

M. N. NAR NO. 12  
File 431(3)



DEPARTMENT OF THE AIR FORCE  
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)  
APO SAN FRANCISCO 96310  
CLASSIFICATION CANCELLED

REPLY TO  
ATTN OF: RCC

Of ~~Changed to~~  
By ~~Authority of~~  
By \_\_\_\_\_ (Date) \_\_\_\_\_

29 December 1968

SUBJECT: Mission Narrative Report (2-3-082-8359, 24-25 Dec 68) (U)

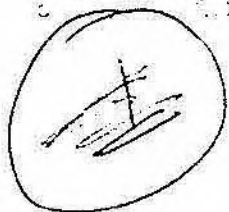
TO: Det 1-40 C  
3rd ARRG (JSARC)  
IN TURN

Classified by  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11852  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS  
DECLASSIFIED ON 3/22/70

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRG Sup 1,  
dated 11 July 1968.

2. (S) On 24 December 1968, Jolly Green 17 was flying airborne orbit in the vicinity of channel 89 when alerted by "Shoestring" for a possible SAR mission. Jolly Green 17 proceeded to the border of Laos east of Channel 89 and commenced climb prior to crossing. At 1610L Compress cleared Jolly Green 17 to proceed to holding area approximately 103°/60/89. Jolly Green 17 was joined by Jolly Green 15 at the orbit position and Sandies 9 and 10 were flying cover. The weather in the entire area was clear. Sandies 1 and 2 and a Nail FAC were searching for the survivor of Panda 01 at 102°/68/89 without success. A chute was spotted at the approximate location where the survivor went down but it was thought to be from some other source because the survivor had been seen to disappear into the trees in a different place. As no contact was made with the survivor, the SAR forces were returned to base at 1735L, landing at 1830L. A first light effort was planned for the following morning and at 0515L, Jolly Green 17 (low) and 09 (high), departed Channel 89 for the same holding point. The holding area was reached at 0555L with Sandies 3 and 4 escorting the helicopters. Sandies 1 and 2 and a Nail FAC were conducting the search. Still, no radio contact with Panda 01 and at approximately 0650L, the decision to send Jolly Green 17 in for a look at the chute was made to determine from the air whether anyone was in the harness. Before any action could be started, Sandy 2 developed trouble with one of his wing ports coming open causing him to have to RTB to Channel 89. He was escorted by Sandy 1. It was decided to wait until Sandies 7 and 8 arrived to replace 1 and 2. Sandies 7 and 8 arrived on scene and took over for 3 and 4 who went to the scene with Sandy 1, to be shown the location of the chute. Everything was set and Jolly Green 17 and 09 moved from the holding point and crossed route 911 to high karst NE of the scene. Jolly Green 17 dropped tips and commenced descent at approximately 0815L. After arrival at tree top level, Sandies and the Nail FAC tried to vector Jolly Green 17 to the chute but could not do so as they had lost sight of the location. After several minutes of tree top flying, Jolly Green 17 was told to climb back out until the chute could be relocated. As the climb

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Copy # 1 of 1 of (s)."



AR00C 690072

GROUP 3 X-6PS

1-400-68-23

[REDACTED]

out was initiated one of the Sandies spotted the chute again and was able to vector Jolly Green 17 to the location. At approximately 0825L Jolly Green 17 came to a hover over the chute. The Flight Engineer and Pararescue Specialist reported seeing a man hanging in the harness, inert and helmetless. There had been no ground fire or sighting of any personnel by any of the SAR forces up to this time. The Pararescue Technician, A1C Charles D. King, volunteered to descend on the penetrator to recover the pilot. As the hoist started down the chute was dislodged by rotor blast and fell to the jungle floor. Jolly Green 17 was hovering in the tree tops approximately 125 feet above ground. The area of hover was covered by a double jungle canopy with a dense jungle under-growth allowing only occasional glimpses of the ground. The Flight Engineer, Technical Sergeant Jerome M. Casey, stated that after Airman King was lowered to the ground, he asked for more slack and dragged the penetrator to a distance of about 30 feet through the underbrush and under a large fallen tree or large branch to the inert pilot. He released the chute and attached the man to the penetrator. Then called for up hoist and was using the hoist to drag the man over to the area beneath the helicopter. While he still had about 10 feet to go, automatic weapons fire broke out and Airman King was heard to call out "I'm hit, I'm hit, Pull up, Pull up". At the same time Jolly Green 17 started taking hits in the forward part of the main cabin area from directly beneath the helicopter. The pilot immediately initiated a climb out of the hover. The penetrator snagged and snapped the cable after pulling the hoist loose from its mounts. Jolly Green 17 climbed to altitude and returned to base. Airman King was left on the ground. His condition is unknown as no further contact was made with him though the SAR force remained in the area until 1000L. The above actions took place between 0825L and 0830L. The weather during the entire mission was clear, visibility unrestricted with light winds. Jolly Green 15 and 16 were dispatched at 0805L as back-up and arrived in the holding area at approximately 0845L. The condition of the pilot in the chute was never determined due to the attack on Airman King and Jolly Green 17. No surviving crew member of Jolly Green 17 ever saw the enemy personnel doing the firing. Airman King's warning to pull up, undoubtedly kept Jolly Green 17 from being shot down. The action scene was near the junction of route 911 and 912, the major North Vietnamese infiltration route to South Vietnam. Rescort, Crown and Nail FAC support was excellent. Radio discipline was good throughout the mission. The enemy apparently had the chute located and carefully withheld firing until the helicopter was in its most vulnerable position. The pilot in the parachute never did give any signs of life. The armor plating in the floor under the copilot definitely saved him from a serious wound. Jolly Green 17 was the only rescue vehicle hit. The bullets were .30 caliber probably fired from AK-47 type weapons. Three bullets penetrated the front fuel tanks, one under the copilot's seat and three in the space between the fuel tank. Electronic search for Jolly Green 17 pararescue specialist was maintained 2 days. The next day, 26 December 1968, several beeper signals were

AFSSO PACAF 01 MSG 010150Z JAN (S) MSN Took Place - 24/0825L 0930L  
TO USAF TTH, etc. 24/1103Z INTERCEPT  
M/GEN Triantafyllidis 25/2040Z reported  
MAC 01 90 TO USAF AFNIM [REDACTED] ELAPSED 33437  
FRESH INTERCEPT  
AND 19 hrs  
1-700 65-23 AFTER ON bush.

~~SECRET~~

picked up from near the area. The SAR forces were dispatched at 1416L and proceeded to the Panda area. On arrival all beeper signals ceased. The SAR force was returned to base at 1605L with 2 Sandies remaining in the area to conduct further electronic and visual search. With no success, the Sandies returned to base at 1620L.

3. (U) There was no survivor on this mission.

4. (U) Jolly Green Crewmembers Were:

24 December 1968

JOLLY GREEN 15 (Low)

Capt Richard Harwood  
Capt Roger Gibson  
TSgt Arthur Krumm  
Sgt Clinton Caffall

RCC  
RCCP  
FE  
RS

JOLLY GREEN 17 (High)

Lt Col William Cameron  
Capt James Oliver  
TSgt Jerome Casey  
AIC Charles King

25 December 1968 - Alert

JOLLY GREEN 17 (Low)

Lt Col William Cameron  
Capt Robert Heron  
TSgt Jerome Casey  
AIC Charles King ✓

RCC  
RCCP  
FE  
RS

JOLLY GREEN 09 (High)

Capt Richard Harwood  
Capt Roger Gibson  
TSgt Arthur Krumm  
Sgt Clinton Caffall

25 December 1968 - Back-up

JOLLY GREEN 16 (Low)

Major Thomas Reinhardt  
Major Dale Weeden  
MSgt Lee Maples  
AIC Barry Hebert

RCC  
RCCP  
FE  
RS

JOLLY GREEN 15 (High)

Capt James Oliver  
Lt Col John Morse  
Sgt Henry Burnett  
AIC Leland Sorensen

26 December 1968

JOLLY GREEN 09 (Low)

Lt Lance Eagan (USCG) ✓  
Capt Samuel Wheate  
MSgt Lee Maples  
AIC Barry Hebert  
TSgt Dalford Widner

RCC  
RCCP  
FE  
RS  
RS

JOLLY GREEN 15 (High)

Capt James Oliver  
Lt Col John Morse  
TSgt Leroy Wright  
AIC Douglas Horka

*William G. Cameron*  
WILLIAM G. CAMERON, Lt Col, USAF  
Rescue Crew Commander

Classification (cancelled) (changed to UNCLASS)  
effective on 18 JUN 75, under the authority of  
CSA-100.52 by N-100.5  
10/850 APR 75



IMMEDIATE

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\* ~~CONFIDENTIAL~~ \*  
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PT 0372

DTTCZYUW RHMTSNA0015 3620817-CCCC--RUCIEUA.

ZNY CCCCC

O P 270800Z DEC 68

FM 3ARRGP TSN AB RVN

TO RUEFHQA/CSAF AFCEP AFXOPFH

RUCIEUA/MAC MCP MAOCCA

RUCIEUA/ARSCP SCOTT AFB IL

RUHHABA/PACARRC PROCP HICKAM AFB HI

INFO ZEN/7AF DO DOCC DI DP TAN SON NHUT AB RVN

RUWTFJA/USAFMPC AFPMSC RANDOLPH AFB TX

RHMSMVA/MACV SAIGON RVN

RUHHABA/CINCPACAF CC

RUKLAAA/TAC DOOS LR

RUMUJHA/39ARRS TUY HOA RVN

RUMOSRA/TUOC UDORN RTAFB THAI

RUMHPD/OL 1 3ARRGP SON TRA RVN

RUMBPN/DET 1 40ARRS NAKHON PHANOM RTAFB THAI

RUMBPN/602 SOS NAKHON PHANOM RTAFB THAI

RUMBPN/56CMBTSPTGP CBPOPA NAKHON PHANOM RTAFB THAI

BT

C O N F I D E N T I A L JOPREP JIFFY/RESCUE REPORT/3JUSARC

REFERENCE DL2-7 3ARRGP MESSAGES 25/0834Z AND 26/0517Z DEC 68

PAGE 2 RHMTSNA0015 C O N F I D E N T I A L

REGARDING RESCUE MISSION 2-3-082-6359 (NOTAL 55 CMBTSPTGP).

DEBRIEFING OF TSOT JEROME M. CASEY, JOLLY GREEN 17

FLIGHT ENGINEER/HOIST OPERATOR, REVEALS THAT HE IS NOT

CERTAIN WHETHER THE PARARESCUEMAN WAS ON THE FOREST

PENETRATOR AT THE TIME THE HELICOPTER WAS HIT BY

GROUND FIRE AND THE HOISE AND CABLE BROKE AS THE HELI-  
COPTER PULLED UP TO AVOID FURTHER BATTLE DAMAGE.

THE HOISE CABLE WAS NOT VERTICAL BUT ANGLED OVER A

HEAVY, HORIZONTAL TREE LIMB. AFTER PLACING THE

APPARENTLY LIFELESS BODY OF THE PANDA PILOT ON THE

PENETRATOR, THE PU WAS TRYING TO CLEAR THE CABLE

FROM THE LIMB AT THE TIME HE CALLED, >I'M HIT> AT THE

SAME TIME THE HELICOPTER STARTED RECEIVING MANY

HITS WHICH NECESSITATED AN IMMEDIATE PULL UP. TSOT

CASEY WAS INJURED WHEN STRUCK BY THE BROKEN HOIST

SO CANNOT BE POSITIVE, BUT HE DOES NOT BELIEVE THE

PU HAD TIME TO MOUNT THE PENETRATOR AS IT WAS

PULLED ABRUPTLY UPWARD. (GP-4).

BT

RU015

NNNNF

Classification (cancelled) changed to UNCLASS  
effective on 12/10/85 by NSA/10/85/04/215  
under the authority of CSA/XCOS/2

debrief of 2-3-082

Classified by  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS  
DECLASSIFIED ON 31 DEC 74

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\* ~~CONFIDENTIAL~~ \*  
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IMMEDIATE

IMMEDIATE

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80650

PT 0308

OTTCZYUW RUMOSRA4853 3600916-CCCC--RUCIEUA.

ZNY CCCCC

O P 250834Z DEC 68

FM OL2 3ARRGP UDORN RTAFB THAI

TO RHMTSNA/3ARRGP/JSARC/TSN AB RVN

RUEFHQA/CSAF/AFCP/AFXOPFH/WASHINGTON D C

RUWTRTA/MAC/MCP/MAOCCA/SCOTT AFB ILL

RUCIEUA/ARSCP SCOTT AFB ILL

RUHHABA/PACARRC/PROCP/HICKAM AFB HAWA

INFO RHMTSNA/7AF/DOO/DO/DP/DI/BDPMP/CP/TSN AB RVN

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TX

RHSMVA/MACV SAIGON RVN

RUHEAB/CINC PACAF/CC/HICKAM AFB HAW

RUKLAAA/TAC/DOOS-LR/LANGLEY AFB VA

RUMLJHA/39 ARRS TUY HOA RVN

ZEN/TUOC UDORN RTAFB THAI

RUMHPD/OL-1, 3ARRGP SON TRA RVA

RUMBPN/DET 1 40TH ARRS NAKHON PHANOM RTAFB THAI

RUMBPN/602 SOS NAKHON PHANOM RTAFB THAI

BT

C O N F I D E N T I A L/JOPREP JIFFY/RESCUE REPORT/OL2 3ARRGP/7AF FOR TACC

1. RESCUE PROGRESS REPORT.

PAGE 2 RUMOSRA4853 C O N F I D E N T I A L

2. 2-3-082-8359

9 B. 5000 SCATTERED, VISIBILITY GOOD.

12. SANDY 1 /24/2325Z /1706N 10556 E

13. DET 1 40TH ARRS/HH3E/FORREST PENETRATOR/25/0127Z

14. 1/1/0/0/0/0/

15. NOT RECOVERED.

16. 4/14PLUS20/DET 1 40 ARRS/HH3E; 8/31PLUS45/602 SOS/ A1E; 2/9 PLUS30/

39 ARRS/HC130P/

17/0/0/0/0/NOT AVAILABLE?/0/0/0

18. A. SE B. SE

19. A. 15 NAUTICAL MILE RADIUS 1706N 10556E. B. 1 POB LOCAT

ED. C. 1706N 10556E. D. SE H. A FIRST LIGHT EFFORT WAS

ATTEMPTED ON PANDA 1. CROWN 1 WAS ON SCENE AT 24/2200Z.

FEATHERED AN ENGINE AND WAS REPLACED BY CROWN 3 LAUNCHED AT

24/2200Z. SANDYS 1 AND 2 ON SCENE AT 242255Z, JOLLY GREENS 90

AND 17 WITH SANDYS 3 AND 4 ON SCENE AT 24/2305Z. SANDY 2

LOST A WING PANEL AND RETURNED TO NAKHAN PHANOM. SANDYS 7 & 8

WERE LAUNCHED TO REPLACE SANDY 1 & 2. NUMEROUS FAST MOVERS WERE

IN THE AREA. SANDY 1 REPORTED A CHUTE WITH SOMEONE HANGING IN

IT. AT 25/0122Z JOLLY GREEN 17 WENT IN FOR PICKUP ESCORTED BY

PAGE 3 RUMOSRA4853 C O N F I D E N T I A L

JG 09 AND SANDYS 1,3,4,7,&8. PJ WAS LOWERED BY JG 17 AND THEY

BEGAN BRINGING UP THE SURVIVOR AND PJ AT 25/0127Z. THE PJ WAS

FIRE UPON AND REPORTED HE WAS HIT, ADVISED THE HELICOPTER TO

PULL UP. THE HOIST WAS LOST WITH BOTH PERSONNEL. JOLLY GREEN 17

SUSTAINED SEVERAL HITS. AND RETURNED TO NAKHON PHANOM. SAR FORCES REMAINED IN

AREA UNTIL 25/0610Z WITH NEGATIVE VOICE CONTACT OR BEEPER. ELECTRONIC SEARCH CONTINUES.

IMMEDIATE

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RECEIVED  
375 ABGP

25 DEC 68 10 38Z

ACTION INFO

2-3-08Z

8-35

Progress

Classified by  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS  
DECLASSIFIED ON 31 DEC 94

Classification (cancelled) changed to UNCLASS  
effective on 11/11/85 by 10/18/85  
under the authority of

**SECRET**

DET 1, 40 ARRS-69/1

**DECLASSIFIED**

iv

- 26 Nov - Grommet 02 mission continued.
- 27 27 Nov - Retrieval of Raven 30 by Jolly Green 17.
- 28 28 Nov - Colonel Burleson, Vice Commander 3rd Group and Lt Col Gamble, JSARC arrived for visit.
- 4 29 Dec - Rescue of Tampa "A" and "B" by Jolly Green 17 (326 - 327).
- 6 30 Dec - Rescue of Dallas 03 by Jolly Green 36 (328).
- 12 12 Dec - Rescue of Ridge "A" by Jolly Green 15 (329).
- 13 13 Dec - Rescue of Candlestick 44 by Jolly Green 16 (330).
- 20 20 Dec - Rescue of Milestone 407. First light effort for detachment with Jolly Greens cycling two pairs of Jolly Greens. Pickup finally made by 37th ARRSQ. Late afternoon scramble for Litter 81.
- 21 21 Dec - Rescue of Litter 81 by Jolly Green 36 (331).
- 23 23 Dec - Medical evacuation from Sakhon Nakhon to Korat by Jolly Green 16. Non-combat, non-aircrew save.
- 24 24 Dec - Scramble for Panda Lead. Search called off because of darkness.
- 25 25 Dec - ALC Charles King, PJ on Jolly Green 17, MIA during continuation of Panda mission.
- Medical evacuation from Ram Chit Chi to Korat by Jolly Green 16. Non-combat, non-aircrew save.
- 27 Dec - (S) Jolly Green 16 made an emergency landing at abandoned Lima Site 80.
- 28 Dec - Jolly Green 16 repaired and retrieved.

**SECRET**

**DECLASSIFIED**

## Robert LaPointe

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From: Forsyth, William CIV JTFFA J2 [william.forsyth@jtffa.pacom.mil]  
Sent: Wednesday, January 22, 2003 10:52 AM  
To: 'Robert LaPointe'  
Subject: RE: PJ last known status as MIA

Bob

On 5 May 1978 King's status was changed from MIA to KIA. He is currently carried as a Last Known Alive case by DOD. We are still actively pursuing the case, searching for Vietnamese veterans who witnessed the incident, to date, none have been found. The archival material is as follows:

IN MARCH 1993, AN ARCHIVAL RESEARCH TEAM FOUND AN ENVELOPE CONTAINING AIRMAN KING'S GENEVA CONVENTION CARD AT THE CENTRAL ARMED FORCES MUSEUM IN HANOI. THE ENVELOPE WAS ANNOTATED "GENEVA CONVENTIONS CARD. BELONGS TO PILOT: KING, CHARLES DOUGLAS. SERVICE NUMBER AF16921892. SHOT DOWN BY THE TROOPS OF TRUONG SON ON 25-12-68. THE PILOT'S BODY WAS SMASHED WITH AN A1C AIRCRAFT." NOTE: THE "A1C" AIRCRAFT IS THE INDIVIDUALS RANK, THE VIETNAMESE WERE PROBABLY NOT AWARE OF ENLISTED AIR FORCE RANKS AND THOUGHT IT REFERRED TO AN A-1 AIRCRAFT.

Aloha

Bill F

-----Original Message-----

From: Robert LaPointe [mailto:rlapointe@gci.net]  
Sent: Tuesday, January 21, 2003 6:47 PM  
To: Forsyth, William L. GS-13  
Subject: PJ last known status as MIA

I just finished the story on pararescueman Charles Douglass King who was lost during a mission in Laos on Christmas Day 1968. In 1973 he was still listed as MIA. He was presumed captured and according to his sister, Sherry King, some sort of his identification was found in the Hanoi Central Museum in 1993 along with a note in Vietnamese which stated he had been killed on December 25, 1968. I would like to end his story with his official status and when he was declared KIA verses MIA.

Thanks