

DECLASSIFIED

MISSION NARRATIVE REPORT

DATE: 2 May 70

MISSION NUMBER: 1-3-037

FLIGHT DESIGNATION: Jolly Green 35 and Jolly Green 87

MISSION OBJECTIVE: Search and Rescue Falcon 93

LOCATION: 106°43'E, 17°07'N

SAVES: 2 Combat Saves

DOWNGRADED TO
CONFIDENTIAL ON 9 Apr 73
BY ORDER 1152

Classified by Ad / 3A244
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED A...WO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 76

1. (S) Jolly Green 35 was launched from Da Nang AB, RVN (Channel 77) at 0255Z to replace Jolly Green 21 who had transmission problems while on orbit and had landed at Quang Tri, RVN (Channel 103). We proceeded to the India orbit point and were on station at approximately 0330Z. At 0405Z we heard a mayday saying that Falcon 93 had been hit, had bailed out, had two good chutes and that both men were on their radios. The coordinate were given 106°46'E, 17°05'N but this position was later changed to 106°43'E and 17°07'N. We were directed to hold on the 270 radial of channel 103, 0-25 NM with Jolly Green 87. We climbed to 10000 ft and established a holding orbit. The weather was clear and was not a factor. The altitude of the survivor was reported as 1000 ft and the temperature was 28°C. We picked up a Spad escort while in the holding pattern. At 0500Z we were directed to hold over the high karst at 290/34/103. During the entire time in the holding pattern we could hear the Spads trying to pinpoint the survivors and the fastmovers working over the area. We also were aware that the Alfa man believed that the enemy was homing in on him every time he transmitted on his radio. We also knew that there were people on the roads near the SAR Area. Shortly after entering the holding area over the karst we were directed to a low holding point. At 0515Z we were told that we would be going in shortly. After about five minutes in the Low holding point we were asked if we could see the smoke from a white phosphorus rocket that had just been fired. We acknowledged that we could see it and we were told that we were to cross directly over the smoke on a heading of 070 and not to go past another smoke that had just dropped, because that marked a road. We acknowledged and began our final descent, during which we dropped our tip tanks. We made our approach to the area and when we crossed over the IP one of the Spads GCA'd us to the survivor. We came to a low hover in the trees but did not have the survivor in sight and could not hear him on guard. The Spad then told the survivor to pop his day smoke. We finally saw the smoke drift out of the trees and came to a hover over it. The Flight Engineer then

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after 12 years

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stated that he had the survivor in sight. Because of the trees in the area we could not hover directly over the survivor so the Flight Engineer motioned to the survivor to come over to the penetrator. A few seconds later the "Alfa" man was on the penetrator and was pulled into the aircraft without any difficulty. The Spad then tried to GCA us to the "Bravo" man but was not completely successful. The Spad then had the survivor pop the night end of his flare and we immediately saw the light of the flare at our 8 o'clock position. We then hovered and taxied over to him and the Flight Engineer dropped the penetrator right in his lap. He climbed on and was brought into the helicopter. The two survivors were about fifty yards apart. We spent about ten minutes in the hover and started our climbout at 0530Z. We took no ground fire or hits while in the hover but both survivors stated that they could hear small arms and automatic weapons fire during the pickup. We climbed out on a heading of 210°. At an altitude of about 1000 feet and one half mile from the rescue area the Flight Engineer, PJ, AC and the Spad saw several tracers from a 23MM pass directly under the nose of the helicopter. We continued our climb up to 7000 ft and exited the area. We air refueled with King on the way home to Channel 77. The rest of the flight was uneventful, with landing at Channel 77 at 0630Z.

2. 2 Sorties/5.6hrs/HH-3E/37ARRS; 1 Sortie/5.0hrs/HH-53C/37ARRS; 2 Sorties/5.0hrs/HH-53/40ARRS; 3 Sorties/6.1hrs/HG-130P/39ARRS; 4 Sorties/12.0hrs/A-1E/OLAA 56 SOW; 8 Sorties/23.0hrs/A-1E/56 SOW.

3. None

4. None

5. Not applicable.

6. Jolly Green Crews:

Jolly Green 35

AC Capt. Richard C. Tobin
CP Capt. Dale R. Clark
FE Sgt. Joseph J. Vai
RS SSgt. Jules C. Smith

Richard C. Tobin

RICHARD C. TOBIN, Captain USAF
Aircraft Commander

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT 170
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 78*

**1. DOWNGRADED TO
CONFIDENTIAL ON 9 Apr 78**

EX. ORDER 11 52 Jolly Green 87

AC Capt. Donald Thompson
CP Maj. Albert W. Palmer
FE SSgt. Edward J. Koebernik
RS SSgt. Michael K. Van Brunt
RS MSgt. Harold W. Harvey



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AD-70-1312

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DATE: 2 MAY 70

MISSION NUMBER: 1-3-037-2 MAY 70

FLIGHT DESIGNATION: KING 4

(S) LOCATION: 310/34/103

DISTRESSED AIRCRAFT: FALCON 93 (F-4)

SAVES: 2 Combat

Classified 4 May 1970
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DOWNGRADED TO
CONFIDENTIAL ON 9 Aug 73
IAW EX. ORDER 11 52

1. (C) At 0350Z, information was received from Spad 11, who at the time was on India Orbit, that an aircraft was down. No Mayday was received. At 0357Z, Panama called and advised that Falcon 01 was escorting Falcon 02 to Ch 77. Falcon 02 had battle damage. Contact was made at this time with Falcon 02. Queen was contacted at this time and they knew about Falcon 02 and also advised us of the downed Aircraft (Falcon 93). Queen sent an encoded position of Falcon 93 which was later changed by Swanee Lead. We requested that Pedro be alerted for Falcon 02.

2. (C) Contact was established with Swanee Lead on Guard channel. He was over the crash site and designated On-Scene Commander (OSC). Swanee Lead made contact with 93A and 93B and both were in good shape. Environment was hostile, but Swanee Lead acknowledged that no ground fire was observed.

3. (S) At 0406Z, border clearance was requested for SAR forces.

4. (C) At 0408Z, Spad 11 & 12 arrived over the crash site and Spad 11 was designated OSC at this time. Jolly Green 35 & 87 were orbiting over Ch 103. Fast movers were requested at 0412Z. Holding position for fast movers was 300/20/103. Discreet freq was 256.4. Sandy's 03 & 04 and Jolly Green's 83 & 79 were in holding position 105/45/89.

5. (C) Sandy 01 & 02 arrived in area at 0420Z. At 0424Z, Spad 11 advised that he had visual contact with both survivors. Spad 11 determined that a quick pick-up was possible and Sandy 01 & 02 were directed to pick-up Jolly Green 35L and Jolly Green 87H and escort them to approximate crash site.

6. (C) At 0501Z Spad 11 RTB Ch 69 for fuel. Sandy 01 designated OSC. At 0505Z, Sandy 5 put in fast mover strikes. No ground fire noted. At 0521, Sandy 05 put Phase Alpha in effect. At 0523Z, Phase Bravo in effect. At 0531Z, Phase Bravo was completed. Both

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survivors were picked up by Jolly Green 35. The SAR forces egressed south and then east to feet wet. King 6 was orbiting off Ch 103 and was used to refuel Jolly Green 35 & 87. At 0548Z, all SAR forces were released.

7. (U) Sandy's 01 & 02, Spad 03 & 04, Jolly Green 35 & 87 RTB Ch 77. Sandy's 03 & 04, Sandy's 05 & 06, Jolly Green 83 & 79 RTB Ch 89. King 6 assumed normal Gulf Orbit. Spad 01 & 02, Jolly Green 42 & 21 RTB Ch 77.

8. (U) AIR REFUELING: King 6 refueled Jolly Green 35 & 87 after pick up was completed.

9. (C) FORCES UTILIZED:

SAR

Spads 11 & 12
Jolly Green 35 & 87 (India Orbit)
Spads 01, 21, 03, 04, 02
Jolly Green 42 & 21
Sandy 03, 04, 05, 06 (Ch 89)
Jolly Green 83 & 79 (Nov Orbit)
King 6 (Refueler)

STRIKE

*Elect 72
Falcon 91
*Sidewinder 404
*Ray Gun 511
*Litter 09
*Limit 32
*Gunfighter 63

*Not Used

10. (U) King 4 Crewmembers:

AMC/AC LTC DOBSON
CP CPT EISINGER
N MAJ STOFFEL
RO TSG GILMORE
FE MSG HENDERSON
FE MSG MARTEL
FE TSG REED
LM TSG LORENZ
LM TSG SWANEY
LM SSG BARNETT

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YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76


ROBERT T. DOBSON, Lt Col, USAF
Airborne Mission Commander/Aircraft Commander

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39-70-693

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FROM: Sandy 01/02/1/Lt Harvey/Capt Tarnowski ROJ510

6 May 70

SUBJECT: SAR Report on Falcon 93 Alpha/Bravo

DO NOT

CATALOGED

TO: SARCO/Lt Colonel Lowman/ISOSC

No

0239221

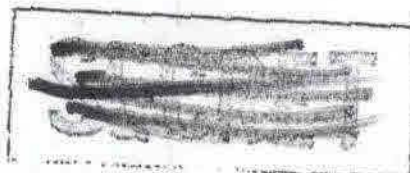
1. On 2 May 1970 at approximately 0910 Local a special mission into North Vietnam had been initiated calling for Sandys 01 through 04 and Jolly Greens 83 and 79 to maintain the SAR November orbit, with Spads 11 and 12 and Jolly Greens 35 and 37 on the India orbit. Sandys 01 and 02 launched at 0850 with Sandys 03 and 04 right behind us. We were on station at 0905. While monitoring the strike frequency we first received word of the downing of Falcon 93, escorting Swameo, at approximately 1040. Sandy 01 and Sandy 02 immediately proceeded toward the crash site having been given the survivors' position as 310 degree radial for 36 NM off Channel 103 by King 04, estimating a TOT of 1100 Local.

2. We were 5 minutes out from the crash site when King 04 appointed Sandy 01 as on scene commander. Spad 11 and 12 arrived on scene a couple minutes ahead of Sandy 01 and 02 and immediately started a search to locate the two survivors, Falcon 93 Alpha and Bravo. On scene command then switched from Sandy 01 to Spad 11. The survivors were located in a moderately vegetated area 10-20 feet high consisting of scrub trees and elephant grass. The area was laced with single lane roads and foot paths with a series of main transportation routes and river just 100 meters to the east and south of the survivors. The weather was clear and visibility unrestricted in the immediate survivors' area with cumulus buildups south along the mountains near the DMZ.

3. After contacting King Sandys 01 and 02 were cleared to Channel 103 to pickup Jolly Greens 35 (W-3) and 37 (W-53). We rendezvoused 15 minutes later at 1125 Local with the Jolly Greens on the 270 degree radial for 15 NM off Channel 103, escorting them to the 270 degree radial for 26 NM before turning them north. While escorting the Jolly Greens north across the DMZ, Spad 11 and 12 went Bingo fuel requiring immediate replacements. At the same time Spad 03 and 04 checked in with King King 04 reporting their position as just west of Channel 10. On scene command was again given back to Sandy 01. Within a couple of minutes I was back in the survivors' area receiving a quick briefing from Spad 11. Spad with help from Bucket (F-105) had located a chute belonging to one of the survivors of Falcon 93, but neither Alpha or Bravo's exact location had been found. Before Spad 11 egressed the area, I had them strike a gun position west of the SAR area.

4. Immediately after assuming on scene command, I made a series of low passes while talking to each survivor checking on his condition and I 3 I aids available. I found out that both Alpha and Bravo were in good condition and each had two flares while only Bravo had a signal mirror. No sign of troop movement could be noted on any of the roads or trails. Alpha reported that he had heard a repeated homing beacon increasing in intensity whenever he would transmit on Guard frequency. The homing beacon signal was never coming from the same

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place twice, but no ground movement could be heard. Bravo also reported no ground movement in his area.

5. I then initiated my search for each individual starting with Alpha. He had hidden himself in a thicket area and could not get a visual on my aircraft. He could only relate his position to me each time I passed overhead to the engine noise of my aircraft and to his chute which he said was still in the trees, giving me a vague idea of his general area. At this point I asked Bravo to come up on the radio and Alpha to standby. Before actually trying to pinpoint Bravo, Buckle, who was still overhead, came in and made a pass at what he thought to be Bravo's position. The most I could get out of it was that Bravo was also located near the one visible chute. Bravo reported having an occasional visual on my aircraft, as I flew an orbit around him. I then continued flying an ever decreasing orbit until I had his general area pinpointed. Bravo then brought out his signal mirror and was able to signal me without any problem. After picking up his signal mirror I had him continue to signal for two to three minutes until I had a good fix on his location, so that I would be able to find it again if I had to exit and reenter the area. By this time Sandy 02 was back in the survivors' area overhead, after leaving Spad 03 and 04 with Jolly Greens 35 and 37. Sandy 02 had a visual on the chute and Bravo's general area but never a visual on the signal mirror.

6. Having pinpointed Bravo's position I set out to look for Alpha again. Alpha gave his position as 15 meters southwest of his chute. Not really knowing for certain to whom the one visible chute belonged, I assumed it to be Alpha's due to the general plot I had on him and went from there. This plot put Alpha about 50 meters southwest of Bravo's position. I had figured on a radius of distance between the two survivors of from 50 to 75 meters after determining their general areas.

7. Presently we had three sets of fast movers overhead, Spada 03 and 04, escorting Jolly Greens 35 and 37, and Sandys 05 and 06 10 minutes out. At 1210 the Jolly Greens made a call stating that they would need to be air refueled at 1230 Local. The time required to escort the Jolly Greens to a refueling area, refuel, and escort them back into the SAR area would have been too long to leave the survivors on the ground, so I immediately initiated a rescue attempt.

8. To mark the area for the Spads and Jolly Greens orbiting 5 miles away I had Sandy 02 drop some CBU-22 from 3000' MSL. Since there was no FAC available, I then had Sandy 02 take the fastmovers up the main route to the north to strike. While calling for Spad 03 to come into the area I fired a WP rocket to mark the general survivors area, and from that gave Spad 03 a heading to the chute and survivors' positions. Spad 03 acquired the positions without any problem and immediately exited the area to pick up Jolly Green 35 and escort him into the area. While Spad 04 continued to orbit with Jolly Green 37, Spad 03 brought Jolly Green 35 in high over the main route to the southwest of the area and let down a couple miles west.

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9. After Spad 03 had left the area, I briefed the survivors on the pickup telling them to be ready with the smoke and radios. Bravo acknowledged, but it was not until Jolly Green 35 was in position and ready to begin his run in that Alpha came up on the radio to acknowledge my call. During this period of time I dropped two WP bombs. One 500 meters west of the survivors and another 100 meters east of Bravo. The one to the west went off armed, and the one to the east went off safe. The wind was directly out of the west causing no problem. Just before briefing Jolly Green 35 I called Sandy 02 to join us in the daisy-chain, but I got no response. I found later that Sandy 02 had been striking some trucks himself after PACing in the fast-movers. He had destroyed one truck and damaged another setting off a large POL fire when he sighted an Armored Personnel Carrier loaded with troops heading south on the main route about 250 meters north of the survivors' location. His first pass on the APC stopped it and with his succeeding passes he was able to destroy it killing the troops on board. I continued on with the pickup attempt briefing Jolly Green 35 and Spad 03 on FM and then checking them in on Guard. Using a direct run in heading of 070 degrees after reaching the IP point brought Jolly Green 35 directly into the immediate survivors' area. I had called Alpha to pop his smoke when Jolly Green 35 was 100 meters out, but since Alpha had delayed in popping it, I had the chopper hover southwest of the survivors on his run in till we had a visual on the smoke. After Alpha popped his flare and the smoke appeared, it showed him to be a good 75 meters northeast of the visible smoke. I had no problem vectoring Jolly Green 35 into Alpha's immediate area. Once the chopper was almost overhead of Alpha I had him pop the night end of his flare. Jolly Green 35 by this time had a visual on Alpha and was hovering for the pickup. As soon as Jolly Green 35 had Alpha on board, I had him do a 100 degree turn to a heading of 210 degrees for 40-45 meters to Bravo's position having Bravo pop the night end of his flare. Bravo had already ignited the day end of his first flare as he heard Jolly Green 35 pass directly overhead while running in to pick up Alpha. Vectoring in Jolly Green 35 the remaining distance to Bravo's position and the successful pickup of Bravo was accomplished in a minimal amount of time. I did observe some small arms fire while making the pickups from 100 meters south of the survivors at the edge of a tree line near a storage area.

10. Egress from the area was the same as ingress except for crossing the main route to the south. We crossed to the east of the ingress route and did receive heavy and very accurate 23mm fire bursting at our altitude (5500-6000 Ft). After crossing the main route structure we continued south till crossing the DMZ then headed east out over the coast. The Jolly Greens 35 and 87 then refueled once over the water with Sandys 01 and 02 escorting them to Channel 77.

11. I feel that most everyone participating in the SAR did an outstanding job. Time seemed to be the most important factor in this SAR. I honestly believe that had Jolly Greens 35 and 87 had to leave the area and refuel that it might have been too late to rescue the survivors due to the possibility of troop movement into the area. Sandy 02 did such an outstanding job in all areas and should be commended for his work. His role as a FAC and strike aircraft in destroying the APC was indeed instrumental in allowing the SAR forces those extra few minutes to effect an almost unopposed rescue. He also handled all

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the radio calls with King 04 before I assumed on scene command after I lost my VHF transmitter on first entering the SAR area. Spad 11 along with the help of Bucket (R-105) had narrowed the survivors' area down and had found one of their chutes. Bucket stayed overhead the whole SAR effort aiding me innumerable times making a log pass on the survivors' location and aiding in receiving and relaying transmissions from the survivors' that I was unable to receive. Spad 03 did an outstanding job in quickly locating the survivors' general area and individually bringing the chopper into the pickup area. Jolly Green 35 was also very effective and did an outstanding and professional job. He had no problems following my directions and kept radio communications at a minimum until he was in each survivors' area. He effected the pickup of each survivor in a minimum of time and egressed the area without any problem. When receiving ground fire crossing the route structure he aided in calling it out whenever observed. Such professional efforts as displayed by Sandy 02, Spad 03 and Jolly Green 35 were paramount in effecting the rescue of Falcon 93 Alpha and Bravo.

12. Areas of concern involved Spad 11 accepting on scene command when he was so near Maye Fuel. This resulted in another on scene command change causing a valuable loss of time. Whether he be a Sandy or a Spad, every on scene commander has responsibilities to the survivor and must evaluate the situation judiciously. King 04 was making calls on UHF guard frequency when Spad 11 was on scene commander that should have been handled through Spad 12 on VHF. King has no need to use Guard as long as the on scene commander has a wingman with good radios. Sandy 01 and 02 should have been orbiting east of the main route structure in laes instead of on the November orbit. It would have cut their time to on scene in half. When special missions as these are in operation any change in the Sandy schedule should be arranged prior to take-off or on station times. Refueling times for the Jolly Greens during orbit has to be worked out to increase the effectiveness of their on station time. In summary, I would like to state that even though the above problem areas were encountered, the overall rescue operations was accomplished in a most professional manner.

George C. Harvey
 GEORGE C. HARVEY, 1/LT, USAF
 Sandy 01

Sandy 01	1/LT Harvey, 1503	Jolly 35	Capt Tobbin
" 02	Capt Tarnowski, 1503	" "	Capt Wicks
Spad 11	1/LT Roberts, Channel 77	Bucket (F-105)	Channel 95
" 12	1/LT Engelbrechtson "	Takhli RTAFB,	Thailand
" 03	1/LT Coleman "		
" 04	Major Williams "	Falcon 93 Alpha	Capt Bodenhein
		" " Bravo	1/LT Jackman
Jolly 87	Unknown		

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the general area and requested that ordnance not be expended unless absolutely necessary. Sandy 01 dropped an unarmed M-47 to mark the pick-up area and decided to bring in the helicopters and their escorts. It was decided that Nail 06 would lead this force into the pick-up area, while Sandy 01 maintained a visual reconnaissance. The combination of mountainous terrain and low cloud cover dictated that only one helicopter make the rescue attempt, escorted by Sandys 01 and 02. The remainder of the SAR force held high over the clouds. Jolly Green 42 made the pick-up run. Alpha had difficulty making visual contact because his radio transmissions were garbled. His one smoke flare was ineffective in the dense foliage. He was eventually located and extracted, as was Bravo.

(S) Egress was effected without incident.

^{15/}
(S) Falcon 93 was shot down on 2 May 1970 while escorting Swanee.

King 04 directed Sandys 01 through 04, and Jolly Greens 83 and 79 to the crash site from the November Orbit. Spads 11 and 12 with Jolly Greens 35 and 87, were called in from the India Orbit. Survivors' position was given as 310 degrees for 36 NM from Channel 103, or approximately eight miles south/southeast of the Bat Lake, in the southern part of North Vietnam.

(S) Initial On-Scene Command was given to Sandy 01, with Spad 11 subsequently assuming command on his earlier arrival. A low altitude search located the survivors in an area of moderate foliage consisting of scrub trees and elephant grass, varying from 10 to 20 feet

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in height. There were numerous single lane roads and footpaths in the area, with a main transportation route and a river located 100 meters to the east and south of the survivors, respectively. The weather was clear and visibility unrestricted in the SAR area, with some cumulous buildups south along the mountains near the DMZ.

(S) Rescue helicopters were brought in to hold in the SAR area, and Sandy 01 assumed command when Spads 11 and 12 were forced by bingo fuel to return to Danang. Spads 03 and 04 were outbound to the SAR area at this time. Only one gun had been struck up to this point and neither survivor reported enemy troop movements, although Alpha reported an attempt to home on his beacon. Both Alpha and Bravo were in good condition. Each had two flares in addition to their radios, but only Bravo had a signal mirror. It was only with difficulty that the survivors' positions were pinpointed. Bravo was visually acquired by Sandy 01 when he flashed his mirror and Alpha could only establish his area with reference to the one visible parachute.

(S) It was decided to attempt a pick-up shortly after noon. This decision was predicated on the lack of enemy resistance and on the fact that Jollys 35 and 97 were short of play time and would require refueling after approximately 20 minutes. Three sets of fast movers were available for gun

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suppression at this time, and Spads 03 and 04 and Sandys 03 and 04 were approaching the immediate area.

(S) In the absence of a FAC, Sandys 01 and 02 marked the pick-up area with WP rockets and CBU 22. Spad 03 was called in and briefed on the positions of Alpha and Bravo. He then exited the area to pick-up Jolly Green 35 and escort him in. Ingress was accomplished at high altitude from the southwest, with a letdown to the west of the SAR area.

(S) Sandy 01 then marked east and west of the survivors with WP, set up a daisy chain and ordered the helicopter in. Alpha was picked up first, from a position 75 meters northeast of the visible chute, after popping his smoke and the night end of his flare. A quick turn of 180 degrees allowed Bravo to be picked up on the same pass. His position was approximately 50 meters southwest of Alpha's. Some light small arms fire was observed during the pick-up.

(S) Some time earlier, Sandy 02 had struck several trucks and an armored personnel carrier (APC), entering the SAR area. One truck was destroyed and another damaged, and the APC was knocked out and the troops aboard killed.

(S) Egress was accomplished to the east of the ingress route, and heavy, accurate 23mm fire was received while crossing the route structure. Jolly Greens 35 and 87 refueled over water and recovered to Channel 77, escorted by Sandys 01 and 02.

^{16/}
(S) On 8 May 1970, a successful rescue was conducted for Nail 28. On the afternoon of 7 May, the OV-10 aircraft had

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DATE	CREW	J.G. CALL SIGN	SAVE NUMBER	SURVIVOR NAME RANK SERIAL NUMBER ORGANIZATION	LOCATION	MONTH
						MAY 1970 UNDER FIRE
2 MAY H3	TOBIN CLARK VAI SMITH, J.	35	556 557	CAPT. BODIE BODENHEIM 1 LT GARY JACKSON 13 TFS-UDORN	308/35/103	YES
5 MAY 15	THOMPSON LINDGREN KOEBERNIK DUFFY HEITSCH	65	558 559	RICHARD E. MOFFITT MAJ- [REDACTED] DONALD A. KELLUM LT/COL- [REDACTED] 12 TRS-TSNAUT	285/43/77 RF-4C	NO
25 MAY H3	BOND FETTE BLACKWOOD TATLEY SMITH, J. CLARK TERRELL CLOYES SAMO	23 27	560 561	GARY M. RUBES 1/LT- 433 TFS-UBON JOHN T. SORNBERGER 1/LT- 433 TFS-UBON	120/13/77 120/13/77	NO NO

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DATE: 2 May 70

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FLIGHT DESIGNATION: Jolly Green 35 and Jolly Green 87

MISSION OBJECTIVE: Search and Rescue Falcon 93

LOCATION: 106°43'E, 17°07'N

SAVES: 2 Combat Saves

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CONFIDENTIAL ON 1 Apr 73
EX. ORDER 11 52

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 78

1. (S) Jolly Green 35 was launched from Da Nang AB, RVN (Channel 77) at 0255Z to replace Jolly Green 21 who had transmission problems while on orbit and had landed at Quang Tri, RVN (Channel 103). We proceeded to the India orbit point and were on station at approximately 0330Z. At 0405Z we heard a mayday saying that Falcon 93 had been hit, had bailed out, had two good chutes and that both men were on their radios. The coordinate were given 106°46'E, 17°05'N but this position was later changed to 106°43'E and 17°07'N. We were directed to hold on the 270 radial of channel 103, 0-25 NM with Jolly Green 87. We climbed to 10000 ft and established a holding orbit. The weather was clear and was not a factor. The altitude of the survivor was reported as 1000 ft and the temperature was 28°C. We picked up a Spad escort while in the holding pattern. At 0500Z we were directed to hold over the high karst at 290/34/103. During the entire time in the holding pattern we could hear the Spads trying to pinpoint the survivors and the fastmovers working over the area. We also were aware that the Alfa man believed that the enemy was homing in on him every time he transmitted on his radio. We also knew that there were people on the roads near the SAR Area. Shortly after entering the holding area over the karst we were directed to a low holding point. At 0515Z we were told that we would be going in shortly. After about five minutes in the Low holding point we were asked if we could see the smoke from a white phosphorus rocket that had just been fired. We acknowledged that we could see it and we were told that we were to cross directly over the smoke on a heading of 070 and not to go past another smoke that had just dropped, because that marked a road. We acknowledged and began our final descent, during which we dropped our tip tanks. We made our approach to the area and when we crossed over the IP one of the Spads GCA'd us to the survivor. We came to a low hover in the trees but did not have the survivor in sight and could not hear him on guard. The Spad then told the survivor to pop his day smoke. We finally saw the smoke drift out of the trees and came to a hover over it. The Flight Engineer then

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DATE	CREW	J.G. CALLS	SAVE NUMB	RANK SERIAL NUMBER ORGANIZATION	LOCATION	MAY 1970
						UNDER-FIRE
2 MAY H3	TOBIN	35	556	CAPT. BOBIE BODENHEIM	308/35/103	YES
	CLARK		557	LT GARY JACKSON		
	VAI			13 TFS-UDORN		
	SMITH, J.					
5 MAY 53C	THOMPSON	65	558	RICHARD E. MOFFITT	285/43/77	NO
	LINDGREN		559	MAJ- XXXXXXXXXX	RF-4C	
	KOEBERNIK			DONALD A. KELLUM		
	DUFFY			LT/COL- XXXXXXXXXX		
	HEITSCH			12 TRS-TSNHUT		
5 MAY H3	BOND	23	560	GARY M. RUBES	120/13/77	NO
	FETTE			1/LT-		
	BLACKWOOD			433 TFS-UBON		
	TATLEY					
	SMITH, J.					
	CLARK	27	561	JOHN T. SORNBERGER	120/13/77	NO
	TERRELL			1/LT-		
	CLOYES			433 TFS-UBON		
	SAMO					

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~~CONFIDENTIAL~~

stated that he had the survivor in sight. Because of the trees in the area we could not hover directly over the survivor so the Flight Engineer motioned to the survivor to come over to the penetrator. A few seconds later the "Alfa" man was on the penetrator and was pulled into the aircraft without any difficulty. The Spad then tried to GCA us to the "Bravo" man but was not completely successful. The Spad then had the survivor pop the night end of his flare and we immediately saw the light of the flare at our 8 o'clock position. We then hovered and taxied over to him and the Flight Engineer dropped the penetrator right in his lap. He climbed on and was brought into the helicopter. The two survivors were about fifty yards apart. We spent about ten minutes in the hover and started our climbout at 0530Z. We took no ground fire or hits while in the hover but both survivors stated that they could hear small arms and automatic weapons fire during the pickup. We climbed out on a heading of 210°. At an altitude of about 1000 feet and one half mile from the rescue area the Flight Engineer, PJ, AC and the Spad saw several tracers from a 23MM pass directly under the nose of the helicopter. We continued our climb up to 7000 ft and exited the area. We air refueled with King on the way home to Channel 77. The rest of the flight was uneventful, with landing at Channel 77 at 0630Z.

2. 2 Sorties/5.6hrs/HH-3E/37ARRS; 1 Sortie/5.0hrs/HH-53C/37ARRS; 2 Sorties/5.0hrs/HH-53/40ARRS; 3 Sorties/6.1hrs/HG-130P/39ARRS; 4 Sorties/12.0hrs/A-1E/OLAA 56 SOW; 8 Sorties/23.0hrs/A-1E/56 SOW.

3. None

4. None

5. Not applicable.

6. Jolly Green Crews:

Jolly Green 35

AC Capt. Richard C. Tobin
CP Capt. Dale R. Clark
FE Sgt. Joseph J. Vai
RS SSgt. Jules C. Smith

Richard C. Tobin

RICHARD C. TOBIN, Captain USAF
Aircraft Commander

Classified by Ad 132nd
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 13526
AUTOMATICALLY DOWNGRADED AT 10
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DOWNGRADED TO
CONFIDENTIAL ON 9 Apr 78

EX. ORDER 11 52 Jolly Green 87

AC Capt. Donald Thompson
CP Maj. Albert W. Palmer
FE SSgt. Edward J. Koebernik
RS SSgt. Michael K. Van Brunt
RS MSgt. Harold W. Harvey



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AB-70-1312

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DPR	CYS
O.P.C.	9
INFO	CYS
M.L.F.	1
CH.O	1
A.B.R.S	4
	18