-021
523	Jimmie Blackwood	Capt-AF	[REDACTED]	27 Mar	1-3-021
524	Lewis E. Garrett	Maj-AF	[REDACTED]	27 Mar	1-3-021
525	Edward K. Rendle	Sgt-AF	[REDACTED]	27 Mar	1-3-021

* The name, rank, service and serial number of save number 507 was omitted in the last Historical Report.

[REDACTED] ONLY

 * CONFIDENTIAL *

17/23000
SWF
17 MAR 76 22 46Z
11/2

Classified by OL 1 3rd dep
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 12958
 GROUND ME 82163
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 31 Aug 76

[illegible]

19. D. JOLLY GREEN 42/07R SPADS 11/12 AND 03/04 H. ARMY CAMER-

EVER, NOT UNTIL JOLLY GREEN 42/07 ARRIVED ON SCENE WITH

* ~~CONFIDENTIAL~~ *

IMMEDIATE

01001

THEIR OF EQUIPMENT COULD SKATER 67'S POSITION BE DETERMINED. WX WAS 800 OVERCAST TOPS 4000 FEET. JOLLY GREEN 42 WHILE TALKING TO SKATER 67 VECTORED RATLER 06 DOWN THROUGH A HOLE IN THE CLOUDS TOWARD THE DOWNED HELICOPTER. ACCORDING TO SKATER 67 RATLER 06 CAME CLOSE ON ONE OF HIS SEVERAL ATTEMPTS BUT RESTRICTED VISIBILITY AND LOW CEILING MADE SIGHTING IMPOSSIBLE. SKATER 67 AND OTHER SURVIVORS IMMOBILE. SKATER 67 BELIEVED HE HAD BROKEN BACK. ALSO, SURVIVORS LOCATED IN FOG AND CLOUDS. RATLER 06 BECAME DISORIENTED IN CLOUDS. JOLLY GREEN 42 VECTORED 06 OUT SAFELY BY USING D.F. FINAL POSITION 250 DEGREES, 6 3/4 MILES FROM CHANNEL 74. KING 6 REQUESTED GROUND TROOPS FROM THE AMERICAN DIVISION. QUICKLY SABER 71 AND TWO OTHER SLICKS WERE ON SCENE WITH

PAGE 4 RUMJBB0098 C O N F I D E N T I A L
50 TROOPS AND DROPPED THEM OFF 1500 METERS NORTH EAST FROM ESTIMATED CRASH SITE. KING 6, BASKETBALL 689, JOLLY GREEN 42/07 AND NIGHTHAWK 06 ALL WORKED TOWARDS GETTING GROUND TROOPS TO CRASH SITE. TERRAIN EXTREMELY HAZARDOUS, GROUND PROGRESS SLOW. BASKETBALL 689 DROPPED FLARES WHILE JOLLY GREEN 42 AND NIGHTHAWK 06 FLEW UNDER THE OVERCAST TRYING TO MAKE SURVIVORS AND GROUND FORCES. KING 6 HAD TO REFUEL 42 AND 07. KING 6 THEN RTB DUE TO LOW FUEL. BASKETBALL 689 CONTINUED DROPPING FLARES WHILE TALKING TO SKATER 67. JOLLY GREEN 15/27 RECEIVED 42/07. JOLLY GREEN 15 BECAME OSC. AT ONE TIME JOLLY GREEN 15 FLEW RIGHT OVER SURVIVORS AND THE GROUND TROOPS SAW HIM WITH THE HELP OF THE FLARE ILLUMINATION. DISTANCE TO GO WAS ESTIMATED AT 300 METERS. YET 3 HOURS LATER TROOPS STILL NOT WITHIN YELLING RANGE. JOLLY GREEN 15/27 WENT TO CHU LAI FOR FUEL AND RETURNED ON SCENE. SKATER 67 GETTING WEAKER. BASKETBALL 796 TOOK OVER FOR BASKETBALL 689 AT 1900Z. ENTIRE OPERATION MOVING AT SNAIL'S PACE. GROUND PARTY SOCKED IN BY WEATHER.

GP-4
BT
#0098

NNNN#

IMMEDIATE

~~CONFIDENTIAL~~

L *

IMMEDIATE

~~CONFIDENTIAL~~

PT 00141

PJ DEPLOYMENTS. JOLLY GREEN 15 AND 27 REMAINED ON SCENE UNTIL 17/2115Z ATTEMPTING TO PINPOINT LOCATION OF CRASH WITH DF AND HELP OF FLARES DROPPED BY BASKETBALL 796. WEATHER CONTINUED TO DETERIORATE. GROUND TEAM UNABLE TO MAKE ANY PROGRESS. SKATER 67 WENT OFF THE AIR AT 2100Z. BASKETBALL 796 REMAINED ON SCENE UNTIL RELIEVED BY KING 4 AT 2300Z. JOLLY GREEN 09/35 AIRBORNE 2310Z. KING 4 CONTACTED SKATER 67 AGAIN AT 2332Z. RATTLER 06 DID AN OUTSTANDING JOB IN LOCATING THE CRASH AND LOWERING A DOCTOR AND LITTERS AT 2358Z. POOR WEATHER PREVENTED HAVING MORE THAN ONE HELICOPTER ON SCENE. RATTLER 06 AND SKATER 64 WERE FAMILIAR WITH THE TERRAIN AND ASSISTED THE JOLLY GREENS IN NAVIGATING THROUGH THE VALLEYS. JOLLY GREEN 09 RELIEVED RATTLER 06 AT 18/0103Z AND LOWERED TWO PJS TO ASSIST THE DOCTOR WITH SURVIVORS AND LITTERS. JOLLY GREEN 09 PICKED UP TWO LITTER PATIENTS AT 18/0202Z AND WAS RELIEVED BY JOLLY GREEN 35 WHO PICKED UP THE REMAINING

PAGE 4 RUMLB0100 C O N F I D E N T I A L
SURVIVORS, DOCTOR AND PJS BY PENETRATOR AT 18/0225Z. TWO KIA TO BE RECOVERED LATER THIS DAY BY AMERICAL DIVISION. SURVIVORS OF SKATER 62 WERE ON THE GROUND OVER 17 HOURS. DELAY IN RECOVERY WAS DUE TO THE EXTREMELY POOR WEATHER, DARKNESS, AND RUGGED TERRAIN. THE GROUND TEAM HAD NOT BEEN ABLE TO REACH THE CRASH SITE AT THE TIME OF RECOVERY EVEN THOUGH ALMOST 16 HOURS HAD ELAPSED. THIS RESCUE COORDINATION CENTER GREATLY APPRECIATES THE VALUABLE ASSISTANCE AND CLOSE COORDINATION OF ALL ASSISTING AGENCIES, ESPECIALLY AMERICAL DIVISION TOC. GP4

BT

#0100

NNNNZ

ATTN

~~CONFIDENTIAL~~

SUPPLEMENTAL MISSION NARRATIVE REPORT

DATE: 17 Mar 70

MISSION NUMBER: 1-3-019 17 Mar 70

FLIGHT DESIGNATION: Jolly Green 15 and 27

MISSION OBJECTIVE: Rescue/Recovery

LOCATION: 15°21'N, 108°34'E

SAVES: Six Combat Saves Credited

1. (U) SUMMARY OF SAR ACTIONS: At 1400Z on 17 Mar 70, the Bravo Alert Force was scrambled for a night launch. After rounding up all crewmembers we proceeded to the 37th APRS Operations Center where we received the following briefing from our Commander. "Jolly Green 42 and 07 are presently working a mission at Ch. 74. Jolly Green 42 is the On Scene Commander directing operations for a rescue attempt at 250/7/74 of Skater 67 a UH-1 Helicopter which crashed during an IFR approach to Ch. 74. On board were 9 persons of which 2 are reported KIA, and the others are in serious condition with at least one man with a known back injury. Your instructions are to relieve Jolly Green 42 and 07, and assist in the SAR any way you can." Jolly Green 15 and 27 launched at 1420Z and proceeded feet wet to CH.74. On the way to the SAR we were briefed by Jolly Green 42 on the current operation in the area. It seemed that a "Basketball 689" an H-130 Flare Ship was dropping flares thru the undercast in order to assist the ground team in locating the crash site. Jolly Green 42 and 07 returned to Ch. 77 due to fuel, and Jolly Green 15 and 27 took over as On Scene Commander at 1500Z. After each flare was dropped by the Basketball aircraft, he would ask the survivor how close it was to his position. The only survivor who was working the emergency radio was laying flat on his back due to injuries, and because of the low overcast it was extremely difficult for anyone to fix the crash position with the flare drops. At this time a Rattler 49 Huey was flying beneath the overcast and was reporting the bottoms of the overcast at 900 feet MSL. Rattler 49 could see the flares coming through the clouds, but could not go into the small valley where he thought the survivors were because the flares would burn out leaving him IFR until the next set of flares would light. He did estimate the distance between the ground and cloud ceiling was sufficient to fly through if he had continuous lighting from the flares. The radios on Jolly Green 15 were not as good as those on Jolly Green 27 who was now handling most of the communication between the ground team and the flare ship. Jolly Green 15 proceeded feet wet and obtained radar clearance to descend to VFR beneath the cloud deck.

COPY 1 OF 10 COPIES

Atel 3

Upon going VFR, Jolly Green 15 proceeded into the valley where Rattler 49 was working. A nearly full moon did light up the clouds just enough so that the valley floor and ridgelines could be made out without the aid of flares. Both the Rattler and Jolly Green were not taking any ground fire in the large valley, and with sufficient moon light, and the seriousness of the survivors we decided to attempt some slow flight in the direction of the survivors radio with the aid of UHF DF. At one point in the attempt to locate the crash site we flew directly over the ground team who gave us a "Tally Ho" as we proceeded further up the hillside as our reception with Skater 67 became increasingly louder. Twice Skater said we were right over his position and we held our position as we attempted to get him to vector us in. We turned on our landing light at this time and asked Skater if he could see it. He replied that he would try to stand up and give us vectors into his position as we were "extremely close". We cautioned him not to try and move, but if any of the other survivors on the ground could see us to give directions for us to move in. We were advised to move up the ridgeline just a bit, and then turn right, we did so. Then came a call that we were going the wrong way and would we turn left, we did so. After 10 minutes of following directions and creeping dangerously close and into the clouds we had to abandon the search and take up an emergency heading which we had earlier computed and we made an IFR climb until we broke out of the clouds at 3500 feet MSL. We were able to determine Skaters position to within a fraction of a mile, but the crash site was in the clouds at 1100 to 1300 feet MSL which made rescue at night impossible. We also noted that the ground team still had a long distance to travel in order to reach the crash site. We believe we were helpful to the ground team in giving them a general location of Skater 67. Jolly Green 15 returned to Ch. 74 for additional fuel at 1745Z. At 1830Z Jolly Green 15 took off from Ch. 74 to relieve Jolly Green 27 as On Scene Commander while he went into Ch. 74 for fuel. For the remainder of the night one of the Jolly Greens continued to stay on station to further assist the ground team. Weather was getting worse and at 2130Z we were directed to RTB Ch. 77. We advised Queen that two Jolly Greens should be launched in the morning with several Stokes Litters aboard to continue the effort at first light. Fortunately the weather did lift in mid morning when Jolly Green 09 and 35 were able to complete the pick-up of the remaining six seriously injured members of Skater 67. See Mission Narrative 1-3-019, 17 Mar 70 by Jolly Green 09 and 35. Jolly Green 15 and 27 terminated at Ch. 77 at 2220Z 18 Mar 70.

2. (U) 11/33.8/HH-3E/37ARRS, 3/10.3/HC-130P/39ARRS, plus mutiple Army aircraft.
3. Ground Team with 50 troops (Call sign unknown).
4. Two
5. See Mission Narrative Report 1-3-019 17 Mar 70

Amazing!

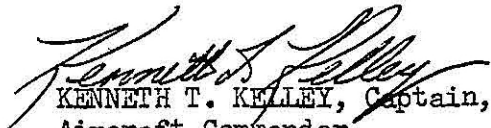
6. Jolly Green Crews:

Jolly Green 15

AC Capt. Kenneth T. Kelley
CP Maj. James Z. Elkinton
FE Sgt. Jimmie D. Rash
RS MSgt. Harold W. Harvey

Jolly Green 27

AC Maj. David E. Vaughan
CP Capt. Royce W. Terrell
FE TSgt. Gerald L. Hartzel
RS SSgt. Eugene L. Nardi


KENNETH T. KELLEY, Captain, USAF
Aircraft Commander

THE RESCUE OF SABER 6

By Johnnie B. Hitt (Rattler 3)

March 17, 1970 somewhere from the helicopter skies near Chu Lai, Viet Nam; "Chu Lai GCA this is Skater 67, descending to 1500..." The airways went silent. The helicopter blades no longer whipped the air into submission. That high frequency turbine engine whine that deafens all helicopter pilots was no more. The machine was now quiet but the jungle was not. The birds and animals were fleeing frantically from their normally quiet homes in the jungle canopy. They were desperately trying to escape from the uncontrolled rolling mass of what was once a flying UH-1H IROQUIS helicopter.

"Skater 67, this is Chu Lai GCA, say your intentions, over." Pause...Silence..."Skater 67, this is Chu Lai GCA, please say intentions, over." Silence..."Any aircraft, this is Chu Lai GCA, do you have contact with Skater 67? Over." Pause...The Ground Controlled Radar (GCA) operator at the Chu Lai airfield was a seasoned Air Force veteran who knew he had a problem. With the known deteriorating weather conditions in the entire AO (area of operation), it was not a good time to lose contact with any helicopter but especially not this one. The controller knew from somewhere in the back of his mind that this call sign was familiar. He didn't know who it was but he did know the call sign was special.

"Chu Lai Tower, this is GCA." "Tower..." "This is GCA, lost radio contact with Skater 67 at 1559 (3:59 P.M.) local time. Do you have a strip on him?" A "strip" is Air Traffic Controller (ATC) talk for a small strip of white paper with abbreviated information from the flight plan. Each crew was required to file a complete flight plan with their company operations or the Chu Lai airfield operations. "This is tower, yes we have it! That aircraft is carrying a code 5, that's why we have it." A "code" is ATC language for the passenger being the rank of Major General or equivalent. The ATC coding systems starts with the President of the United States (or any other head-of-state) as a code 1, vice president as code 2, General (four star) as code 3, Lieutenant General (three star) as a 4, etc. The code systems goes to Colonel rank which is a code 7.

"Skater 67, this is Chu Lai tower, over." Long pause..."Skater 67, this is..." The tower controller attempted to make contact with Skater 67 several times but was unsuccessful. Without delay, he picked up the crash rescue line which alerted all of the operations centers throughout Chu Lai. This immediate action taken by the Air Force ATC controller and the tower operator began a sequence of professionally executed and heroic events. These actions would be executed to perfection by a team of Army and Air Force professionals who had the brotherhood of war as their primary motivation.

The 71st Assault Helicopter Company (AHC) Headquarters was located on the South China Sea beach in Chu Lai about two miles south of the Chu Lai East runway. This assault company was better known for their Rattler and Firebird call signs. Rattler call signs were used by the "slick driver" or the UH-1H (Iroquois) helicopter pilots who few missions which included command and control (C&C), re-supply of the 23rd Infantry Division (better known as the Americal Division) soldiers, medivac (medical evacuation) and combat assaults. The pilots of the infamous helicopter gun platoon of the 71st were known throughout the Division AO by the call sign Firebird. This small but lethal platoon of UH-1C (Charlie Model) gun ships were the best and most responsive team to ever support the American soldier. Chu Lai air base complex consisted of two roughly parallel runways oriented generally north (320 degrees) and south (140 degrees). Chu Lai West runway was located furthest west from the beach while Chu Lai East which was basically a heliport (700 feet x 200 feet) was only a few hundred yards inland from the ocean. The Air Force and Army jointly operated the entire facility but the US Air Force fast movers (jets) launched and recovered exclusively from Chu Lai West. This left Chu Lai East solely for helicopters.

The 71st AHC operations was located adjacent to Chu Lai East. Collocated with operations was aircraft maintenance, the Firebird alert hooch where crews were on 24 hour standby and the flight line which was respectfully known as the snake pit. Of course, the maintenance crews' call sign was Snake Doctor, what else?

Within the operations building, a communications center was manned by Specialist Fifth Class Roger H. Doyea from Tacoma, Washington. The air-to-air communications suite consisted of one FM and one UHF radio. A lonely black dial telephone sat on the operations desk. Next to it was a TA-312 field telephone connected to the Firebirds.

Specialist Doyea answers the black phone on the first ring, "Rattler operations" "Yes, Captain Hitt is here, just a minute." "Sir, its for you, Battalion" "Hello, this is Captain Hitt." Captain Johnnie B. Hitt (Rattler 3) from Wills

Point, Texas is the company operations officer with about 7 months of his 12 month tour complete. "I understand sir and we will comply, out!" Captain Hitt picks up the phone and from memory quickly dials the Company Commander's number. "Major James!" was the immediate response.

Major Tommie P. James (Rattler 6) was 34 and hailed from Bixby, Oklahoma. He had successfully commanded the company for four months but his biggest challenge was yet to come. James had been flying in Vietnam since he arrived in July, 1969. "Sir, this is Captain Hitt." Tommy James knew that Captain Hitt's calls were usually not social. "Sir, we have a helicopter down but it is not one of ours. Battalion was notified by the tower and suspects the downed chopper is carrying a general officer. Battalion commander requests you proceed to the area and coordinate the search and rescue (S & R) operations. I'll have a bird and crew ready to go when you get here. I'll try to get more detail." James responded simply, "Roger out." Captain Hitt immediately phoned maintenance while simultaneously giving Doyea details of which crew members to alert for an immediate mission. "Jim this is Johnnie, what bird do you have ready for an immediate takeoff for the old man? We have a bird down, but it's not ours!" "You can have 69-23248, I'll get it ready." "Thanks."

Captain James (Jim) Duke (call sign-snake doctor) from Dallas, Texas and his maintenance crew always had one more helicopter available when the chips were down. They had the best maintenance record of any company in the Battalion. Even if 80% or 90% of the company's fleet of 22 UH-1H's was committed, Rattler maintenance always had one more to fly and they could produce it immediately when a life was at stake.

Jim Duke and Johnnie Hitt had a special relationship that few people get a chance to experience and most hope they never do. While under intense enemy fire, Jim risked his life to land and rescued Johnnie and his crew after they were shot down and crashed in the rice patties not too far from Chu Lai. When Jim called Johnnie or vice versa there was no questioning of what was being asked. There was an understanding you can have only when you have saved a fellow soldiers life.

This short story is only an example of what went on daily in the 71st AHC. The dependence on the professionalism, bravery, and confidence of every member of the company was never questioned and never failed. Every soldier did their job and took care of each other. When someone was in trouble, he was never alone. Fellow Rattlers would be there.

Captain Hitt's next call was to the Firebirds. "This is operations. Aircraft down. Not ours. Six is going out to C & C the search and rescue. Heads up. Do not crank. Want to conserve fuel. Will reposition you when I get a general location." Firebirds, "Roger, out!"

Black phone again. "Battalion, this is Rattler operations. Do you have a general location yet based on the flight plan?" "Best guess is that he is down somewhere near Tam Ky." "Roger, Rattler 6 will be airborne in 10 minutes. Will keep you informed. Out!" "Johnnie?" "Yes." "We are pretty sure that Saber 6, the Division Commanding General, is on that helicopter!" A long pause ensued. "Thanks, operations out!" Captain Hitt put down the phone and stood motionless. It was like someone had tied weights to his legs. He wanted to move and continue the frantic pace necessary to launch an aircraft quickly but he couldn't. The division commander. That is a two star general in charge of the entire Americal Division.

Indeed the Division Commander was a major general (two star) and he was the sole individual in charge of the 23rd Infantry Division. Major General Lloyd B. Ramsey assumed command of the division in June of 1969 just two short years after the division was activated in Viet Nam on the 25th of September 1967. It was the largest division in Viet Nam. Most divisions consisted of nine maneuver battalions but the Americal had 10. Those battalions were distributed three each in the 11th and 198th Infantry Brigades and four to the 196th Light Infantry Brigade. General Ramsey had been visiting this brigade. The 71st AHC habitually supported the 196th although they did combat assault missions throughout the AO as part of the 14th Aviation Battalion. The 14th was responsible for providing combat aviation support throughout the division sector. The 14th battalion commander was the individual who directed Rattler 6 to take charge of the search and rescue. The Commanding General (CG) was not flying one of the battalion's helicopters but there were indications that he was down in their territory. The CG's command and control helicopter was provided by A Company, 123rd Aviation Battalion (Airmobile). This battalion provided all general support aviation to the division.

On the day of the crash MG Ramsey had been on a series of visits to the infantry battalions in the field. He had departed Fire Support Base (FSB) Center enroute to Hawk Hill. He was flying with a substitute Aircraft Commander (AC), Skater 67, because his regular AC had been grounded. Most pilots immediately wonder why

he was grounded because just the use of the word generates a negative connotation. The flight surgeon in this case directed the grounding because he had flown seven days in a row without the proper rest. A regulatory amount of crew rest is mandated for all crew members. MG Ramsey was quite comfortable with Skater 67 and toward the end of the day had complete confidence in his flying ability. The CG had a meeting at division headquarters in Chu Lai which he was trying desperately to make on time. He had to stop at FSB Hawk Hill to briefly visit a battalion commander. Aviation fuel was readily available at this FSB but not at others. Hawk Hill was a staging area for the Firebirds. The Firebirds maintained a 24 hour crew at Hawk Hill. This forward positioning cut the reaction time to support the infantry by at least 30 minutes. General Ramsey knew fuel was available but specifically instructed his crew not to refuel the helicopter. Normally the CG mandated that the chopper be topped off (refueled) at every stop where fuel was available. He was in a hurry to get to his meeting so he did not want to wait for the refueling operation. This decision resulted in the helicopter having almost empty fuel tanks by the time it arrived in the vicinity of Tam Ky.

MG Ramsey quickly met with the battalion commander and immediately proceeded to his waiting chopper. As he strapped into his large armored seat, he remembered the day, shortly after taking command of the division, his AC brought an aircraft maintenance technician over to the aircraft. The enthusiastic soldier convinced the CG that he needed an armored seat for protection. The UH-1H helicopter is outfitted with two armored seats as standard equipment, one for the AC and one for the pilot. These armored seats saved many aviators' lives but provided no protection for the passengers. Reluctantly, the CG agreed to have an armored seat installed on the right side of the cargo compartment facing forward. He had reservations about how the seat would be secured to the floor, however, the soldier persuaded him the seat would be secure and would not come loose in a crash. When he finished strapping into his seat, the helicopter immediately departed Hawk Hill for Chu Lai. The helicopter climbed to altitude slower than normal. The CG became concerned about being late for his meeting. He leaned against the seat belt across his midsection and placed the radio earphones over his head and adjusted each ear cup over one ear at a time. He then turned the FM (Frequency Modulated) radio switch to the on position. The crew had already applied power to the AN/ASC-10 command and control console securely fastened to the floor of the helicopter. The AN/ASC-10 was made up entirely of airborne radios which gave the CG a variety of radios for command and control in a relative compact area. It measured 32 1/2 inches long, 17 1/2 inches wide and 33 1/2 inches high and weighed about 280 pounds. The console was heavy, big, solid, and very unattractive but it provided the CG with FM radio contact with his division headquarters using an AN/ARC-54 FM radio. General Ramsey started to depress the push-to-talk button to transmit a message to his headquarters when the crew chief leaned over him from his position on the right side of the aircraft and behind the CG's armored seat and flipped up the aircraft UHF (ultra high frequency) radio receiver switch.

Crew Chief Ray Murphy of Connorsville, Indiana was a dedicated Specialist Fourth Class and very intuitive about keeping the CG in the loop on what was happening inside and outside the aircraft. He had been doing it for a while and he took pride in making sure everything in his aircraft was in perfect condition for his CG.

Ray Murphy's action allowed the CG to monitor the crew's radio conversation. "Chu Lai weather, this is Skater 67. What is current weather in Chu Lai?" "This is Chu Lai weather, Currently 1500 feet overcast with one mile visibility outside of the clouds. Over." "This is Skater 67, roger, thanks." "Chu Lai approach control, this is Skater 67, over." "Skater 67, this is Chu Lai." "Chu Lai, Skater 67 is a UH-1, climbing to 3000 feet, request GCA." "Skater 67, say position." "This is 67, off Hawk Hill, heading 090 degrees." "Roger 67, turn right for identification." Pause..."Chu Lai GCA, this is Blue 24, west of Hawk Hill at 3100 feet, in the clouds, request GCA, over." "Blue 24, this is Chu Lai approach control, please contact Chu Lai GCA on UHF frequency 285.8, over." "This is blue 24, roger, out." "Skater 67, this is Chu Lai approach, stop turn. Radar contact west of Hawk Hill. Turn to heading 090. If you want to expedite, I can let you down over the water and you should break out at 1500 feet." "This is Skater 67, roger, we will take that procedure, over." "This is Chu Lai, maintain 090 heading and I will take you out another 2 miles so you will be 5 miles out over water." "Skater 67, Roger." The CG listened intently and he was pleased the AC chose to expedite the procedure. "Skater 67, descend to 1500 feet, call me when you are VFR." "Skater 67, Roger." The AC noted the time at 1556 and began his descent. General Ramsey along with all other passengers that ride in a helicopter when they are flying in the clouds noted how much the outside looked like the inside of a milk bottle. It was all white and seemed to be motionless. While observing the milk bottle effect out the front window of the helicopter, he noticed Robert J. Thomas of Reston, Virginia. He made a mental note that this had been a good day for the newly assigned Lieutenant Colonel.

Suddenly, out the front windscreen, the CG first saw light, then green, then trees. All of this happened in moments. At the same time Chief Warrant Officer two Stephen C. Pike (Skater 67) yelled, "Trees!" He decelerated the helicopter by swiftly pulling the cyclic back into his gut...too late! The tail rotor caught the trees and the helicopter mushroomed into the jungle canopy separating the tail rotor and then the complete tail boom

as the forward force carried the disintegrating chopper into the side of the mountain. The impact continued through the canopy and into the mountain. One of the two rotor blades struck the upside of the mountain while the blade was traveling toward the tail of the aircraft. The sudden stop of the rotor blade, traveling at 324 revolutions per minute, ripped the transmission out of its support and flung it into the living space of the passenger compartment brining the engine with it. This mass of heavy components killed Specialist Murphy as he sat in his crew chief seat. The flying hunk of metals tore through the back of the passenger seats and bounced off the CG's armored seat continued around the seat and crashed forward. The mass continued its forward motion from the outside in killing LTC Thomas as it crushed him into the command and control console. The armored seat had saved General Ramsey's life but it could not prevent the resulting serious injuries. He was knocked unconscious during the crash and would remain so almost throughout his rescue.

Deathly quite followed. The breaking of Plexiglas, tearing of sheet metal, and the continuous whine of the turbine engine were no more. Wreckage, crew members and passengers, were scattered everywhere. Dazed and hurt, the survivors struggled to assess what had happened and, more importantly, the current situation? Enemy territory..did they hear us crash? Will they come for use? Who is alive? Who can fight? What do we have to fight with? Captain John P. Tucker from Lima, Ohio felt for his .45 caliber pistol. The action was more out of habit than intention. Little did he realize that out of the two M-60 machine guns which were mounted as door guns, four M-16 rifles, and various hand guns, his .45 was the only weapon recovered. The remaining arsenal was somewhere in the twisted wreckage, in the jungle canopy, in the valley below or on the jungle floor. Wherever the weapons were located, they could not be immediately found by the shocked and wounded crew and passengers. No time to worry about it. How do we get out of here?

The weather continued to deteriorate as Rattler 6 hovered onto Chu Lai East. "Rattler operations, this is Rattler 6, taxing, will be off in two minutes. Any update?" "Six, this is Rattler operations, nothing new. Plan on Tam Ky. Tell me when you want the Firebirds, over." "Six, roger, out." James hovered the UH-1 as though it was molded around him like a custom fit suit. As James prepared to take the active for takeoff, he responded with an affirmative as he executed each maneuver. He could see the bad weather and wanted to make sure that everything worked if he needed to fly in the clouds. Even though this took precious time, it was better to be sure than to have another UH-1 and crew crashed on a mountain. After a very short run-up and obtaining clearance from the tower, Rattler 6 and his crew were off on what would become one of the biggest challenges of their lives.

Tam Ky was located about 20 nautical miles (NM) northwest of Chu Lai. James turned to a heading of 130 degrees which would place him about halfway between Hawk Hill and Tam Ky. Hawk Hill was 26 NM from Chu Lai on a heading of 122. East of Tam Ky was flat land and then the coast. The mountainous terrain started just west of Tam Ky. The weather was going down so the intent was to make sure he had Hawk Hill on the left for reference and Tam Ky on the right. Closer to Tam Ky he would turn east toward the hamlet. This plan would provide for the most coverage of the suspected crash site area. It would also allow for maintaining a good visual reference by using known land marks while trying to stay oriented in the terrible weather conditions. The cloud ceiling continued to come down.

His plan worked. About 3 NM southeast prior to reaching Tam Ky, Rattler 6 began receiving a beeper single on the UHF emergency frequency 243.0. Skater 67 was transmitting the emergency signal using his AN/URC-68 survival radio. The URC-68 is a compact, personal emergency transceiver that provides two-way, ground-to-ground or ground-to-air communications. It is compact and lightweight (32 oz) and slightly larger than a can of pipe tobacco. It is very convenient to carry and easy to operate. The radio, not like the weapons, was tucked neatly into Skater 67's flight suit. His only link to rescuers was the radio. This small but vital radio is invaluable to the aviator when all two-way radio capability is destroyed in a crash.

Skater 67 was operating the radio in the "G" (Guard) position which meant that a beeper signal was automatically transmitted on the emergency frequency. In this selected channel position, Skater 67 could hear but could not transmit by voice. When Rattler 6 heard the beeper, he turned his UHF radio selector switch to the preset guard channel thereby enabling him to transmit voice by using the push-to-talk button on his cyclic control hand grip. He immediately pushed the button and transmitted "Beeper, Beeper, come up voice!" These are the international words used to signal a distressed caller to switch his radio to voice transmission. It is also the sweetest sound you can ever hear. Skater 67 immediately switched the radio control knob to the "PPT" position which stands for push-to-talk. "any aircraft this is Skater 6.." His voice faded out as Rattler 6 made a turn to avoid the ever menacing clouds that were now almost surrounding him. He had to fly the helicopter, give directions to the crew, and try to establish radio contact while staying clear of the clouds. The cockpit got real busy. Six's crew was assisting every second by doing their job and responding to their CO (commanding officer). "Skater 6, this is Rattler 6, over." "This is Skater 62, over." At least that is what Rattler 6 thought he

heard. "Skater 62, this is Rattler, do you know your approximate location? Over." "This is Skater 67, believe we are near LZ Pineapple, over" "Roger Skater 67, this is 6, stand-by."

By this time, the Joint Rescue Command and control (JRCC) element, responsible for search and rescue operations throughout Southeast Asia, from the 3rd Aerospace Rescue and Recovery Group (ARRGP) (USAF) had been alerted. One of the Group's HC-130 aircraft was on station and close enough to monitor the emergency transmissions. At least one and usually two of the HC-130 aircraft were in the air at all times and went by the call sign "King." King 6 was the call sign on this particular day. In addition, one USAF Forward Air Controller (FAC) was on station and went by call sign Jake. Jake was under the command and control of King 6.

Rattler 6 informed King 6 of the message from Skater 67 while heading toward LZ Pineapple. On entering the valley that runs east and west just north of LZ Pineapple, the signal from Skater 67 became stronger as he proceeded up the valley in a westerly direction. The signal began to fade as Rattler 6 passed north of the LZ. by using this build and fade technique, six determined that 67 was located somewhere east of LZ Pineapple. Rattler 6 turned east returned down the valley until they were just to the northeast of Pineapple. The signal from 67 was very clear and strong at this specific location.

Six turned south and proceeded up a small valley that runs north and south, east of the LZ. "Rattler 6, this is 67, I hear you approaching, over." This was good news and bad news. The good news was that Rattler 6 had quickly zeroed in on the approximate location of the crash site. The bad news was the weather. The cloud ceiling had dropped from 1500 feet to about 1050 feet and was solid overcast. Rattler 6 cautiously continued up the valley to a ground elevation of 1000 feet. By the time they reached this elevation, they were not flying, they were hovering. Hovering at tree top level just below the clouds. It was like being a piece of meat between two slices of bread, nowhere to go. The solid cloud layer was directly overhead and the treetops were almost brushing the tail boom.

James carefully hovered back and forth while getting directions from Skater 67. The directions were confusing. At one time while hovering up a small draw, 67 indicated that the sound was coming closer. James could not see good enough to continue at this point. The fog was getting thicker by the minute. He slowly started back out of the draw. During this maneuver, Skater continued to say that the sound was coming closer. After two more such confusing directions from Skater, James determined it was not his aircraft that was near the location. James informed King 6 of his analysis. King immediately informed James that a small opening in the clouds was now available southwest of the downed aircraft.

The opening was not large enough for the Jolly Green Giant to get through. Jolly Green Giant was the call sign for the Air Force HH-53E search and rescue helicopter. These helicopters were part of the 3rd Group and were under the command and control of King 6. This specific one was on station from the 37th Aerospace Rescue and Recovery Squadron (ARRS) stationed at Da Nang which was only about 30 NM away. The HH-53E is large compared to the UH-1 flown by Major James. It is fully equipped with a hoist, stretchers, and trained Air Force medics.

Rattler 6 notified King he was going to climb out through the clouds to VFR (Visual Flight Rules) conditions on top (above the cloud layer). He requested King give him directions to the opening when he broke through the clouds. Rattler 6 started a slow ascent into the fog and clouds. He was fixed on the cockpit instruments because they were now the only method to keep the aircraft level and in forward motion. There was no visual reference. It was "milk bottle effect" all over again. When he broke out on top, King turned him over to the Jolly Green who directed them to the opening.

James descended down through the hole to tree top level and began hovering to the northeast. After approximately 15 minutes, they came to the top of a small ridge and could go no further. They could not make contact with Skater 67. The crew chief told James that he could not see the tail boom through the fog. The weather had gradually moved in behind them. Once again, James climbed IFR (Instrument Flight Rules) through the clouds to visual flight on top. They broke out at 3500 feet.

James proceeded east toward the coast. He contacted King and informed him that they were unable to contact 67 while on the south side of the mountain. James determined the crash location must be on the north side of the major ridge line. Just short of the coast and approximately six miles from the crash site, James again let down through an opening in the clouds. After getting under the clouds, he proceeded back to the vicinity of LZ Pineapple. A definite decrease was noted in Skater's radio signal after passing northwest of the LZ, further confirming James' suspicion the crash site was on the east side of Pineapple.

James proceeded east down the valley to a point just northeast of the LZ and turned south up the small north, south valley. Skater 67 confirmed that an aircraft was approaching his position. James continued up the valley as far as possible, turned 180 degrees and came out. Skater 67 confirmed an aircraft was departing the area. Again James flew into the valley. Skater 67 confirmed an aircraft approaching. James was now certain from Skater's confirmations and the increase strength from the radio signal they were at the correct location. He hovered just over the trees at the south end of the valley at about 1000 feet elevation.

By hovering back and forth and talking to Skater 67, James was trying to more accurately pinpoint the crash site. Skater 67 was not able to tell James the direction they were from the crash site. He could only tell them when they were closer to his position. After five or so minutes of this routine, James felt he had pinpointed 67's location. He began hovering up the hill with Skater giving him directions by saying if they were getting closer or further away. Again the fog was so thick the crew chief and gunner could not see the tail rotor which was only 25 feet from their position. James had to stop several times for as long as five minutes to allow the fog to clear before continuing the slow hover. The visibility was at best 40 feet and as low as 10 feet at several points. He was only able to maintain visual contact with the tree tops by looking out the right window. So far, so good.

Suddenly the aircraft began to lose engine power. The UH-1H does funny things when the engine power is fluctuating. The nose of the aircraft goes left, then right, then back left. A challenge when you can see the ground but horrifying when near treetop and almost in the clouds. James suspected the decrease in power was caused by the increase in altitude to about 1600 feet. The higher an aircraft climbs, the more power is required of the engine especially when hovering. James would find out later the aircraft had a compressor stall and the engine had to be replaced. For now though, James thought it was the weight and ordered the crew chief and gunner to dump at least half of their M-60 machine gun ammunition to lighten the load. A total of 4000 rounds was carried, 2000 per machine gun. This action decreased the weight enough for James to continue the mission. The aircraft performed flawlessly after this.

James requested Jolly Green to steer him toward Skater's location using his radio direction finder. The direction finder was standard equipment on the HH-53E but was not installed in the UH-1H aircraft. Jolly Green attempted to fulfill the request but the results were poor. Finally at 1750 feet, James determined he had passed the crash site based on his verbal conversations with Skater 67.

Time, daylight, and most importantly, fuel were running out. James only had enough fuel remaining for 10 minutes of station time and a quick flight to Chu Lai for refueling. James again elected to make an instrument take off and climb to VFR conditions on top. He very carefully explained his intentions to Jolly Green and asked for a recommended heading to get him safely out of the area. He was given a heading of 330. James was not able to turn the aircraft to this heading while hovering because of the inability to clear the tail rotor. He departed on a heading of 270 and turned as soon as it was safe to the 330 heading. James climbed at an airspeed of 30 knots to expedite the ascent. The preferred climb airspeed in instrument conditions is at least 60 knots. The UH-1H is much more difficult to handle at this lower speed.

Shortly after takeoff, Skater 67 informed James that it sounded like an aircraft had just passed over his position. James broke out of the clouds at 3000 feet and turned directly to Chu Lai. On the way to the Snake Pit, Rattler Operations informed James that ground troops from the Infantry Battalion were on the way to the crash site by foot. James was directed not to make another attempt to reach the crash site because of the poor visibility and approaching darkness. He did not particularly like the decision because he felt with a little more daylight, he could locate the crash site. Rational thought prevailed. The orders were logical. He did not want to risk another crew in the dark and bad weather. At this time the crash site could not be pinpointed.

The intense activity did not stop during the night of March 17th. The division operations center buzzed throughout the night executing the plan they had developed while planning for March 18th. The 71st AHC also planned for the next day. In coordination with Battalion, missions were assigned to each crew and the aircraft were assigned. Rattler maintenance assigned the snake doctor UH-1H to Rattler 6 for the next days' mission. The Aviation Battalion Commander would fly with Major James. Everyone in the company wanted the mission to go without a hitch. Check and double check was the theme for the night.

Through the 196th Brigade, the 1st of the 6th Infantry Battalion had been given the mission that day to move to and secure the crash site. Lieutenant Colonel H. Norman Schwarzkopf (who most people know as General Schwarzkopf of Desert Storm fame) commanded the 1/6th Infantry. A Company from the 1/6th had been breaking bush since early evening. They would move all night one inch, one foot at a time through the thick jungle and bad weather with no food or rest.

On the morning of the 18th, division presented the final briefing in Chu Lai. Major James attended with the 14th Battalion Commander. Division directed Major James and the Battalion Commander coordinate the days rescue operations and act as command and control for the air landing of troops if needed in the vicinity of the downed aircraft. Major James flew directly from the Snake pit to pick up LTC Schwarzkopf and his battalion surgeon, Captain (Doctor) Luis A. Oliver. It was important to have the commander of the 1/6th Battalion on board since they owned the troops moving toward the crash site plus those that were to be airlifted. The weather was no better than it was the day before, about 1000 feet-overcast. This low ceiling made it impossible to air land troops near Skater 67 so it was essential for James to continue the rescue efforts as a single helicopter.

As Major James turned up the small north-south valley east of LZ Pineapple, Skater 67 came on the radio for the first time in about four hours and confirmed an aircraft was approaching his location. James hovered just above the trees at an indicated altitude of 1000 feet. He carefully maneuvered the helicopter to a position about 50 meters to the west of where they had started up the hill the day before. Skater 67 stated the chopper was very close. James started up the hill very slowly. The fog and clouds were still hampering their ability to visually search for the crash site and more importantly was making it very difficult to hover.

James had hovered up the mountain for 15 minutes. Then..., "Rattler 6, this is Skater 67, I see you, turn left!!" "Rattler 6, roger." James cautiously turned the nose of the aircraft to the left using pressure on the left anti-torque pedal. He continued to hover at a crawl rate. The weather was deteriorating. James suddenly but slowly decelerated the aircraft with a light aft cyclic pull. The crashed helicopter was visible about 50 feet in front of the aircraft nose. It was lying upside down with no blades, no tail rotor, no tail boom, and very few identifiable features. Skater 67 was standing about 15 feet from the crashed aircraft on a large rock. He asked James not to come any closer. The fuselage of the crashed aircraft was very unstable and he was afraid rotor wash from James' aircraft would cause it to roll down hill. James complied.

Now what? It was impossible to land. near the crash site due to heavy brush and trees. There were severely wounded soldiers on the ground, medical attention was a priority. James hovered to a spot he thought he could hold. LTC Schwarzkopf and the crew chief secured a rope to the floor of the UH-1H and tied the other end around Captain Oliver (the surgeon). He was gently lowered out of the cargo door, down through the dense canopy to the jungle floor. The crash was only 20 to 30 feet away from his location. The crew chief and gunner had to direct his every step using hand and arm signals because of the heavy undergrowth. Even this short distance took the doctor 10 minutes to navigate. Oliver called for stretchers to be dropped shortly after reaching the wreckage.

The only possible landing point to pick up survivors was on the wreckage itself. James briefed King 4, who was the search and rescue for March 18th, it would be necessary to make an instrument takeoff after pickup and get a radar vector to Chu Lai hospital. King 4 acknowledged and coordinated the plan with all concerned. The crew chief advised James that the weather was breaking up in the valley below just as he started forward to land. James informed King 4 and requested a Jolly Green to make the pickup. King 4 dispatched a Jolly Green but they could not find the location. James immediately turned and flew to the valley floor where he rendezvoused with the Jolly Green and led him to the crash site. They anxiously waited. The weather was still not good enough for the large Jolly Green to maneuver to a pickup point. In a short time the weather lifted enough to get the Jolly Green over the crash site. The rescue operation was nearing completion. Air Force Staff Sergeant Jules Smith and Sergeant Stephen Sano were lowered to assist Captain Oliver. With their expertise on the ground, the rescue operation was completed.

One-by-one, the survivors were hoisted to the Jolly Green. General Ramsey woke in a daze for the first time since the crash with wind and rain in his face. He quickly sunk back into unconsciousness and did not wake again until he was in the hospital and the medics were cutting his clothes off. He was evacuated to Japan and later, on to the states with a mangled and broken arm and severe back injuries. He served as the Provost Marshall General of the Army after a recovery period at Walter Reed Hospital in Washington, D.C. He was medically retired about a year after the crash.

James and his illustrious crew returned to the snake pit heroes. To Tommie P. James and his crew it was just another mission in the land of the Rattlers... "Rattler operations, this is Rattler 6, we're home, please close out my flight plan, over." "This is Rattler 3, wilco, welcome home, out!"

Seabolt note: In conversations with Johnny Hitt, Johnnie expressed the opinion that a mistake was probably made in identifying Skater 67 and Blue 24 resulting in this crash. Johnnie is due to receive a 120 page report

from Ft. Rucker concerning the crash, but had not received it as this was printed.

[REDACTED]

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



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 11/12/88
IAW EX. ORDER 11552

Classified by *01/3 naff*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. *31 Dec 78*

1. (U) This report is submitted IAW ARRSM 55-273d Air 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

[REDACTED]

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

Copy 1 of 10 Copies
Control #70-37-00027

70-37-00027
AD-70-1070
atcl 4

[REDACTED]

~~CONFIDENTIAL~~

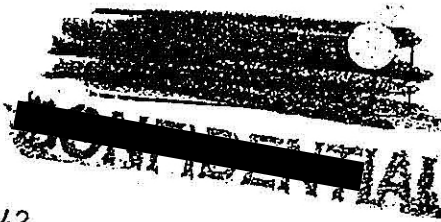
in a creek bed and had walked two thirds of the way up a hill. He was in trees and on the lee side of the ridge. The wind over the crest caused some turbulence problems. We hovered pointing into the hill and put the hoist down. We never saw the survivor until he was on the penetrator. The Flight Engineer 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:


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

~~CONFIDENTIAL~~

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 344214
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

~~CONFIDENTIAL~~

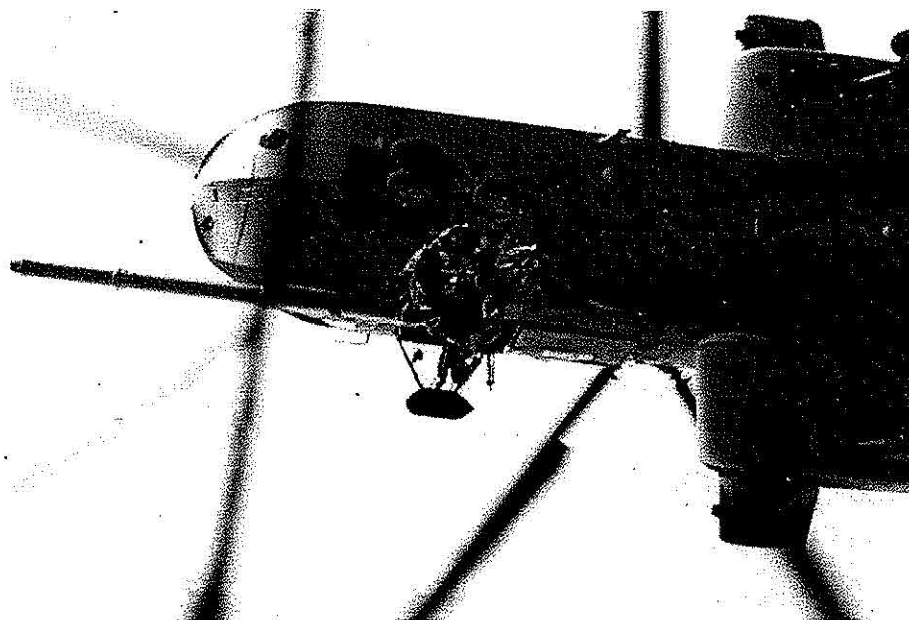
AD-70-1070
Downgraded at 3 Part 2
Declassified at 3 AD-70-0829
34-70-043

F-100

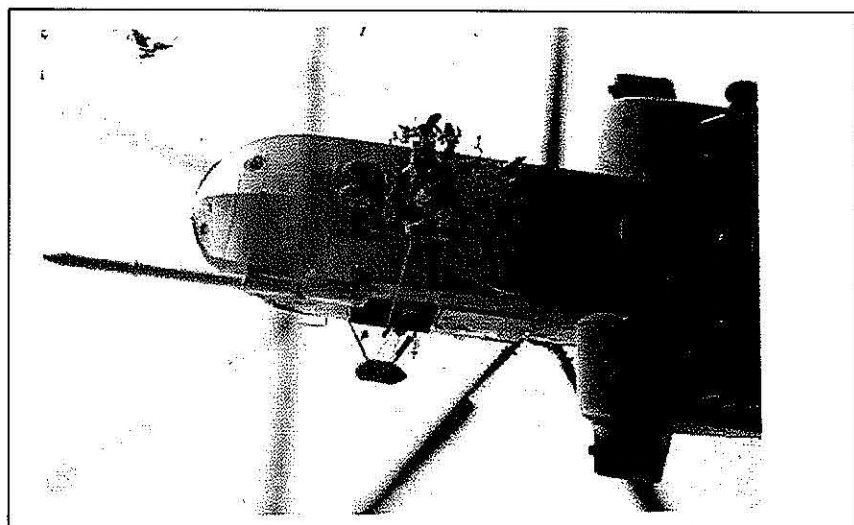
AN ACTUAL PICKUP - MADE ON 19MAR 1970 # 521

AC Capt Fette
CP Capt Adams
FE Sgt Hartzel

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



RESCUE # 521. JPL



AN ACTUAL PICKUP - MADE ON 19MAR 1970 # 521

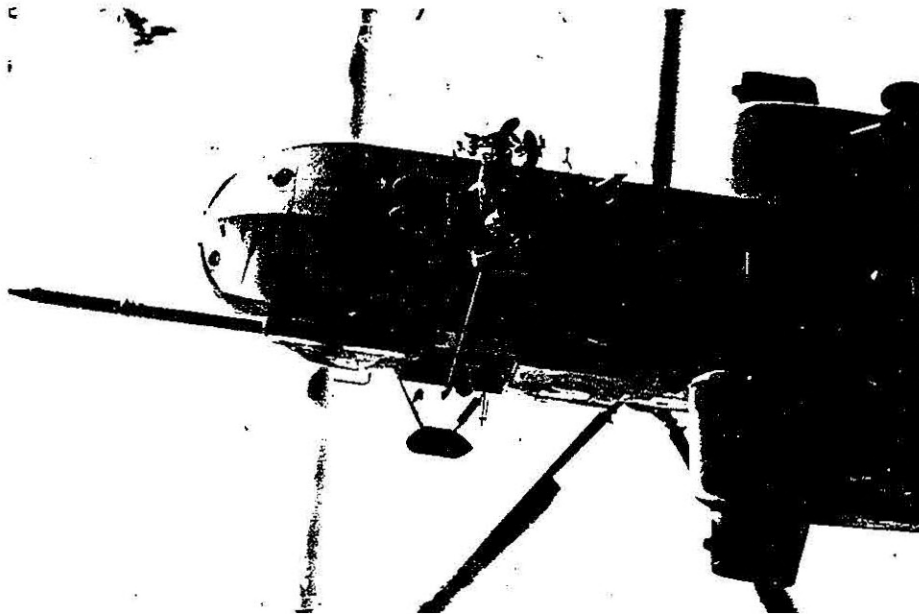
AC Capt Fette
CP Capt Adams
FE Sgt Hartzel

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



19Mar70#2.jpg

AF Museum Photo



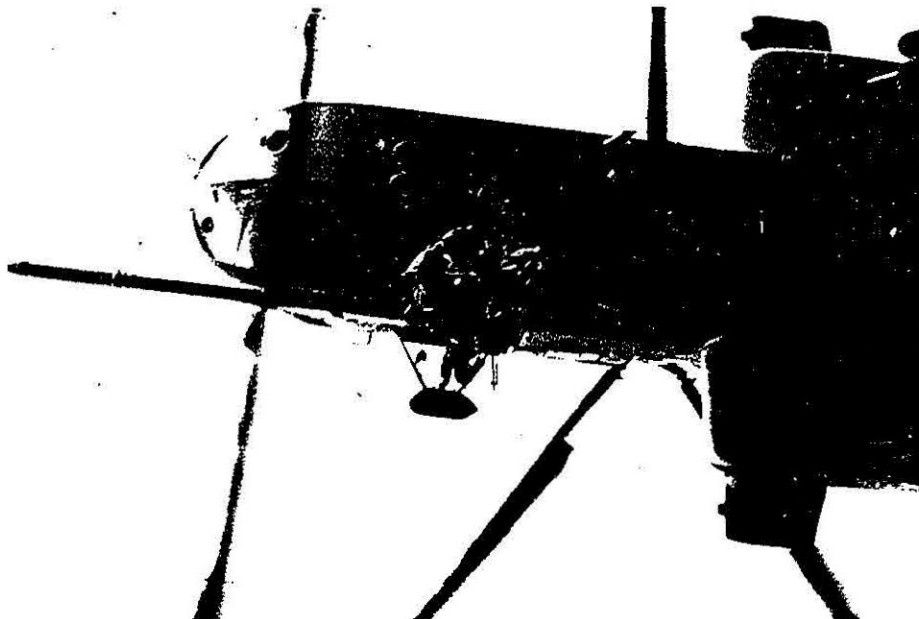
*Turn this photo upside down and
notice the guy looking down from the
hoist*
AN ACTUAL PICKUP - MADE ON 19MAR 1970 # 521

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!*

53



* ~~CONFIDENTIAL~~ *

TA. 1 TO NSA HOSPITAL, DANANG.

~~CONFIDENTIAL~~

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

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

IMMEDIATE

P 0744

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 FEENE, J.H. CAPT 37ARRS

PILOT ADAMS, C.C. CAPT 37ARRS

FE HARTZEL, G.L. TSGT 37ARRS

PJ REISIG, R. SGT 37ARRS

PAGE 4 RUMJBB0109 ~~CONFIDENTIAL~~

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
GOLD 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 RUMJBB0109 ~~CONFIDENTIAL~~

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#

~~CONFIDENTIAL~~

IMMEDIATE

~~CONFIDENTIAL~~

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.

~~CONFIDENTIAL~~

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 11 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

~~CONFIDENTIAL~~

Part 1
Cote 3 AD-70-1070
11-75-0879
11-75-043

~~CONFIDENTIAL~~

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

400 (Capt Cody/2687)

22 March 1970

Mission Narrative Report #2-3-020-19 Mar 70 (U)

3 ARRGp (JRCC)
APO 96307

1. (U) This report submitted IAW ARREW 55-2/3 ARRGp Sup 1:

2. (S) JG 68 (low) and JG 72 (high) were backup aircraft for JG 81 and 82 who at that time were the primary aircraft for the rescue effort on Wolf 06A. All four aircraft were holding at 079/50/89. At 1615L JG 81 and 82 commenced refueling with King 02. At 1625L JG 68 and 72 commenced refueling with King 03. At 1645L JG 68 and 72 completed air refueling operations. At approximately 1715L JG 81 and 82 were moved forward to 081/60/89 to prepare for the pickup attempt of Wolf 06A. JG 68 and 72 continued normal orbit at 079/50/89. At approximately 1745L an aircraft call sign Strike 63 (A-1) was working at the rescue scene and declared a MAY DAY for complete loss of engine oil pressure. Strike 63 expressed northwest of the rescue scene over to a high karated, dense jungle area. At 1748L Strike 63 ejected from his aircraft. Point of ejection was 071/58/89. Pressure altitude was approximately 3000 feet and a temperature of 26°C. According to the latest intelligence data it was a good escape and evasion area and we could reasonably expect little if any hostile resistance. JG 68 abandoned our holding point and commenced an immediate descent and a direct heading for the survivor's position accompanied by JG 72. Strike 61 was in the area and had been escorting Strike 63. He had both the chute and wreckage in sight and the survivor on radio. We brought the survivor and Strike 61 up on freq 282.8 to preclude interfering with the rescue in progress on primary guard with Wolf 06A. In the descent we jettisoned the tip tanks and jettisoned the main fuel tanks down to a total of 3000 pounds of fuel. This gave us 78% of torque available and a computed 74% required to hover at a gross weight of 3200 pounds. The area was a dense jungle with the canopy tops approximately 150 feet above the jungle floor. Strike 61 vectored us into the immediate vicinity of the survivor. The survivor popped a smoke but it was unable to readily filter up through the jungle canopy. We then had the survivor direct us over his position by listening for the sound of our aircraft and giving us headings to his position. When the survivor told us we were over him we stabilized our hover and lowered the penetrator.

47-74-4434

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

SECRET

Winning the survivor up required us to continually relocate our hoist to keep him free of entanglement and possible injury. Power was extremely marginal and critical in the hoist and it was requiring approximately 76% torque. At 1805L we had the survivor aboard and we commenced an egress out of the area and returned to Channel 89.

3. (U) The survivor was : Strike 63, 1Lt Dale P. Townsend, [REDACTED],
1st SOSq.

4. (U) The crew of Jolly Green 68 was:

AC: Capt Cody, John C., [REDACTED]

CP: Maj Fouts, Joe C., [REDACTED]

ME: SSgt Bell, Martin E., [REDACTED]

PJ: TSgt Moran, Jack D., [REDACTED]

PJ: Sgt Gervert, James B., [REDACTED]

SIGNED

JOHN C. CODY, Captain, USAF
Aircraft Commander, Jolly Green 68

40-70-734

SECRET

FOR OFFICIAL USE ONLY

19

20 March 1970

A-1E 52-135154 602 SOS, 56 SOW, USAF, Nakhon Phanom
1Lt D P Townsend (survived)

On the first day of the search for Capt Rash and 1Lt Pugh near Ban Senphan one of the escorting Spads was shot down. 1Lt Townsend was attacking enemy troops from low-level to protect the downed aircrew and the rescue helicopter when his aircraft was hit by 37mm AAA. He flew about 10 miles away from the scene before having to eject and was picked up by one of the 40th ARRS HH-53s he had been escorting.

SEE ^{SAR} AC'S MSN RAT

40th ARRSQ HIST, JAN-MAR 1970

- 18 Feb 70 A "last light" rescue of an F-4 pilot made by Buff.
- 21 Feb 70 Buff picked up F-105 backseater four miles south of Udorn.
- 25 Feb 70 The 40th ARRSq takes over Det 1 at Nakhon Phanom.
- 26 Feb 70 Operation out of Tango stopped due to proximity of hostile forces.
- 1 Mar 70 First light effort for a Marine A-7 pilot.
Rescued by Buff.
- 5 Mar 70 Pilot of O-1 rescued by Buff east of Channel 89.
- 13 Mar 70 Major General Joseph R. DeLucca, DCS/Comptroller AFLC and party visited the 40th.
- 16 Mar 70 F-105 pilot picked up nine miles south of Udorn.
- 19 20 Mar 70 A-1 pilot rescued by Buff. Both aircraft participating in two day SAR effort.
- 21 Mar 70 The SAR objective of two day effort, an F-4 pilot picked up. Heavy battle damage to Buff fleet.
- 22 Mar 70 The 37th ARRSq assumes commitment at Nakhon Phanom due to reduced capability of the 40th.

DECLASSIFIED

~~SECRET~~

279

76

400 (Maj. Hegewald/2687)

24 March 1970

Mission Narrative Report #2-3-020-19 Mar 70 (U)

3 APR 70 (JFCC)
APO 96307

DATE: 19 thru 21 March 1970

MISSION NUMBER: 2-3-020-19 Mar 70

FLIGHT DESIGNATION: Jolly Green 76

MISSION OBJECTIVE: Wolf 06A & B

LOCATION: Wolf 06A (083/65/89), Wolf 06B (082/65.5/89)

SAVES: One Combat (Wolf 06A)

SUMMARY OF SAR ACTIONS:

1. (S) The 40th ARRSq was alerted for a "first light" SAR mission 1800L, 19 March 1970. Additional aircraft were generated and rescue crews were alerted immediately. The alert aircrews at Channel 89 were launched at 0520L, 20 March, in support of the SAR effort. Back-up crews, Jolly Green 83 (low) and 70 (high), were launched at 0930L. The first attempt at recovery of Wolf 06B at 1305L by Jolly Green 83 received extensive ground fire from all clock positions. Jolly Green 83 aborted the attempt after having his hoist cable sheared by ground fire and sustained a fire in the left sponson area. The fire went out during egress and Jolly Green 83 RTB'd with Jolly Green 70 as escort. Jolly Green 81 (low) and 82 (high) were launched at 1300L, 20 March. The strike forces directed additional resources into the SAR area and the next recovery attempt started at 1725L, 20 March, with Jolly Green 81. As Jolly Green 81 established a hover over Wolf 06B the aircraft received heavy ground fire. Several hits were taken in the cockpit area as Sandy Lead called for egress. Egress was started; however, #1 engine flamed out due to ground fire; egress required the use of the valley floor to gain airspeed and eventual recovery. The aircraft armour and ceramic vests minimized crew injuries in the cockpit area. The Co-pilot received a minor injury from ground fire during the pick-up attempt. Darkness prevented further SAR efforts for 20 March. Radio contact continued with Wolf 06A, and lost with Wolf 06B. The SAR effort resumed on 21 March with Jolly Green 84 (low) and Jolly Green 82 (high), being launched at 0520L to support the SAR forces. The SAR area was prepared for the recovery of

40-77-0039

DECLASSIFIED ~~SECRET~~

GROUP 4

Downgraded at 3 year intervals; declassified after 12 years

Wolf 06A. The ingress routing remained the same as the previous attempts. All the necessary ordnance, i.e., strike forces, napalm, smoke and CBU-19, were used and a recovery attempt by Jolly Green 84 started at 0938L, 21 March. Again as the hover was established extensive ground fire commenced. Jolly Green 84 received numerous hits causing generator failure, fuel leaks, and injury to a PJ. Egress from the area was initiated and RTB was accomplished without further incident. Jolly Green 76 (low) and 80 (high) were launched from an alert posture at Channel 89, 21 March. Take-off was accomplished at 0828L. Weather for takeoff/enroute/SAR area and recovery was clear, 3-5 miles vis with smoke and haze to 9500' MSL. The initial point holding was an arc on the 060-070/55/89 at 10,000' MSL. After completion of air refueling (1030L) Jolly Green 76 and 80 returned to the IP; and departed there, on a heading of 180° at 1155L. We were directed to intercept the 035/-/89 and proceed outbound with escort jinking (10,000 MSL) across the route structure approximately 5 NM south of Ban Phan Noy to the forward holding point of 085/65/70/89. Sandy 05 assumed On-Scene-Commander, and changed the order of battle. He briefed the revised tactics and directed additional SAR strike forces. The revised low holding area was approximately 3 NM southeast of the SAR area over a karst formation. A jinking, spiral letdown to 2000' MSL was completed and further holding until approximately 1235L; during this time Sandy 05 reviewed the route in (305°) and egress (125°), Willy Pete route markers, and Wolf 06A's exact location. As the final briefing took place, the entire SAR area was in view. Sandy 05 then requested the final smoke and CBU-19 flights, led us into the SAR area contour following approximately 50-100 AGL. The final approach was over relatively flat terrain to a 350' cliff orientated north-south. The survivor was at or near the base, in a cave, with a rust colored streak above him pointing at his location. The last half mile of the approach was under cover of smoke above the cliff. We received some ground fire during ingress; while firing suppressive ordnance #3 gun malfunctioned. There was some difficulty locating Wolf 06A as our landmarks disappeared due to smoke and close proximity to the cliff. Wolf 06A assisted his recovery with the use of URC-64 and his remaining night flare. Most of the ground fire in the hover appeared to be below us from 8 o'clock and above us from 4 o'clock position. The hover heading was approximately 225°, 50' AGL with the hoist sheltered by the cliff and our main rotor clearance of about 3'. A PJ (Sgt Riddick) was lowered on the penetrator to assist Wolf 06A. Sgt Riddick was briefed not to release the penetrator while retrieving the survivor due to the extreme non-permissiveness of the area. He found the survivor dazed and they came up the penetrator together. We were in the hover for 3 minutes and the immediate area for a total of 5 minutes. Wolf 06A had second and third degree burns on his arms and neck, minor bleeding from his eyes, a possible crushed or pinched vertebra causing pain in both legs, foot and knee injuries and in shock. Egress was as briefed; however, we were receiving more ground fire. The two remaining mini-guns jammed during egress. Our left aux tank was hit and leaking, it was jettisoned during egress. About the same time (1245L) we received another hit that depleted the first-stage flight control hydraulics. Jolly Green 80 notified us that a mobile-ZPU was moved into the area just south of the karst as we climbed out. We may have received a hit from the ZPU on exit as on landing we uncovered a hole through

the horizontal tail rotor drive shaft. At altitude (11,500 ASL) we re-crossed the route structure and proceeded to Channel 80, landing at 1330L. Ceramic vests were worn by both pilots and gas masks were used by the entire crew from IP departure until level off after the pick-up; no adverse effects were noted. In the hover we developed a severe vertical beat and lateral shuffle. Unknown to us, we had received glancing hits in the tail rotor blades and on top of the main rotor blade. However, I felt the shuffle and beat may have been caused by close proximity to the ground and near the vertical cliff. I personally feel the leadership displayed by Sandy 05 was outstanding. His decision to revise the ingress, egress routing was the element of surprise needed to effect the success of this SAR effort.

2. (U) Unknown

3. (U) N/A

4. (U) 2 (Jack & Queen) and the SAR forces.

5a. (C) Jolly Green 81. The Co-pilot, Capt John Lindgren, received a 30 cal bullet in the ceramic vest; the ricochet caused minor shrapnel wounds in his left arm. After egressing the SAR area a compress was placed over wound and further treatment accomplished at Channel 80 hospital.

5b. (C) Jolly Green 84. The PJ, TSgt William E. Lester initially received multiple shrapnel wounds to his lower legs. Although wounded, he continued on with the mission until he received a round in the small of his back which ricochet off his hip bone and out his buttocks. Shortly thereafter we aborted the mission. MSgt Jenkins rendered first aid to TSgt Lester by stopping the bleeding, applying dressings on all the wounds and removed one piece of shrapnel from his leg. No medication was administered.

5c. (C) Jolly Green 76. There were three PJ's on board. Previous information on the condition of Wolf 06A required a PJ be lowered on the penetrator. Sgt Riddick was lowered on the penetrator and recovered the survivor. After egress the survivor was put on a litter in the shock position. He was given 1 1/2 quarts of water during the 45 minute return trip. His head and neck were wrapped loosely with dry gauze. His flying suit sleeves were cut away and his arms, mostly second degree burns, were wrapped from about 3 inches above the elbow to his hands. The PJ's then placed wet 4x4 compresses over his face and bandaged areas.

6. The crewmembers were:

Jolly Green 83

AC Capt Baskett, Richard M.,
CP Capt Sichterman, Edward J.,
PE SSgt Hartman, Jack L.,
PJ SSgt Eldridge, John H.,
PJ Sgt Howard, Michael J.,

48-78-0039

Jolly Green 81

AC Capt Alvarado, Ronald H.,
CP Capt Lindgren, John O. Jr.
FE SSgt Blakeney, Thomas D.,
PJ TSgt Booner, Lehman L.,
PJ SSgt Hunt, James A.,

Jolly Green 84

AC Lt Col Campbell, Charles R.
CP Capt Blewitt, James R.,
FE SSgt Hendrix, Travis R.,
PJ Sgt Horka, Douglas L.,
PJ TSgt Lester, William E.
PJ MSgt Jenkins, Paul L.,

Jolly Green 76

AC Maj Hegewald, Richard F.,
CP Maj Bleier, Robert W.,
FE Sgt Richardson, Haven V.,
PJ Sgt McDonald, Gregory J.,
PJ Sgt Colbert, Charles L.,
PJ Sgt Riddick, Johnny L.,

7. (U) The survivor was:

Wolf 06A: Capt Rash, Richard A.,

435 TFSq, APO 96304.

SIGNED

RICHARD F. HEGEWALD, Major, USAF
Aircraft Commander, Jolly Green 76

44-70-0039

~~SECRET~~

FOR OFFICIAL USE ONLY

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

~~SECRET~~

DECLASSIFIED 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 Lu Gia and Ban Hani.
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 KIA.
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.

DECLASSIFIED ~~SECRET~~

DECLASSIFIED ~~SECRET~~

Alpha said the top of the bluff and the same chopper then touched down briefly on the top of the bluff and in less than ten seconds was off again with Alpha aboard.^{83/}

(S) A successful rescue was conducted on 16 March for NAIL 53, an OV-10, who went down after apparently receiving an anti-aircraft hit from an AAA position located close to the DMZ.^{84/}

(S) The rescue was effected with very little difficulty except for weather. The enemy gun positions did not pose any major threat.^{85/}

(U) An unsuccessful rescue for Wolf 06 Bravo and an successful rescue was effected for Wolf 06A on 20-21 March. The aircraft, an F-4, went down on 19 March after being hit just south of Delta 30. The aircraft went directly in and both pilots ejected safely.^{86/}

(U) Bravo was physically all right while Alpha was initially reported to be seriously burned and to have one or two broken legs. (After the pickup it was determined that he was burned somewhat but was suffering from no other injury other than shock.)^{87/}

(U) The survivors were located in a karst valley of the main transportation route of the Ho Chi Minh Trail. This is regarded as one of the most heavily defended segments of the entire system. Bravo was located just a few yards east of the river, out in the valley, while Alpha had sought cover in one of the caves of a karst also east of river.^{88/}

(U) While looking for Alpha, both Sandy 01 and 02 received 23/37mm hits. After locating Alpha, they proceeded to find Bravo

~~SECRET~~ → DECLASSIFIED

though the same painstaking and dangerous process. With both located, the process of definitely locating the active guns was 89/ begun.

(U) After the guns were located, the NAILS were directed to FAC the fast movers on them. The Sandys then began looking for the best ingress and egress routes for the helicopters. 90/

(U) By this time it was getting late and there was a question whether there would be enough time for the rescue. Bravo made the decision to come out on the sandbar near his area to be more easily seen. The attempt was executed but it was unsuccessful. 91/ because of the smoke and misunderstood directions.

(U) The Jolly Greens pulled out and soon thereafter, Bravo was picked up by the enemy as far as could be determined by the Sandys on the scene. 92/

(U) During this attempt, Lieutenant Townsend was hit by a 37mm and was just able to guide his stricken aircraft over a high plateau to the north before he extracted. He was unhurt and was 93/ quickly picked up by the Jollys.

(U) The following morning, Sandy 01 directed the destruction of guns that had been located on the last light effort of the previous day. After the gun positions were neutralized an attempt was organized using smoke CBU-30 and CBU-14 to support the Sandys and Jolly Greens. 94/

(U) Again the Jolly Green failed to respond to the directions

DECLASSIFIED

Hudgen

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION				57 43	
TYPE MSG	BOOK	MULTI	SINGLE	Reproduced (Adv) of 4 Reproduced By WHD 1970	
PRECEDENCE				DTG 230640Z	
ACTION PRIORITY					
INFO				SPECIAL INSTRUCTIONS	
FROM: 56 SPECIAL OPERATIONS WG/NAKHON PHANOM THAI TO: 13AF/DSA/DO/DM/CLARK AB PI 7/13AF/DSA/DO/DM/UDORN RTAFB THAI 7AF/DOC/TAN SON NHUT AB RVN				FOR OFFICIAL USE ONLY	
56 SA FOR OFFICIAL USE ONLY Subject: Commander's 48 Hour Mishap Analysis Report. Sandy 06, A-1J, SN52-142065, flown by Major Edward M. Hudgens, 448-30-2968FV, of the 22nd Sp Op Sq, crashed at 17-31N 105-42E on 21 Mar 1970 at 1255 (G). Sandy 06 was number two in a flight of two Sandy A-1 aircraft. Sandy 05 was on-scene commander during the successful pickup of Wolfe 06 Alpha at 1252 (G). The pickup was performed at 17-31N 105-45E. Several Sandy A-1's and strike A-1's were engaged in low level neutralization of gun positions to cover the ingress, pickup, and egress being performed by Jolly Green 76. Anti aircraft fire in this heavily defended area was intense throughout the two day SAR effort. Four ^{FOUR} A-1's and three Jolly Green HH-53 aircraft received battle damage. Two A-1's were shot				DATE 23 MONTH Mar YEAR 70 PAGE NO. 1 NO. OF PAGES 2	
TYPED NAME AND TITLE		PHONE	SIGNATURE		
DRAFTER			REUBEN M. WARE, Lt Col, USAF Chief of Safety		
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS			
		Downgraded at 3 year intervals after 12 years			

DD FORM 173 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

SA-70-S-016

Classification canceled (changed to) **UNCLASSIFIED**
 by authority of **SP1B LTR DEC 1977**
 by **ALBERT L. DAQUILANTE, 557 USAF**
 NCOIC, Missing Persons Division

MIA 21 MAR 70
 Comdus RPT 23 MAR 70
 Blue

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET				SECURITY CLASSIFICATION 	
PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE 2348		
ACTION					
PRIORITY					
INFO					
down (including Sandy 06). Immediately after the pickup of Wolfe 06 Alpha was made Sandy 06 was observed by Smoke 27 to be streaming what appeared to be fuel as he came out of the pickup area. Sandy 06 was heading west toward a pre-briefed safe E & E area. Within moments Sandy 06 exploded in flight. The empennage left the fuselage and the aircraft entered an inverted spin and crashed. Smoke 27 had called Sandy 06 to "Get Out" prior to the explosion but received no answer nor did Smoke 27 observe any chute. ^{RECONNAISSANCE} RESCUE of the crash site failed to reveal any sign of life and no contact, voice or beeper, was made on the survival radio. Electronic search continues. Major Hudgens had been in SEA seven months and was on his 113th mission, his total flying time was 4374 hours with 398 total A-1 hours. Crew rest was not a factor in this mishap. The previous maintenance history was not significant and not a factor in this loss. This mishap is a combat loss resulting from intense and accurate enemy fire. GROUP 4 Downgraded at 3 year intervals; declassified after 12 years					
CONTROL NO.	TOR/TOD	PAGE NO. 2	NO. OF PAGES 2	MESSAGE IDENTIFICATION	INITIALS W
SECURITY CLASSIFICATION				REGRADING INSTRUCTIONS	

DD FORM 173-1
NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

5A-70-S-016

~~SECRET~~

DECLASSIFIED

S T A T E M E N T

UNCLASSIFIED

I was Wolf 03A on 20 March 1970 and was holding high over the position of two downed pilots to serve as a jet FAC if any assistance was needed by the rescue forces. At 1800L, the last attempt for the day failed and this information was relayed by myself to both crewmembers. Wolf 06B stated that enemy troops were all around him, within 10 meters of his position. He feared that he had been spotted and requested that any Apeman aircraft with ordnance left, place it on his position. Shortly after this it appeared that 06B depressed his transmitter button for I heard excited Oriental voices yelling on guard channel. Then there was silence and I called 06A and told him it sounded like 06B had been captured. He answered that it sounded the same way to him. I called Sandy lead and requested him to put any Apeman they had left on 06B's position and to put the remainder of their ordnance as close to his position as possible. They proceeded to do exactly that despite everything from Small Arms fire to 85mm from North Vietnam. One Sandy was hit in the canopy by ZPU and finally everyone withdrew at last light. There was never any contact with 06B after his request for ordnance on his position.

William F. Wall

WILLIAM F. WALL, Capt, USAF
[redacted] Wolf 03A

UNCLASSIFIED

Classification canceled (changed to _____)
by authority of 5200.1-R, 1-401
by James Beckner 19 DEC 74

UNCLASSIFIED

DECLASSIFIED

~~When attachments are withdrawn or~~
not attached, the classification of
this correspondence will be cancelled.

DECLASSIFIED

DECLASSIFIED

HISTORICAL DATA RECORD

(RCS: AU-DB)

REPORTING PERIOD

FROM: 1 Mar 70

TO: 31 Mar 70

FROM: 22nd Special Operations Squadron

TO: 56 DXT

1. MISSION SUMMARY:

a. The primary mission of the 22nd Special Operations Squadron is to provide interdiction of enemy supply routes in the Steel Tiger and Barrel Roll areas and to give close air support to friendly ground forces.

b. Additionally, the 22nd Special Operations Squadron has provided Prairie Fire helicopter escort and night gunship escort in Steel Tiger. Also, the squadron continues to provide support for friendly forces in the Barrel Roll area with strike, interdiction, close air support, armed reconnaissance, and Forward Air Control sorties, when requested by the Royal Laotian Government through the American Ambassador.

c. As a special mission, squadron pilots are being utilized by the 56th Special Operations Wing for Search and Rescue (SAR) operations.

2. PERSONNEL STATUS:

	OFFICERS	AIRMEN	TOTAL
Assigned	32	83	111
Authorized	42	87	129
Attached	5	0	5
MIA	0	0	0
KIA	1	0	1

b. Section	AUTHORIZED		ASSIGNED	
	OFFICERS	AIRMEN	OFFICERS	AIRMEN
Ops/Admin	40	6	31	5
Maintenance	1	77	1	78
Survival Equip	0	3	0	0
Intelligence	1	1	0	0

DECLASSIFIED GDS-78

~~SECRET~~

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years.

DECLASSIFIED

DECLASSIFIED

DECLASSIFIED

good E&E area. Sandy 1 and 2 brot the area at low altitudes with negative results from enemy groundfire. No expenditures were made by the Sandys at this time. The area was very permissive in the survivor's immediate vicinity. The weather began to break at approximately 0830L and a definite fix was made on the survivor's location by Nail 22. Spad 01 and 02 had to RTB due to low level fuel so Sandy 02 escorted the helicopters to the area of Nail 53. Sandy 01 briefed Sandy 2, 3, 4 and Jolly Green 36, who was to make the pickup. Sandy 3 and 4 delivered their ordnance along the ground track the Jolly Green would take to the survivor's position to suppress possible enemy reaction. The Jolly was escorted to the position by Sandy 01 and made the pickup after some delay due to the survivor being located some 200' under heavy jungle growth. Jolly 35 and 36 were escorted back to NKP by Sandy 5 and 6 who had arrived on the scene. The only real difficulties observed were weather. The enemy gun positions were not very effective due to the type terrain and, therefore, were not a real problem.

On 20 and 21 March 1970, a SAR was flown during which the Zorros launched 24 sorties over the two-day period. Wolf 06, and F-4, was downed by enemy gunfire in Steel Tiger. Wolf 06A was eventually recovered successfully but contact was lost with 06B, and he is assumed captured or killed. Zorros

20 MARCH 1970

participating in the SAR were:

Sandy	05	Maj Edward M. Hudgens
Sandy	06	Maj Jerome A. Frisch
Sandy	11	Capt John M. Dyer
Sandy	12	Capt Terry F. Bolstad
Apeman	42	Maj Tommy L. Manley
Apeman	43	Maj Earle W. Deneau
Apeman	44	Lt Col George D. Miller
Apeman	45	1st Lt John S. Howard
Apeman	47	1st Lt James L. Driscoll
Smoke	26	1st Lt George A. Driscoll
Smoke	27	1st Lt Donald M. Travis
Strike	60	Capt Charles A. Kennedy
Strike	61	1st Lt Craig V. Curran

GDS-78

DECLASSIFIED

DECLASSIFIED (12)

~~SECRET~~

22505-70-0012

GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

DECLASSIFIED

DECLASSIFIED

21 March 1970: Sandy 06 Maj Edward M. Hodgson
 Sandy 09 Capt John M. Dyer
 Sandy 10 Capt Terry F. Bolstad
 Smoke 23 Maj Jerome A. Frisch
 Strike 61/71 Maj Tommy L. Hanley
 Strike 62/72 Maj Roy E. Palmer, Jr.
 Strike 65/73 Capt Robert W. Crowder
 Strike 66/74 Maj Joseph Aimo
 Arable 47 1st Lt John S. Howard
 Arable 48 1st Lt Michael T. Maloney

An unsuccessful rescue was conducted on 20 March 1970 for Wolf 06B. The aircraft, an F-4, went down at 081/62/89 on the evening of 19 March 1970. Wolf 6 apparently received an antiaircraft hit from an AAA located close to the route structure south of Mu Gia Pass. A first light effort was briefed; however, Sandy 11 and 12 (Capt Dyer and Capt Bolstad) did not launch until 1500L. King was informed that we would arrive in the area at approximately 1530L. Sandy 11 took over as On-Scene Commander. The remaining SAR forces were holding west of the survivor's location in a safe area and included the rescue helicopters, smoke aircraft, apeman aircraft, and standard strike aircraft. There were also many fast movers working with the On-Scene FAC against known gun and troop positions. The terrain was approximately 1,000' MSL and located in a valley of karst formations. The defenses included 57mm, 37mm, 23mm, 14.5mm, 12.7mm, automatic weapons, and small arms. Weather was no problem except for haze which reduced visibility somewhat. Sandy 11 located Wolf 6B's position and the approximate position of Wolf 6A. The plan was to pick up 6B first since he was located in a more obvious place and was being pressed by enemy troops. Following the jet strikes Sandy 11 directed the slow mover strike aircraft to work over the area while he briefed the forces concerned with the pickup. At approximately 1745L the conditions seemed right for a pickup attempt. The smoke and apeman aircraft were directed to put down their ordnance as briefed and the Jolly Green helicopter was

DECLASSIFIED
(13)

22501-20-015 GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years.

vectored into the area of the survivor. When the Jolly approached the survivor and began to slow down, numerous hidden gun positions opened fire. The helicopter was hit in the left engine and it was immediately lost. The Jolly had to exit the area on one engine. The survivor was believed to be captured or killed following the Jolly's egress. The main difficulties were locating the numerous gun positions, especially the 12.7 positions. The enemy troops were waiting for the rescue attempt and not giving away their positions by firing at the striking aircraft.

On 21 March after further preparation of the area in an attempt to suppress as much groundfire as possible, Sandy 05 prepared for another pickup attempt. He directed the Smoke and Arabic drops and the Sandys flew protective cover while the Jolly Green made his run-in from the east. After some initial delay in spotting the survivor a successful pickup was made. However, during one of Maj Edward M. Hudgens', Sandy 06, passes his aircraft received heavy battle damage and was observed to crash. Maj Hudgens sustained fatal injuries.

c. STEEL TIGER: During the month of March there was a marked decrease in the amount of truck traffic and activity in Steel Tiger. The haze continued to plague operations by limiting visibility at times to 1 - 2 miles. Strikes were directed at 120 trucks during the month of which 30 were destroyed giving a "Kill Ratio" of 1 destroyed for every 4 struck. A comparison in both trucks struck and ground fire received for the months of February and March illustrates the decreased activity in Steel Tiger, leading up to the Monsoon Season. In February, 353 trucks were struck against as compared with the 120 trucks struck this month, and the amount of 37mm reactions was greatly reduced from 8,126 rounds in February to 4,190 rounds in March. The Zorros continued to carry out their mission of escorting gunships flying out of Ubon ~~AFB~~ ~~and~~ ~~other~~ ~~active~~ ~~areas~~, the Zorro ~~GROUP~~ ~~able~~ ~~to~~ ~~make~~ ~~a~~

DECLASSIFIED

(14)

22 Feb 72 - 22 Feb 72
 Downgraded at 3 year intervals;
 Declassified after 12 years.

DECLASSIFIED

DECLASSIFIED

~~SECRET~~
STATEMENT OF WITNESS

UNCLASSIFIED

11th United States Air Force Hospital

~~APO San Francisco 96330~~
(Place)

~~24 March 1970~~

(Date)

I, Captain Richard A. Bash II, [REDACTED], hereby state that
TSgt James W. Blake and Sgr Donald L. Matyszyk has identified himself to me
as Casualty Reporting Representatives USAF.
(Special Agent OSI, Air Police Investigator, Other—Specify)

I do hereby voluntarily and of my own free will make the following statement without
having been subjected to any coercion, unlawful influence or unlawful inducement.

We ~~were~~ flying over Ban Phanop; had good altitude when 37 mm opened up.
The aircraft was in a turn when I saw a red ball flying toward us. The aircraft
was hit below the cockpit and the cockpit burst into flames. I do not know what
type of maneuver the aircraft went into but it seemed like negative Gs.
I hollered to Dennis to eject but he did not eject. I hollered a second time
for Dennis to eject but he did not eject. Finally I reached down and ejected
both of us. The next thing I remember was when I was in the chute. Dennis
also was in his chute, fairly close by. When I hit the ground I managed to inch
my way to a small cave. Dennis landed in a river and crawled out into a small
thicket. He could not move to fast because of too much activity in the area. I
heard on my radio Dennis telling other aircraft he was okay. I did the same.
The crossfire was intense during rescue attempts. Dennis called for an 8-man
and stated that if he did not get one he would be dead shortly. His position was
known and the enemy was moving toward him. An 8-man was not available. I
heard them yelling to Dennis and then I heard 15 to 20 shots. I assume he is dead.
on

UNCLASSIFIED

Classification canceled (changed to _____)
by authority of 5300.1-R, 1-405
by Kenneth Beckner 19 Dec 74

UNCLASSIFIED

~~SECRET~~

0701 043 16 - 77652 - 1

UNCLASSIFIED

I further state that I have read this entire statement, initialed all pages and corrections, and signed this statement, and that it is correct and true as written.

WITNESSES:

James W. Blake

635 956 APO SF 96330
(Address)

Donald J. W. [Signature]

635 956 APO SF 96330
(Address)

EA [Signature]
(Signature)

11th USAF Hospital
(Address)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ 19____

at _____.

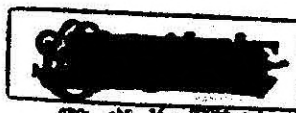
(Signature of person administering oath)

(Typed name of person administering oath)

(Official title and grade)

UNCLASSIFIED

BDP-70-5



--- General / Personal ---**Last name: HUDGENS****First name: EDWARD MONROE****Home of Record (official): TULSA****State (official): OK****Date of Birth: Sunday, September 6, 1931****Sex: Male****Race: Caucasian****Marital Status: Married****--- Military ---****Branch: Air Force****Rank: MAJ****Serial Number: 448302968****Component: Reserve****Pay grade: O4****MOS (Military Occupational Specialty code): Unknown/Not reported****--- Action ---****Start of Tour: Saturday, March 21, 1970****Date of Casualty: Saturday, March 21, 1970****Age at time of loss: 38****Casualty type: (A3) Hostile, died while missing****Reason: Air loss - Crashed on land (Pilot - Fixed wing aircraft)****Country: Laos****Province: Unknown/Not Reported****The Wall: Panel 12W - Row 030**

Operation Smoking Gun has detailed information on several thousand vets listed on the Wall who at one time were listed as MIA or POW.

Click [here](#) to perform an Automated Search of their files.

Wolf 06, an F-4D, took off from Udorn RTAFB in late afternoon of 19 March 1970, for a visual reconnaissance mission over Laos. The mission also served to orient the navigator, a new man in-theater, on the prominent topographical features of the area. The aircraft commander, Captain Richard Rash, wanted to point out areas where they might expect heavy gunfire along the route structure, and to brief the back-seater on the characteristics of each type of weaponry he might encounter.

I started to let down again as we approached Ban Phanop. As we reached the western mouth we were at about 7,000 feet. The Lieutenant made the comment that this was Boxer 22 country. I replied, "Yes, it's the most God forsaken place in the world." As we crossed Ban Phanop I showed him the supply trails along the road, the bulldozer stall, and several other items of interest. Our altitude had gotten down to about 5,500 feet to 6,500 feet. As we were going toward Mu Gia, two 37mm guns started firing at us from our left. They were about six-level gunners, not very accurate, but I thought it would be a good chance to show the Lieutenant what gunfire looks like so I pulled up sharply into a left turn to keep them in sight and break into the tracers. By this time it was getting dark and the tracers were clearly visible.

44

~~FOR OFFICIAL
USE ONLY~~

DECLASSIFIED

tracers and a 37mm usually has three or four tracers per string. The size of the blast and the stopping power also led me to believe it was a 57mm. When I saw the fireball, I knew we were hit. I heard the backseater scream, "We're hit."

The aircraft instantly burst into flame and plunged abruptly into a "high negative G" dive or spin. Under the adverse "G" conditions, it was difficult to get out, but the pilot and navigator managed to eject at about 5,000 feet. The time was approximately 1825 local time. Captain Rash recounted: ^{93/}

The next thing I knew I was in my chute. I lost my helmet on ejection. There was no chance to select an emergency heading because we only had about three or four seconds between the time we were hit and when we ejected...I don't remember the backseater ejecting or my leaving the airplane. I just remember being in my chute.

I deployed my seatpack and pulled my survival radio out. I began to transmit on Guard that I was down in Ban Phanop valley. I noticed at this time that the Lieutenant was also on his radio. Before deploying the seatkit I looked around the area in which I would be landing to find out if I wanted to deploy it or not. Since I was apparently going to land in an open field, I deployed it.

Upon contact with the ground, Captain Rash departed the area quickly because he heard small arms fire and numerous enemy voices around him. During the awkward ejection he had suffered a severe bruise on his foot and a muscle strain in his back, as well as first and second degree burns over his face, neck, and lower arms. He nonetheless wanted to put immediate distance between him and the enemy. He waded a shallow river, which then put the stream between him and his

[REDACTED] [REDACTED]
DECLASSIFIED

backseater. At one time he ran through a thicket where - in his words - "I could have hidden, but all I could think of was the Boxer 22 report, where the enemy was all around him and seemed to know where he was, and shot all through the area he was in."

The Captain eventually reached the base of the karst and found a cave-like indentation where he hid, about 20 feet up the face of it. He had been evading for approximately fifteen minutes. Pain and exhaustion, at this point, made him pass out. When he awakened, he heard the navigator talking on the survival radio to Candlestick 42, a FAC/Flare C-123. Captain Rash also came up on the radio to let them know he was alive, and to try to give them his location. He was losing fluid from his burns and shock, and later credited his two water bottles with giving him the strength and time to survive his coming ordeal. Speaking about the remainder of the first night, he said: ^{94/}

Enemy activity was astonishing. The minute we were down the enemy started bringing in guns all around our position. They had 37mm, 23mm, ZPU, and small arms. It was obvious what they were doing and it made me furious. They had set their pattern in a crossfire, knowing that the SAR effort would begin in the morning. They fired about 1,200 rounds throughout the evening to make sure their cross-fire pattern would cover the area where the Jolly Greens or Sandies would be coming in. The first night was spent to the tempo of many rounds of triple-A going off all around me.

There was little doubt in Captain Rash's mind that he was down in "Boxer Country." The enemy employed precisely the "flak-trap" tactics they had, using Lt. Bergeron as bait, three months earlier.

DECLASSIFIED [REDACTED]

On 20 March, the first-light SAR effort began, and from that point on, the F-4 pilot received constant fighter cover, bombing and strafing repeatedly in attempts to soften up the enemy defenses. It was not easy. Enemy AAA was extremely heavy, and used the tactic of waiting until the aircraft were pulling off their runs, and then "backstabbing" as the fighters passed them. Only four Jolly Green attempts could be made to rescue the pilot and navigator that day because of the intense gunfire, three of which were for the navigator because of his more open position. All failed; the helicopters took numerous hits and had to leave the area. With evening approaching, it was apparent to Captain Rash that the SARTF would have to break off further attempts for the night. He said: ^{95/}

After the attempt to get the Lieutenant out failed, it began to get dark and I knew they would soon have to close down the SAR effort for that day. As they were talking about closing down, I heard the Lieutenant come on the air quietly and say he had bad guys all around him, closing in with small arms and AK-47s. He said they seemed to know right where he was. About two minutes later he keyed his mike but didn't say anything. I heard bad guy voices, it sounded like they had their mouths right on the mike. I heard him say, "Wait," and then the mike went dead. I then heard 15 to 20 shots fired in the area he was in... That terminated the SAR effort for that day. The Sandies told me to "hang tough" and they would be back in the morning. I was at my weakest point right then, both mentally and physically. My final comment to them was, "You don't really believe that, do you?" I got no response to that.

The night passed rather quickly and quietly for Captain Rash, since the enemy already had their AAA zeroed in, and apparently did

not feel they had to change it. He heard dogs barking during the night, and thought for awhile they were tracking him, but since they did not approach his position, he figured they were merely dogs from the local villages. The next morning the SAR effort resumed. They immediately pinpointed his position and again began the sanitizing process. The Captain's narrative said: ^{96/}

They started out with the "Papa Whiskies" (Pave-ways), CBUs, everything else like they did the previous day. They just pounded the area to soften it up. They'd found out the previous day that the karst formation where I was had four or five heavy guns sitting right on top of it. On this day they brought in the "Papa Whiskies" and knocked those positions out. I think Sandy said they were 23mm gun emplacements.

The first helicopter to come in overshot Rash and went about 150 meters too far, where it ran into a nest of machine guns and had to dash out of the area. After two and a half more hours of softening up, the SAR forces made another try, this time from a different direction. To ^{97/} the Captain, it was a thing of beauty:

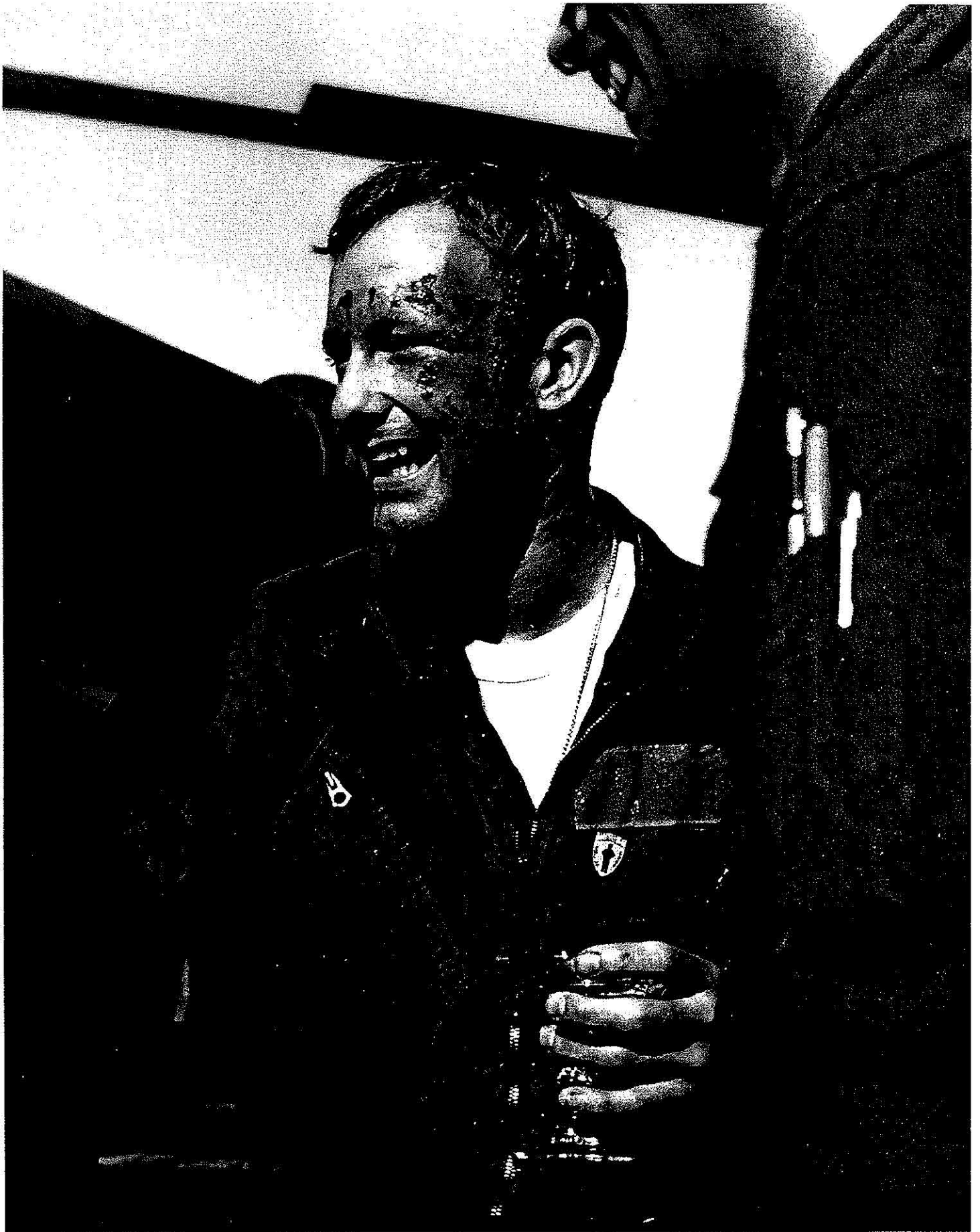
The scene was beautiful as they came in. The Sandies had a daisy chain set up to where they were dropping CBUs and strafing right ahead of the Jolly Green as he came in. They were dropping "Apeman" (RCA) too. There was a wall of "Apeman", smoke, dust, and bomb bursts on either side of the Jolly Green as he came in.

Captain Rash vectored the helicopter in to the point where the pilot spotted his flare, and from that point on the rescue went smoothly. He and Lieutenant Bergeron had come back from "Boxer 22 Country" under

DECLASSIFIED [REDACTED] [REDACTED]

almost identical circumstances. Both had been shot down over Ban Phanop valley. Both had to eject within seconds of being hit. Each was separated by a river from his compatriot (See photo, following page). Each had heard his fellow flyer probably killed. In each case, the enemy used the survivors as flak bait. On both occasions, the Jolly Greens had to abort several attempts at rescue because of the intense ground fire. Both times the SARTF used laser guided bombs to take out the heavy guns, and both times set up a wall of smoke, bombs, dust, and tear gas on each side of the helicopter on the final, and successful, rescue attempt. Both crewmen had spent parts of three days and all of two nights in the valley.

F-4 WOLF 06 SAR DOWNED 3/19/70 RESCUED 3/21/70



21Mar70.jpg

19 MAR 20 SAR

Robert LaPointe

From: "Doug Hudgens"
To: <rlapointe@gci.net>
Sent: Tuesday, April 10, 2001 12:46 PM
Subject: Wolf 06A SAR

Thank you for sending me the mission report/ unit history of the Wolf06 SAR. I had not gotten that before, and it is a good synopsis of that mission. I am snail mailing you a copy of some of the info I have on that mission. I have lots more info I can tap into, but for now I think this is a good start. Considering the intent of your next volume, I think you probably have enough to start with. When you begin again, let me know if you need more details, or second reports of an action or whatever, and I will see if I can help you out. My files on dad's last mission is almost an inch thick, and I do not think you want that much info.

Some details not mentioned: Dean DeTar was Sandy 05. He was based out of Pleku with a small detachment of Skyraiders, and used to quick "slam-bam-thank-you-mam" type of SAR's. Dad was Sandy Lead qualified, but he was used to coordinate the strikes sense he knew all the NKP/Thailand players, and Dean could concentrate on the survivor and the pick-up. Ron Rounce was Smoke 27. I have talked to both at length, as well as several other Skyraider pilots on that mission.

The backseater of Wolf 06 was Dennis Pugh, and he is still missing. I have talked to his brother in Colorado.

In my snail mail envelope is an order form for your book, and a check.

Thank you for sending the information so quickly. Good luck on the next volume, and let me know if I can help further. Thank you.

Doug Hudgens
son of MAJ Edward M. Hudgens

803 Steeps Court
Eules, Texas 76039
(817) 267-6223
redleg@home.com

(I was an Army Field Artillery Officer for 4 years, and thus the Redleg address)

Robert LaPointe

From: "Doug Hudgens" <redleg@home.com>

To: <rlapointe@gci.net>

Sent: Thursday, March 29, 2001 3:13 PM

Subject: Another name for the Rescue Personnel lost

My dad was MAJ Edward M. Hudgens, USAF. He was shot down 21 March 1970 and killed in Laos while flying an A-1J. He was Sandy 06 on the Wolf 06 SAR that successfully recovered the pilot of that F-4. Dad was assigned to the 22d SOS, 52d SOW, NKP. He is listed on panel 12 E, but I forget what line.

I have lots more info on this SAR, and his shoot-down if you want.

Thanks.

Doug Hudgens

803 Steeps CT

Euless, TX 76039

(817)267-6223

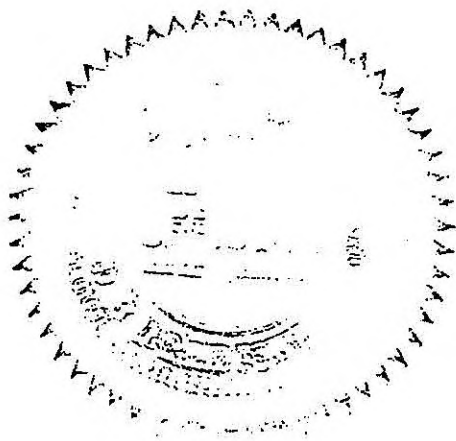
redleg@home.com

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS
(FIRST OAK LEAF CLUSTER)

TO

TERRY E. CAFFERY

Sergeant Terry E. Caffery distinguished himself by extraordinary achievement while participating in aerial flight as an HH-53 Pararescue Specialist in Southeast Asia on 21 March 1970. On that date, Sergeant Caffery participated in an extended rescue effort for a downed United States Air Force pilot deep within hostile territory. During the rescue, the recovery aircraft was subjected to intense and accurate hostile fire. When it appeared that a companion rescue helicopter was in danger of being hit, Sergeant Caffery directed fire at the truck-mounted automatic weapon which was endangering the other helicopter and successfully silenced it, insuring the safety of his fellow rescuemen. The professional competence, aerial skill, and devotion to duty displayed by Sergeant Caffery reflect great credit upon himself and the United States Air Force.



UNCLASSIFIED

21 MAR 76 15 26

Handwritten signature

Classification canceled ()
by authority of DoD 5200.1-R, Jan 1-4015 ARRS/DO LTR 25 APR 75
by *Richard A. Rash* 21 APR 75

LASH

1 00000 15/11/5 C *****
TTSZYOW RHMUABAU481 0601438-SSSS--RUWTFJA.

NY SSSSS

0 211339Z MAR 70

M OL-2 3 ARRG P UDORN RTAFB THAILAND

U RUEFHQA/CSAF/AFXOTXB

ULLEUA/HQARRS SCOTT AFB ILL

UHHABA/41 ARRWG/PROCP/HICKAM AFB HAWAII

USQSN/3ARRGP/3JRCCTAN SON NHUT AB RVN

NFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA

UCPAAA/MAC/MCP/MAOCDA/SCOTT AFB ILL

USQSN/7AF/LOT/DO/DP/DI/BDPMP/TACC/CC/TSN AB RVN

UKLAAA/TAC/DOSLR/LANGLEY AFB VA

UWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX.

UHHQA/CINCPAC/CC/CAMP H.M. SMITH HAWAII

UEOGDA/ARDC ABERDEEN PROVING GROUND MD

UEKC/AFECC FT RITCHIE MD

UHMSNA/MACV SAIGON RVN

UHHABA/CINCPACAF/CC/HICKAM AFB HAWAII

UMLJHA/39ARRS TUY HOA AB RVN

EN/7/13AF TACC UDORN RTAFB THAILAND

EN/40ARRS UDORN RTAFB THAILAND

UMORUA/8TGW UBON RTAFB THAILAND

IMMEDIATE

DOWNGRADED AT 3 YEAR
INTERVALS, DECLASSIFIED
AFTER 12 YEARS
DOD DIR 5200.10

PAGE 2 RHMUABAU481

UMOUVA/AIRA VIENTIANE LAOS

UMOREA/DET 1 40 ARRS NAKHOM PHANOM RTAFB THAILAND

UMOREA/56SOW NAKHOM PHANOM RTAFB THAILAND

UMLJBB/OL-1 3 ARRG P SON TRA AB RVN

BT

UJOPREP JIFFY/OL-2, 3ARRGP RESCUE/027/191218Z MARCH 1970.

1. RESCUE CLOSING/SUSPENDING REPORT 21 MAR 70

2. 2-3-020-19 MAR 70

3. B. LOW STRATUS, VISIBILITY 5 TO 7 MILES. 12. SNADY 1/212358Z/

750N 10544.3E 13. 40ARRS/HH-53/FOREST PENETRATOR/210551Z

4. 2/1/1/1/1/0 15. TAKEN TO NAKHOM PHANOM RTAFB, THAILAND

6. 23/96.7/40ARRS/HH-53; 84/265.2/56SOW/A-1; 10/59.5/39ARRS/HC-130P

7. A. 0/0/0/0/NOT AVAILABLE/0/0/3

8. 0/0/0/0/NOT AVAILABLE/0/0/1 18. A. CREW MAKIN SAVE: AC:HEDGEWALD,

RICHARD F., MAJ., CP: BIEIER, ROBERT W., MAJ., FE: CRAWFORD, INUS G.,

SGT, RS: McDONALD, GREGORY J., SGT, RS: COLBERT, CHARLES L., SGT,

RS: KIDDICK, JOHNNIE L., SGT. ALL ASSIGNED TO 40ARRS. B. PERSONNEL

RAVEL: RICHARD A. RASH, CAPT., 8TFW, USAF 19

UNCLASSIFIED

REPRODUCED (PMS) BY (PMS)

REPRODUCED COPY 1 OF 2 COPIES

UNCLASSIFIED

UNCLASSIFIED

*

LASH

T 00553

730N 10544.3E B. ALPHA SURVIVOR LOCATED AND BRAVO SURVIVOR MIA.
ARRS CREDITED WITH ONE USAF COMBAT AIRCREW MEMBER SAVE. RS WAS

PAGE 3 RHMUABA0481
DEPLOYED TO ASSIST THE SURVIVOR AND 13 AIR REFUELINGS WERE ACCOMP-
LISHED. ON THIS DATE THE SAR EFFORT TO RECOVER WOLF 06'S SURVIVORS
WAS CONTINUED. VOICE CONTACT WAS MAINTAINED WITH WOLF 06 ALPHA
THROUGHOUT THE NIGHT AND INTO THE RECOVERY EFFORT. ALL CONTACT WITH
THE BRAVO SURVIVOR WAS LOST ON THE PREVIOUS DAY AND NEVER
REESTABLISHED. INTELLIGENCE DEBRIEFINGS AT NAKHON PHANOM RTAFB
OF SANDY 11 AND NAIL 31 OF 20 MARCH'S EFFORT INDICATE THE
POSSIBILITY OF BRAVO'S CAPTURE. AT 210240Z, AFTER SUPPRESSING HOSTILE
FIRE, A RECOVERY ATTEMPT ON 'ALPHA' WAS INITIATED. THE ATTEMPT WAS
ABORTED BECAUSE OF INTENSE GROUND FIRE THAT SEVERELY DAMAGED JOLLY
GREEN 84 AND WOUNDED ONE OF JOLLY GREEN 84'S CREW MEMBERS. THE
DAMAGED AIRCRAFT RECOVERED SAFELY AT NAKHON PHANOM RTAFB AND THE
WOUNDED RESCUE SPECIALIST'S CONDITION WAS DESCRIBED AS 'GOOD'. THE
SAR TASK FORCE THEN CONTINUED TO SILENCE THE HOSTILE ACTIVITY IN
THE AREA. AT 21/0545Z A SECOND ATTEMPT WAS INITIATED. THIS ATTEMPT
WAS SUCCESSFULLY COMPLETED AT 21/0551Z. THE SURVIVOR HAD SUPERFICIAL
BURNS ON HIS FOREARM, FACE AND NECK, BURNS ON HIS EYES AND AN
UNDETERMINED BACK INJURY. HIS CONDITION IS LISTED AS GOOD. AT
21/0553Z, WHILE IN THE PROCESS OF RECOVERING WOLF 06A, -NAIL 05,
SANDY 9/10, AND SMOKE 27/28 OBSERVED SANDY 6 TAKE A HIT. SANDY 6

PAGE 4 RHMUABA0481
WAS ADVISED TO BAILOUT. THESE FIVE SORTIES OBSERVED THE STRICKEN
AIRCRAFT UNTIL IT IMPACTED AND IN THEIR ESTIMATION THERE WAS NO
POSSIBILITY THAT THE PILOT GOT OUT OF THE AIRCRAFT. NO CHUTE
SIGHTINGS OR BEEPER WAS RECEIVED FROM SANDY 6. VISUAL CHECKS OF THE
DEBRIS BY AIRCRAFT WERE ALSO FRUITLESS. THE MISSING SURVIVOR, WOLF
06, IS DENNIS G. PUGH, 1LT, 8TFW, USAF. ALL AGENCIES HAVE BEEN
ADVISED TO CONTINUE WITH AN ELECTRONIC SEARCH AND LOOK AND LISTEN
ON WOLF 06B AND SANDY 6. THE MISSION ON WOLF 06A WAS CLOSED AT
21/0635Z. THE MISSION ON WOLF 06B IS SUSPENDED.

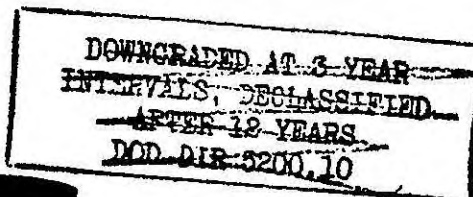
60578

0481

NNNN

LASH

*



UNCLASSIFIED

~~CONFIDENTIAL~~
DATE: 27 MAR 70

MISSION NUMBER: 1-3-021-27 MAR 70

AIRCRAFT DESIGNATION: KING 6

DISTRESSED AIRCRAFT: EMPIRE 18 (Army Helo)

LOCATION: 185/11/103

SAVES: None

9 April 1970

Classified by *213 ARRL*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNLOADED AT TWO
YEAR INTERVALS.

DECLASSIFIED ON *31 Dec 70*

~~CONFIDENTIAL~~ DOWNLOADED TO
CONFIDENTIAL ON *9 Apr 76*
IAW EX. ORDER 11652

1. (C) A "mayday" call was received at 0908Z from Griffin 93G that he had witnessed a helicopter crash at approximately 185/11/103. Griffin 93G searched the area and located the crash site on a slope with the downed aircraft appearing badly damaged and partially resting in the trees. The area was very rugged with tall trees and densely covered. One survivor was thought to be about 75 feet up a tree with the other on the ground below the wreckage. Due to the height of trees the Army helicopters were unable to affect any kind of recovery. The weather in the area was marginal. The ceiling was 1600' overcast with the downed aircraft at approximately 900' elevation. By this time numerous Army helicopters were in the area, and King 6 assumed airborne mission control with Griffin 93G as on scene commander.
2. (C) SAR forces were launched by Queen from Chan 77 - Spad 11 & 12 and JG 09 & 35. The Army helicopters in the area trolled the area trying to determine if the area was permissive with no ground fire received. Spad 11 arrived on scene at 0952Z and was appointed on scene commander.
3. (S) Spad 11 felt that the area was fairly permissive and because of deteriorating weather decided on a rescue attempt at 1002Z using JG 09. No ground fire was received on ingress until JG 09 went into a hover at which time ground fire was received with JG 09 taking hits and the pickup attempt was aborted. JG 09 reported a fuel leak and an injured crewmember and were heading for Channell 103. Because of increased mechanical difficulties (hydraulic failure) JG 09 had to land on a sandbar 3 miles south of Channell 103. JG 35 picked up the crew and took the injured man to the hospital.
4. (C) Spad 11 & 12 hosed down the area as much as possible but because of further deteriorating weather and darkness decided against another Jolly Green rescue attempt. Dustoff 713, an Army helicopter with a hoist, tried to make a pickup using Cobra gunships as escort. A gain no ground fire was received until the helicopter was in the hover. Dustoff 713 had his hoist shot off and had to abort the pickup attempt.
5. (C) The SAR Forces were RTB'd at 1105Z when it was determined that no further attempt could be made due to weather and darkness.

~~CONFIDENTIAL~~

22-71-0008
00-70-0020
all 5 intervals.
39-70-0063

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

37 (0)

29 March 1970

Mission Narrative Report (1-3-021) 27 Mar 70 (U)

37C
3 ARACp (JACE)

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARACp Sup 1, 15 Jan 1968.

2. At (0900Z) 27 Mar 70 while preparing for an alert training flight Jolly Green 09 and 35 were scrambled by Queen. We were immediately airborne and after establishing radio contact with Queen, and King 6, took up a "feet wet" heading for Channel 103. It was reported that an Army helicopter, "Empire 18", was down due to hostile fire. The first position given was 125/20 off Channel 103. This position was later corrected to 185/11 off Channel 103. We arrived an initial holding fix of 185/20/103 approximately 40 minutes after take off. Spade 11 and 12 had also been scrambled and were at the crash site providing cover when we arrived in the area. The area PAC, Trail 260, was also on the scene and was dispatched by the "Spade" to lead the Jolly's from the holding area, into the general area of the downed aircraft. At this time the on scene commander "Spad 11", took over and briefed Jolly Green 09 (The Low Bird) where the survivor was, the weather and other pertinent information.

Jolly Green 35 (HIGH BIRD)

We were directed to a holding point which was approximately one mile east of the survivor's position. The cloud cover was ragged overcast 300 to 400 feet AGL with visibility 1 to 2 miles in haze and ground fog. Both the ceiling and the visibility progressively deteriorated during the period of time that we were in the area.

Jolly Green 09 (LOW BIRD)

Prior to the arrival of the Jolly's in the area, Cobra Gunships had been striking around the crash site (due to low ceiling and near by hills and ridges the Spade could not effectively lay in ordnance). An Army LCH had hovered over the crash site and had spotted one survivor who was suspended upside down in a large tree. The second survivor was reported to be at the base of the same tree. Jolly Green 09 moved over the survivor's position and assumed a hover. A number of loud nearby explosions prompted an inquiry as to whether friendly strikes were being put in. An affirmative answer was received. Shortly thereafter, the PJ reported a barrage of ground fire, hits on the aircraft, and that the Flight Engineer had been wounded.

Copy 2 of 10 Copies

7

Jolly Green 35 (HIGH BIRD)

Jolly Green 09 transmitted "we are taking ground fire and are pulling off". We (Jolly Green 35) immediately took up a heading for Jolly Green 09's position. The Co-pilot acquired visual contact on Jolly Green 09 and we took up an intercept heading. A short period later Jolly Green 09 transmitted that the Flight Engineer was wounded, and they were leaking fuel. We (Jolly Green 35) closed in on 09 at their eight o'clock position to lend possible assistance. Jolly Green 09 set an immediate course for Quang Tri Air Base, and shortly thereafter transmitted that they had taken hits in their hydraulic system and were losing hydraulic fluid in addition to the fuel leak. Approximately five miles out of Quang Tri, Jolly Green 09 reported that he was losing transmission oil pressure and would have to set the aircraft down. We suggested that he put it down on a large sand bar on the Thach-Han River approximately 3.5 miles southwest of Quang Tri Air Base. As we followed Jolly Green 09 down, fluid could be seen streaming off the aircraft. Jolly Green 09 made a successful landing on the sand bar and we quickly followed, setting down about 15 yards from the aircraft. The PJ and Flight Engineer (Jolly Green 35) disembarked and aided the wounded Flight Engineer to our aircraft. The helmet visor of the Flight Engineer had a bullet hole in the left corner and blood was streaming down the left side of his face. We also picked up the Co-pilot at this time. The Aircraft Commander and the PJ of Jolly Green 09 elected to stay with the aircraft until we could get some security forces on the scene. Army Cobras were overhead Jolly Green 09 as we departed for the Quang Tri Med Evac. pad with the wounded Flight Engineer and the Co-Pilot. Enroute the PJ administered first aid to the wounded Flight Engineer and reported that his left ear had been pierced by a bullet, and that he appeared to be in shock. Enroute to Channel 103 we requested of "Batman Control" to provide security forces for the downed aircraft. (Batman Control) responded by scrambling several Huey's aircraft with a security force on board and some additional Cobra Gunships. Upon landing at the Medevac pad, we were advised by King 6 that we were not to return to the survivors area until additional Jolly Green's were on the scene (Jolly Green 07 & 21 had just been scrambled from Channel 77). Meanwhile, an Army "Dust Off" Huey with a hoist had attempted the pick-up but was driven off by heavy ground fire. Some what later, we Jolly Green 35 returned to Jolly Green 09 to retrieve the Aircraft Commander and the PJ. The Army ground security forces took over and secured a perimeter around the aircraft. With the crew member's of Jolly Green 09 minus the Flight Engineer we RTB to Channel 77 at 1215Z.

3. SURVIVORS:

JOLLY GREEN 09 CREW

AC Maj. Lewis E. Garrett
CP Capt. James Blackwood
FE SSgt. Vincent P. Freeman
RS Sgt. Edward I. Randle

4. JOLLY GREEN CREWS:

JOLLY GREEN 14 CREW

AC Maj. Emmett E. Hatch Jr.
CP Capt. Charles C. Adams
FE SSgt. David W. Lilliston
RS SSgt. Earnest L. Casbeer

JOLLY GREEN 07 CREW

AC Maj. Richard E. Harrison
CP Maj. John A. Raper
FE ALC. David J. Bond
RS Maj. Harold W. Harvey

JOLLY GREEN 21 CREW

AC Capt. Ronald A. Marino
CP Capt. Kenneth T. Kelley
FE Sgt. Karl H. Churn
RS SSgt. Jules C. Smith


EMMETT E. HATCH, JR., Major, USAF
Jolly Green 35
Aircraft Commander



U.S. Air Force Photo by A1C Edward S. Scheuren
Sergeant Freeman, left, Capt. James Blackwood
NCO Shows 37th ARRS Pilot Bullet Holes

Bullet Bends His Ear— But He's Not Quitting

By Capt. Mike Freel

DA NANG—"I was standing in the cargo door, and I saw the enemy gunner jump up and fire a burst at me," stated SSgt. Vincent P. Freeman, a flight engineer with the 37th Aerospace Rescue and Recovery Squadron here.

"One of the rounds entered the forward left part of my helmet visor, smashed through the internal ear phone, taking along part of my left ear with it before exiting at the back of my helmet. That was close, too close," continued Sergeant Freeman.

The action Sergeant Freeman referred to as "too close" took place recently during a search and rescue mission. The HH-3 Jolly Green Giant helicopter in which he was flying came under

mission southwest of Quang Tri City.

"The enemy fire was so intense," he said, "that the mission had to be aborted. Shortly after moving off the rescue site our HH-3 was forced to make an emergency landing because of damage. We were then picked up by another Jolly Green from the 37th ARRS, and I was taken to Quang Tri City for medical attention."

Sergeant Freeman's military career began in January 1956 when he entered the U.S. Navy and became a helicopter maintenance flight engineer. During 1967 he served on the USS Yorktown off Yankee Station in the Gulf of Tonkin.

In November of the same year he left the Navy because, as Sergeant Freeman put it, "I be-

came tired of the sea after nine years."

After working at the Boston Navy Yard for 60 days, he decided to return to the military and this time he chose the Air Force.

Late in 1968 he volunteered for air rescue and recovery training, and after completing training he was sent to the 37th ARRS here, arriving in April 1969.

Sergeant Freeman is returning to the United States shortly where his hard-earned skills will be put to use as an instructor in his specialty—rescue flight engineering.

When asked what his future plans are, Sergeant Freeman stated, "... to return to duty as a rescue flight engineer with the 37th ARRS."

SUPPORTING DOCUMENT #10

MISSION NARRATIVE 1-3-021 27 Mar 70

(U) At 0908Z 27 Mar 70 while preparing for an alert training flight Jolly Green 09 and 35 were scrambled by Queen. We were immediately airborne and after establishing radio contact with Queen and King 6, took up a feet wet heading for Channel 103. It was reported that an Army helicopter, Empire 18 was down due to hostile fire. The first position given was 125/20/103. This was later corrected to 185/11/103. We arrived at an initial holding fix of 105/20/103 approximately 40 minutes after take off. Spads 11 and 12 had also been scrambled and were at the crash site providing cover when we arrived in the area. The area FAC, Trail 260 was also on the scene and was dispatched by the Spads to lead the Jolly Greens from the holding area into the general area of the downed aircraft. At this time the On Scene Commander, Spad 11 took over and briefed JG 09 (low bird) where the survivor was. The weather and other pertinent information was briefed at that time.

Jolly Green 35(High Bird) We were directed to a holding point which was approximately one mile east of the survivors position. The cloud cover was ragged overcast 300 to 400' AGL with visibility 1 to 2 miles in haze and ground fog. Both the ceiling and the visibility progressively deteriorated during the period of time that we were in the area.

Jolly Green 09(Low Bird) Prior to the arrival of the Jolly Greens in the area, Cobra gunships had been striking around the crash site(due to low ceiling and near by hills and ridges the Spads could not effectively lay in ordinance.) An Army LOH had hovered over the crash site and had spotted one survivor who was suspended upside down in a large tree. The second survivor was reported to be at the base of the same tree. JG 09 moved over the survivors' position and assumed a hover. A number of loud nearby explosions prompted an inquiry as to whether friendly strikes were being put in. An Affirmative answer was received. Shortly thereafter the PJ reported a barrage of ground fire, hits on the aircraft, and that the Flight Engineer had been wounded.

Jolly Green 35(High Bird) JG 09 transmitted "we are taking ground fire and are pulling off". We (JG 35) immediately took up a heading for JG 09's position. The Co-pilot acquired visual contact on JG 09 and we took up an intercept heading. A short period later JG 09 transmitted that the Flight Engineer was wounded and they were leaking fuel. We (JG35) closed in on JG 09 at their eight o'clock position to lend possible assistance. JG 09 set an immediate course for Quang Tri Air Base and shortly thereafter transmitted that they had taken hits in their hydraulic system.

and were losing hydraulic fluid in addition to the fuel leak. Approximately five miles out of Quang Tri, JG 09 reported that he was losing transmission oil pressure and would have to set the aircraft down. We suggested that he put it down on a large sand bar on the Thach-Han River approximately 3.5 miles southwest of Quang Tri Air Base. As we followed JG 09 down, fluid could be seen streaming off the aircraft. JG 09 made a successful landing on the sand bar and we quickly followed, setting down about 15 yards from the aircraft. The PJ and FE (JG 35) disembarked and aided the wounded FE to our aircraft. The helmet visor of the FE had a bullet hole in the right corner and blood was streaming down the right side of his face. We also picked up the Co-pilot at this time. The Aircraft Commander and the PJ of JG 09 elected to stay with the aircraft until we could get some security forces on the scene. Army Cobra gunships were flying cap over JG 09 as we departed for the Quang Tri Med Evac pad with the wounded FE and the Co-pilot. Enroute the PJ administered first aid to the wounded FE and reported that his right ear had been pierced by a bullet, and that he appeared to be in shock. Enroute to Channel 103 we requested of Batman Control to provide security forces for the downed aircraft. Batman Control responded by scrambling several Huey aircraft with a security force on board and some additional Cobra gunships. Upon landing at the Medevac pad we were advised by King 6 that we were not to return to the survivors area until additional Jolly Greens were on the scene (JG 07 and 21 had just been scrambled from Channel 77). Meanwhile an Army Dustoff Huey with a hoist had attempted the pick-up but was driven off by heavy ground fire. Some what later we (JG 35) returned to JG 09 to retrieve the Aircraft Commander and the PJ. The Army ground security forces took over and secured a perimeter around the aircraft. With the crewmembers of JG 09 minus the FE we returned to Channel 77 at 1215Z.

(U) The survivors were: Maj Lewis E. Garrett, Capt Jimmie Blackwood, SSG Vincent P. Freeman, SGT Edward K. Rendle.

(U) Crews involved:

JOLLY GREEN 09

AC Maj Lewis E. Garrett
CP Capt Jimmie Blackwood
FE SSG Vincent P. Freeman
RS SGT Edward K. Rendle

JOLLY GREEN 07

AC Maj Richard K. Madison
CP Maj John A. Raper
FE A1C David J. Bond
RS MSG Harold W. Harvey

JOLLY GREEN 35

AC Maj Emmett E. Hatch
CP Capt Charles C. Adams
FE SSG David W. Lilliston
RS SSG Earnest D. Casbeer

JOLLY GREEN 21

AC Capt Ronald A. Merino
CP Kenneth T. Kelley, Capt
FE SGT Karl H. Chunn
RS SSG Jules C. Smith