

MISSION NARRATIVE 1-3-79 24 Oct 69

(S) At 0120Z Jolly Green (JG) 28 and JG 04 were scrambled from the forward operating base of Quang Tri, Channel 103. The SAR effort was initiated in response to a Mayday call from Misty 11, who declared he had experienced an engine flameout and that the two crew members aboard were bailing out. King 4 vectored the Jolly Greens to a rendezvous with Spads 11 and 12 at 070 degrees for 68 miles from Channel 72. Meanwhile, the on scene commander, Nail 07 was relaying information from the area of interest. It was ascertained, Nail 07 had established radio contact with both survivors and that Misty 11A had sustained a broken leg while Misty 11B was uninjured. At 0240Z JG 28 and JG 04 arrived at the position of 055 degrees for 35 miles from Channel 72 along with the Spad aircraft. At this time Spad 11 assumed on scene command and both Spad 11 and 12 began trolling the survivor's position at approximately 055 degrees for 23 miles from Channel 72 for hostile forces. The Jollys were briefed by Spad 11 and after repeated passes during which no hostile fire was received, Spad 11 laid smoke to the northwest of the survivors' position along a road. At 0305Z JG 28 was cleared in for the rescue attempt with the Spads escorting and JG 04 acting as high aircraft. JG 28 arrived over, Misty 11A at 0315Z. The Rescue Specialist (RS) was deployed and immediately secured the survivor to the forest penetrator. Within less than one minute both men were being hoisted aboard JG 28. When the forest penetrator was approximately 10 to 15 feet off the ground JG 28 was subjected to intense hostile fire. The hoist assembly was shot from its mounting, falling into the main cargo door, striking the Flight Engineer (FE) who had been operating the hoist from the open doorway, knocking him across the aircraft. He immediately recovered, ascertained the hoist was inoperative and sheared the hoist, thus providing the RS and survivor a chance of survival in case JG 28 had crashed in the immediate area. The FE called for a pull off and JG 28 commenced a departure from the area at which time the transmission oil pressure fluctuated and the dropped to zero. JG 04 observed JG 28 to be smoking and spraying fluid from the transmission area and advised JG 28 to land his aircraft. As there were no suitable landing areas JG 28 attempted to exit the area, after flying approximately one and one half miles, a marshy area overgrown with elephant grass was sighted and used as an emergency landing area. Meanwhile, JG 04, jettisoned his external tanks, performed a rapid descent and pulled into a very low hover as near as possible to JG 28. The three remaining crew members of JG 28 were uninjured and exited the downed aircraft expeditiously. Approximately 0320Z, JG 04 completed individual hoisting of the three survivors and initiated a maximum performance climb to depart the immediate area. At this time JG 04 requested and was denied permission to attempt the recovery of the other three survivors, now on the ground. JG 04 was directed to return to Channel 77 and enroute at 0355Z was met by JG 15 and 21 who then

GROUP 4

Downgraded at 3 year  
Intervals; declassified  
after 12 years

escorted JG 04 the remaining distance, arriving Channel 77 at 0420Z. At 0445Z, JG 15 and 21 were again launched from Channel 77 and proceeded to an orbit point, of 045 degrees for 60 miles from Channel 72. In the interim, JG 76 from Channel 89 attempted three times to recover Misty 11A and JG 28D, the Rescue Specialist. Each time hostile fire forced JG 76 to withdraw, the last time at 0615Z with extensive damage. At 0624Z, JG 15 and 21 departed their orbit for the area of interest arriving at 0630Z. While enroute to the scene JG 15 and 21 were given a comprehensive briefing of the situation by the on scene aircraft. At approximately 1705Z, JG 21 departed the immediate area to effect rendezvous and air refueling with King 3, returning at 0735Z. At this time JG 15 was cleared by Sandy 03 to attempt the rescue and immediately commenced an approach to the survivors. The approach was aborted due to the approach angle and heavy ground fire. Immediately, another attempt was initiated and at 0737Z, JG 15 had established a hover over the survivors. By 0738Z, Misty 11A and JG 28D had been hoisted aboard JG 15. During the hoisting operation sporadic ground fire was received. As JG 15 started to exit the area, heavy automatic weapons fire raked JG 15. At 0742Z, JG 15 commenced an approach to Misty 11B, however, again heavy automatic weapons fire was received and the attempt aborted. Immediately, a second approach was attempted but, discontinued due to poor visibility caused by heavy smoke in the area. A third effort was made and while hover taxiing in an attempt to locate Misty 11B, intense automatic weapons fire raked JG 15 rendering the hoist control and intercom system for the FE and RS inoperative. JG 15 immediately departed the area, notified Sandy 03 that he would be unable to remain in the area and commenced rendezvous for air refueling with King 3 after which he returned to Channel 77 at 0935Z. Meanwhile, JG 21 received moderate automatic weapons fire. The rescue effort was next delayed by rain showers in the area and while orbiting, waiting for the visibility to improve, an inspection platform on the transmission deck of JG 21 came open, necessitating an immediate departure from the area at 0810Z. JG 21 landed safely at Lima 171 where King 3 delivered oil by air drop. After securing the inspection platform, reservicing the oil and a thorough inspection, it was decided to relocate at Channel 89, which was completed at 1200Z. Meanwhile JG 19 and 09 from Channel 89 proceeded to the area and at 0911Z JG 19 recovered Misty 11B and took him to Channel 89.

## (U) Survivors:

Recovered by JG 04:

Maj Charles W. Bond	JG 28B	37 ARRS
Capt Charles D. Langham	JG 28A	37 ARRS
SSgt James E. Smith	JG 28C	37 ARRS

Recovered by JG 15:

1/Lt Alvin D. Miller	Misty 11A	416 TRS
TSgt Donald G. Smith	JG 28D	37 ARRS

GROUP 4

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Recovered by JG 19:

Capt J. K. Clapper

Misty 11B

416 TFS

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(U) Jolly Green Crews:

JOLLY GREEN 28

AC Capt Charles D. Langham  
 CP Maj Charles W. Bond  
 FE SSgt James E. Smith  
 RS TSgt Donald G. Smith

JOLLY GREEN 04

AC Lt Richard V. Butchka (USCG)  
 CP Capt John K. Coder  
 FE Sgt Joseph Vai  
 RS A1C George P. Hoffman III

JOLLY GREEN 15

AC Lt(JG) Robert Ritchie(USCG)  
 CP Lt Col Sidney A. Sosnow  
 FE TSgt Frank Gaydos Jr.  
 RS SSgt Jon K. Hoberg  
 RS Sgt Edward K. Rendle

JOLLY GREEN 21

AC Capt Robert W. Packer  
 CP Capt Gerald L. Keyser Jr.  
 FE Sgt Harvey A. Lyons  
 RS Sgt John H. Bullock Jr.  
 RS A1C George P. Hoffman III