

DEPARTMENT OF THE AIR FORCE
87TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337

CONFIDENTIAL

REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-22, 14 Mar 68) (U)

TO: 37C *KK*
3rd ARRGp (JSARC)
IN TURN

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 12352
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

18 March 1968

1. (U) This report is submitted IAW ARRM 55-2/3rd ARRGp Sup 1 dated 15 June 1967.

2. (C) Jolly Green 22 (High) and 27 (Low) scrambled at 0315Z on 14 March 1968 from Marine Quang Tri. The initial SAR objective was two F-4C pilots (Gunfighter 4A and 4B) who had ejected after their aircraft was hit by hostile fire 17 miles southwest of Hue Phu Bai. A Marine UH-1 (Eagle Claw 1-1) subsequently was shot down in the same area. The DaNang primary alert, JG 07, was scrambled at 0410Z to assist in the mission. At 0430Z the secondary alert aircraft, JG 03, was also scrambled from DaNang AB.

3. (S) Immediately after takeoff JG 27 received a position of 255°/17/Ch 69 from Crown 4. Waterboy provided radar vectors to the general area of the survivors. Upon arriving in the area Queen was contacted and JG 27 requested low performance aircraft be made available for RESCORT. At 0330Z a DF steer was received from Gunfighter 3 (a F-4C) and at 0335Z visual contact was made with Gunfighter 3 and Falcon 22 (a FAC O-1). Falcon 22 reported that Gunfighter 4A's parachute was directly below his position and that GF 4A had reported that he was in a bomb crater just south of the chute. JG 27 sighted the parachute on the east side of a river and on the side of a steep ravine. Misty 21 (a F-100) was making straffing passes at small arms and automatic weapons positions near a road on the west side of a river. Since no enemy fire had been reported on the east side of the river JG 27 descended over that area in an attempt to locate and rescue GF 4A. A low pass was made from the south towards 4A's parachute and attempts were made to make voice contact on Guard. Immediately after passing over the parachute, heavy automatic weapons fire was received from the left side and forward of the aircraft. As the Rescue Specialist and the Flight Engineer returned the fire with the aircraft's two M-60 machine guns, a rapid 180° right turn was executed. Neither voice nor visual contact could be made with GF 4A as JG 27 departed to the south. A quick check revealed that the helicopter had received battle damage in the aft portion of the cabin but all main aircraft systems were determined to be operating satisfactorily. As JG 27 started to climb to the southwest, radio contact was established with Gunfighter 4B. GF 4B reported that enemy troops were very near his position and that he feared

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capture was imminent if he were not immediately picked up. As JG 27 turned further west and crossed the river, Gunfighter 4B said he had visual contact with the helicopter. In an attempt to locate the survivor's position and rescue him from imminent capture, JG 27 followed his vectors which directed the aircraft north toward the roadway and bridge on the valley floor. As the helicopter approached Gunfighter 4B's position the RCCP asked the survivor to ignite his smoke flare; however, GF 4B advised that he had lost all of his flares. He then reported that the helicopter was directly over his position and that he would light a penguin flare. As JG 27 turned in an attempt to sight the flare, heavy automatic weapons and small arms fire was directed at the helicopter from all sides. The Rescue Specialist and the Aerial Photographer immediately returned the fire. The Flight Engineer advised that the aircraft had taken numerous hits in the cabin and that a fire in the aft section was filling the cabin with smoke. The crewmembers in the cabin donned their parachutes and prepared to abandon the aircraft. The RCC immediately initiated a climbing turn to the northwest in an attempt to evade enemy groundfire while remaining over terrain suitable for a forced landing. The helicopter continued to draw heavy enemy automatic weapons fire during this time. As JG 27 headed out the valley, the cabin fire was extinguished and the crew determined the aircraft to be still flyable. The RCC elected to remain airborne and to gain additional altitude in case bailout became necessary. At approximately 0400Z JG 27 notified Crown 4 that the helicopter was clear of the valley and enroute to Hue Phu Bai on a heading of 070. At 0415Z JG 27 landed at Hue and shut down to evaluate the battle damage. A cursory inspection showed that the aircraft was not safe for further flight. Battle damage indicated a 50 caliber size hole in one blade spar and one punctured blade pocket. Approximately ten 50 and 30 caliber shells had entered and exited through the cabin walls. One shell had punctured the aft fuel cell. Another had passed through the doppler causing the inflight fire beneath the cabin floor. One projectile had penetrated the aft ramp and exploded at the cabin wall. This had left a six inch hole in the left side of the aircraft. The tail boom and pylon had also been hit.

4. (S) Jolly Green 22 was high bird for this mission and after taking off from Quang Tri, climbed through the broken layer and trailed JG 27 into the mission area. JG 22 spotted two chutes after being directed over then by Falcon 22. JG 22 was closer to Gunfighter 4A's parachute so they circled low over him to try and obtain information which might aid JG 27. The chute was located in a gully leading up to a 1000 foot ridge on the east side of the valley. When flying close to the ridge JG 27 received a heavy volley of automatic weapons fire, causing JG 22 to climb up and away from the ridge, establishing a high orbit over JG 27. JG 27 had started his descent into the valley, taking direction from GF 4B, who was trying to vector JG 27 into his position. He had moved away from his parachute, which was hanging in a tree 50 feet from a well used road. JG 27 then called that he was receiving heavy automatic weapons fire and was taking hits. The crew of JG 22 observed multiple gun flashes coming from a group of trees almost directly beneath JG 27. JG 27 stated that he was badly hit, filling up with smoke and asked for a heading to steer. JG 22's copilot told JG 27 to steer 070 which would take

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him back to Hue Phu Bai. JG 22 accompanied JG 27 at a higher altitude until he was safe on his way and assured that he would be able to make it. JG 22 then returned to the area, now acting as low bird. The time was approximately 0400Z. Since the RCC of JG 22 had seen one large gun emplacement and had been shot at from a ridge line, he knew of two places to avoid. Acting accordingly while taking vectors from Gunfighter 4V, JG 22 worked in from the southwest at an altitude of 200 feet until GF 4B said the helicopter was directly over him. As the aircraft started to slow up for an approach it again received heavy gun fire and escaped to the northwest. The crew had now eliminated three approach routes. Since they still did not have an exact position on GF 4B and he didn't have any smoke, JG 22's copilot asked him to display a red panel, which he had in his pocket, in a clear area next to his position. This he did, and it was easy for the aircrew to see it while circling high overhead. The panel was located approximately 30 feet from the road in a very small bare patch of ground. JG 22's next approach route was from the northwest. JG 22 made a high speed pass, low over the red panel. JG 22 didn't receive any ground fire so they made a steep 270° turn, preparing to come to a hover over the red panel. As JG 22 was half way through the turn, with diminished airspeed, groundfire was received for a third time and was again returned by the RS and FE. The FE stated that a hit had been taken but the location was unknown. All systems still functioned normally and no abnormal indications were present. JG 22 elected to orbit at a safe altitude while the area was being worked over by UH-1 gunships and F-4Cs. Crown 4 informed JG 22 that Sandys (A-1Es) were enroute. After orbiting for 30 minutes Crown 4 advised that it would be another 30 minutes before the Sandys arrived. JG 22 elected to go to Hue Phu Bai, refuel and inspect the aircraft for battle damage. JG 22 landed at 0445Z. Damage consisted of a 50 caliber hole drilled cleanly through the #1 engine power turbine exhaust, entering from the top and doing no other damage as it exited through the engine cowling. The RCC decided that it was not a flying safety hazard and elected to return to the rescue area. At approximately 0530Z JG 22 arrived in the area and orbited for approximately 10 minutes while two Sandys, several F-4Cs and Army gunships worked the area over. Falcon 22 then stated that now was the time to attempt another pickup or not at all. To JG 22's knowledge, no one at this time still had radio contact with GF 4B but it was assumed that Falcon 21 still thought GF 4B was free. Sandy said he would come in with JG 22 and lay a row of white phosphorous along the road to act as a smoke screen for the approach and hover. JG 22 flew in from the northwest as fast and low as possible and established a 10 foot hover directly over the red panel. The Flight Engineer then started to lower the jungle penetrator with one hand, gripping the M-60 machine gun with the other. Unknown to anyone, the enemy had occupied the area around the panel; established themselves in the brush and trees on the west side of the bare patch and held their fire, waiting to ambush the helicopter when it came to a hover over it. After approximately 15 seconds in the hover, automatic weapons fire opened up within 25 feet of the aircraft; both the FE and RS returned fire; JG 22 received hits in the cockpit area and debris was flying inside the cockpit. The RCC was aware of ducking as he kicked left rudder, left cyclic and increased collective to accelerate and climb out of the area. The Flight Engineer, although wounded in the arm, fired point blank at one of the gun

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positions below JG 22 and silenced it. The quick reaction of the FE and RS, who laid down an effective, accurate blanket of fire, enabled the pilot to maneuver out of the area. Guns from at least three other positions continued to fire at JG 22 for another 2000 feet along the ground and from a hill side as JG 22 climbed out on a heading for Hue Phu Bai. The aircraft flew with a pronounced vibration and required a 10 pound steady left cyclic pressure to counteract a tendency to roll to the right. Turning off the AFCS had no effect on the abnormal control pressure. Sandys 5 & 6 escorted JG 22 out of the area until Hue Phu Bai was in sight. A successful landing with normal power was made at Hue Phu Bai at 0630Z.

5. (S) The DaNang primary alert aircraft, JG 07, was scrambled at 0410Z. At 0420Z Jolly Green 22 briefed (by UHF) JG 07 on the situation and advised that to attempt another recovery without air to ground support would not be advisable. JG 07 arrived on the SAR scene at 0440Z. Crown 4 advised that there would be a 40 to 50 minute delay while waiting for Sandy aircraft to arrive on the scene. Two UH-1B gunships (Eagle Claw 01 and 02) were straffing the area with assists from 4 F-100s (callsign unknown). At 0520Z GF 4B reported that the enemy was only 100 meters away and was closing in. Sandy 07 and wingman arrived at 0525Z and immediately began to deliver ordnance near the downed copilot. At 0600Z the copilot reported that the enemy was only a few meters away and that he could hear voices. He said that capture was imminent. Falcon 22 asked Eagle Claw 1-1 if he felt that he could extract the pilot. Claw 1-1 said that he would try to shoot his way in to the survivor. At 0605Z Eagle Claw 1-1, with Eagle Claw 1-2 flying cover, started his approach toward the survivor. Approximately 30 seconds later JG 07 observed Eagle Claw 1-1 taking hits and in a 20 degree left bank. Eagle Claw 1-2 reported that Eagle Claw 1-1 was hit and going down. The helicopter crashed 300 to 400 meters short of the survivor. Eagle Claw 1-1 was still monitoring his radio when JG 07 advised him that he would attempt a pickup of his crew and would land if at all possible. JG 07 went into a right hand descending spiral from 4000 feet, jettisoned tip tanks, and began dumping fuel. During the turn tracers and ground fire were observed coming from the right. An immediate left turn was executed at about 700 feet. The FE and RS were returning ground fire while the RCC was attempting to obtain air support. Falcon 22 was evidently not aware that Eagle Claw 1-1 had been shot down, however, Eagle Claw 1-2 was providing some fire suppression. JG 07 dumped fuel to 1000 lbs and made a very fast steep approach to the downed aircraft. Ground fire appeared to be coming from all quadrants; tracers and rocket fire were observed. The landing was made by placing the left main gear into high brush and grass with the right main gear suspended off the ground. The brush and trees that had been cut down by Eagle Claw 1-1 were utilized to clear the main rotor on the right side. The rotor was actually overlapping Eagle Claw 1-1. Because of the high grass and brush on the right and a small ridge on the left, the ground fire appeared to be going over the top of JG 07. The slightly injured crewmembers of Eagle Claw 1-1 boarded JG 07 with M-16s and M-60 machine guns in hand. They were individually assisted on board by the FE while the right main gear was off the ground. The survivors were instructed to break out the helicopter windows and fire all

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weapons during the takeoff. While on the ground a "fuel bypass" light illuminated and strong fuel flumes were detected. A steep maximum performance takeoff was accomplished with three weapons firing out of each side of the aircraft. Because of the intense ground fire and the necessity to land with the tail rotor in high grass, JG 07 elected to recover immediately at Hue Phu Bai. A successful landing was accomplished at 0630Z.

6. (C) Jolly Green 03, secondary DaNang alert aircraft departed DaNang AB at 0430Z and proceeded to the SAR area, arriving at 0520Z. JG 07 remained as high bird in the area until RTB'd to Hue Phu Bai at 0645Z.

7. (S) Weather in the mission area was 2500 feet broken, visibility six miles with haze. Crew coordination aboard the Jolly Greens was excellent throughout the mission. Extremely heavy ground fire, including 30 caliber, 50 caliber, and rocket fire, was encountered in the SAR area. The weapons were apparently prepositioned in the valley to protect the road which serves as a main supply route for Laos to the Hue area. Gunfighter 4A was picked up at 0634Z by a flight of 10 UH-1 gunships.

8. (C) The USMC survivors picked up by JG 07 were Capt R. L. Greene, Capt G. W. Hubbell, Sgt E. A. Jackson, and Cpl M. W. Miller.

9. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 27

RCC Capt Paul D. Ashley
RCCP Capt Frank Cardile
FE Sgt William L. Carroll
RS Sgt Steve M. Northern
AP A1C Michael J. Lyons

JOLLY GREEN 22

RCC Major Stuart H. Hoag
RCCP Lt Col Gerald B. Lowe
FE Sgt Dennis M. Richardson
RS Sgt James D. Locker

JOLLY GREEN 07

RCC Major Joe B. Green
RCCP Lt Col Charles R. Klinkert
FE SSgt Windell L. Stumbaugh
RS Sgt Angus C. McDougall

JOLLY GREEN 03

RCC Capt William E. Brennan
RCCP Capt Gerard H. MacDonald
FE SSgt Gordon T. Greever
RS Sgt Michael L. Walker

Paul D. Ashley

PAUL D. ASHLEY, Captain, USAF
Rescue Crew Commander

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VIETNAM's A Shau Valley seems to be the place where heroes are made. Maj. Bernard Fisher won a Medal of Honor there. And only a few miles from where he flew his A-1E in for an impossible rescue, Maj. Joe B. Green flirted with death while winning the Air Force's second most distinguished award for heroism—the Air Force Cross.

Joe Green grew up in an area known for distinguished sons who served their nation well. Eden, Tex., calls Gen. Ira C. Eaker, former Air Corps chief of staff, a native son. The garden community also claims Col. Wilbur J. "Red" Grumbles, the World War II fighter pilot who insisted on a second combat tour in the Pacific after being liberated from a Nazi stalag.

Maj. Gen. Earl Rudder, the ex-Ranger who led the attack on Omaha Beach to launch the D-Day offensive on June 6, 1944, calls Eden home. He's now president of Texas A&M. Adm. Chester W. Nimitz lived "just a piece down the road," as Lt. Gen. Hewitt T. Wheless, the former Air Force assistant vice chief of staff still does.

On March 30, 1968, Joe B. Green—who incidentally had been bounced on Eaker's knee as a boy—had no idea that he would be the next Eden native son to be called a hero.

March had been a busy month for Joe Green and his battle-seasoned crew. They had rescued eight aircrew members that month while flying with the 37th Aerospace Rescue and Recovery Squadron at Da Nang Air Base.

A March 14 rescue of four Marines from a downed UH-1B near Hue had been particularly hairy. Ground fire was so intense at the scene that even the wounded survivors were instructed to break out the helicopter windows and fire all available weapons during the takeoff.

On March 18 Green and his crew rescued an Air Force F-100 pilot who had been downed over Mu Gia Pass, North Vietnam. Ironically, the survivor, Air Force Capt. Brian Williams, had flown with Green when they were assigned to Cannon AFB, N. Mex.

Three others had been picked up during March, and on this eventful day their HH-3E "Jolly Green" would make an even dozen aircrew members rescued for the month.

Their bird was on the alert when the call for help came. Some Marine helicopter troops were in deep trouble. The 6-foot Texan led a flight of four Jolly Greens from Da Nang to the Marine command post at Hue where a Marine colonel painted a dismal picture in the briefing.

The previous afternoon a Marine chopper had been shot down in a finger of the A Shau Valley, only four miles from where Fisher had made his rescue. A second Marine helicopter took too much lead in a rescue attempt and crashed. Two more crashed over the site in quick succession. Four birds were down. During the night eight survivors of the crashes had crawled, walked, run and slashed their way through the jungle, fighting North Vietnamese Regulars all the way. Some were wounded.

Not only was the picture grim on the ground, but the weather was abominable. A low ceiling hung over the valley floor, obscuring most of the mountain peaks. Therefore, there would be no suppressing fire from A-1Es. The crash site was ringed with hills from which many enemy guns were firing. The low ceiling would make it necessary to fly below some of the peaks and across the heavily fortified roads at low altitude. It was impossible to completely eliminate the heavy ground fire, and there were no friendly ground troops in the area to assist in the rescue.

"The Marine colonel asked for volunteers to look the situation over," said Green, "and we elected to give it a go." The four Jolly Greens headed for the survivors, accompanied by two armed Army Cobras.

To add to the misery of an already desperate situation, two more Marine Huey gunships were shot down while strafing the area, only 15 minutes be-

An always thorough Joe Green sits in the pilot's seat of his "Jolly Green" at Da Nang AB.

Names of the survivors are unknown.

(16)(U) 1-3-21, 13 Mar 1968. At 0810Z Jolly Green 22 was scrambled from Quang Tri to recover the pilot of a USN A-4 down twenty-three (23) miles southwest of Khe Sanh, RVN. Heavy enemy AAA was encountered enroute to, during, and returning from the pickup. Cover was provided by four (4) USAF FAC O-2s. Voice contact was established with the survivor and he informed the SAR forces there was no enemy activity in his immediate vicinity. Jolly Green 22 made the pickup and recovered Lt Robert E. Curtis, USN 682043, VA-144, USS Kittyhawk. The SAR forces then recovered to DaNang.

(17)(U) 1-3-22, 14 Mar 1968. On this date Jolly Green 22 and 27 from Quang Tri and Jolly Green 07 and 03 from DaNang were scrambled to attempt the recovery of a USAF F-4C crew downed by hostile fire seventeen (17) miles southwest of Hue, RVN. RESCORT was provided by several flights of USAF F-4C under the direction of USMC FAC O-1E. At 0335Z the FAC reported visual contact with the front seat pilot on the ground and requested a Jolly Green go in for the recovery. Jolly Green 27 began an approach to this survivor and came under extremely heavy automatic weapons fire. Jolly Green 27 took evasive action ~~EXITED~~ the area while suppressive fire was laid in around the survivor. The FAC then reported voice contact with the backseat pilot and Jolly Green 27

elected to make an attempt for this pilot while the frontseater's position was being sterilized. As Jolly Green 27 entered a hover over the backseater, the aircraft again came under heavy automatic weapons fire and was damaged so severely an emergency landing had to be made at Hue Phu Bai, RVN. At this time Jolly Green 22 assumed "low bird" and made several passes over the backseater attempting to find a safe route in for the pickup. Each time the helicopter came under heavy fire, despite the cover provided by the F-4Cs, and was hit by .50 cal. fire. Jolly Green 22 then returned to Hue Phu Bai to examine the damage to the aircraft. Jolly Green 22 returned to the pickup area after refueling. The Marine FAC informed Jolly Green 22 that the backseat pilot on the ground was in imminent danger of capture and the pickup would have to be attempted immediately. Based on this information, Jolly Green 22 made an approach to a hover over the downed pilot's position. As the Flight Engineer lowered the hoist he spotted enemy soldiers within ten yards of the aircraft and managed to kill several before being wounded himself. At no time was a survivor actually seen on the ground though he had given his position as under a bright colored panel over which the helicopter hovered. Five hits were taken in Jolly Green 22's cockpit which disabled the Automatic Flight Control System. The Rescue Crew Commander (RCC) then elected to return to Hue Phu Bai and reaccess the battle

damage. At 0600Z a USMC UH-1 again attempted to recover the back-seat pilot and was shot down. Jolly Green 07, who had just entered the area, observed the UH-1 going in and immediately made an approach to the downed aircraft's position, landed beside it, and recovered the entire crew. The enemy fire was so heavy around Jolly Green 07 the RCC utilized the survivors and their weapons firing out both sides of the aircraft to literally shoot his way out. The survivors were Capt R.L. Green, Capt C.W. Hubbell, Sgt E.A. Jackson, and Cpl M.W. Miller, USMC. Jolly Green 03 was not committed to any further attempts to recover the two original survivors and both Jolly Greens returned to Hue Phu Bai. The front seat pilot was later recovered by a UH-1 gunship escorted by ten other helicopter gunships making continuous strafing passes around the survivor. The backseater was presumed captured as no further voice contact could be made.

(17)(C) 1-3-23, 15 Mar 1968. At 0210Z Jolly Green 03 and 10 were scrambled from Quang Tri to recover the crew of a USAF F-4C down twelve (12) miles north of Saravane, Laos. At 0245Z a USAF FAC O-2 located the survivors and led the Jolly Greens in for the pickup. Jolly Green 03 picked up both survivors and returned to DaNang. The survivors' names were Capt Richard Fairlamb, FR62591, and 1Lt Paul E. HUBERG 500, USAF.

(18)(U) 1-3-24, 16 Mar 1968. At 0745Z Jolly Green 04 was diverted while returning to Quang Tri from the southern orbit to