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



REPLY TO
ATTN OF: RCC

DECLASSIFIED

25 Sep 66

SUBJECT: Mission Narrative Report (02-03-60, 17 Sep 66) (U)

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION

TO: 1-400
3rd ARRG (JSARG) *JSARG* 30 Sep 66
IN TULSA

EXEMPT OF EXECUTIVE ORDER 11652
DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 MAY 71*

1. (U) This report is submitted LAW ARSM 55-2/3rd ARRG Sep 1,
dated 11 July 1968.

2. (C) At 0635L 17 Sep 68 Crown and Compress notified Det 1, 40th Aerospace Rescue & Recovery Squadron that a Mail crew bailed out near 347/85/89. Jolly Green crews went on cockpit alert and were notified by radio that the distress call was for an F-4 pilot who had bailed out near 115/92/89. Jolly Greens 16(Low) and 37(High) were scrambled at 0847L. Enroute to the scene, radio calls from Mail 58 and 13, Spad 25 and 26 and a F-4 aircraft were heard, identifying the pilot's call sign as Thermal and authenticating the survivor. Jolly Green 16 and 37 climbed to 6000' and reached an orbit point of 120/72/89 at 0935L. Weather enroute was clear with scattered cumulus in the orbit area with tops at 6000'. Sandies 5 and 6 joined the orbit as Sandies 1 and 2 continued to the area with Sandy 1 assuming On-scene Commander. Sandies 1 and 2 used an electronic search to locate the survivor but were unable to pinpoint his position because he could not ignite a smoke signal or other device and the paracute was not visible. In addition, the survivor was becoming incoherent and said he was losing consciousness. Sandies 5 and 6 were instructed to move the Jolly Greens closer to the scene but, as they neared the new orbit point, Sandy 1 reported loss of voice contact with the survivor and only a steady beeper. A more direct course to the updated coordinates of 120 391 37L was taken and as the SAR forces crossed the ML Banghag River, 37mm fire was directed at them. Over the area at 1025L, Jolly Green 16 followed Sandy 5 in a high speed descent where Sandy 1 was waiting to lead the helicopter to the survivor. Jolly Green 37, remaining at altitude, reported 37mm fire, possible 23mm, bursting below their position. On the tree tops, Jolly Green 16 commenced an electronic search and, when within 100 yards of the survivor's suspected position, jettisoned external fuel tanks. The survivor was located at 1030L in dense jungle and the pararescue specialist was lowered on the forest penetrator. On the ground, the F-4 applied pneumatic splints to the survivor's broken right leg and left arm. While in a hover over the spot, the co-pilot detected automatic weapon tracers directed at the helicopter from his 8 o'clock position, coming from the ridge line about 200' higher than the helicopter. The Sandies were advised

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2. (con't) (C) of this threat and responded with a "Daisy Chain" of suppressive fire power and smoke screen. The Sandies used CDU 14, 2.75 HLLP rockets, M-47 bombs 2.75 white phosphorus rockets, 20mm cannons and 7.62mm miniguns. The AS was experiencing considerable difficulty in removing the survivor's parachute harness and seat survival kit which had not been deployed. Because of the cramped quarters and the survivors inert, semiconscious condition, he was only able to cut away the parachute risers and entangling shroud lines. The flight engineer observed that the survivor was ready to be picked up and lowered the penetrator directly to him. The AS then placed the survivor on the penetrator but the parachute had billowed up over the survivor and the flight engineer could not see the signal to raise the hoist. The AS used his RT 10 radio to give the signal but, due to the position of the helicopter, was unable to communicate. However, Crown 1 received the message, passed it to Jolly Green 37 who relayed it to Jolly Green 16 and the survivor was raised to the door at 1043. The flight engineer was unable to bring the survivor into the doorway alone and the co-pilot went back to assist him. It was necessary to cut entangling lines and harness and vines to secure the survivor and free the penetrator. The hoist was lowered to the AS at 1053L while the co-pilot returned to the cockpit. At 1055 the AS was recovered and the helicopter exited via the entry route. Sandy 1 reported automatic weapons fire during the exit and early climb out. Upon reaching 7000' the US forces recrossed the river. Jolly Green 16's fuel state was now dangerously depleted due to the prolonged hover of 25 minutes. Crown 1 had been alerted to this possibility earlier and made a join up about 120/05/09. Crown 1 lost the right hose and drogue during the join up. At this time Jolly Green 16 experienced a malfunction of his refueling probe, which would not extend. A join up was accomplished and Jolly Green 16 made contact on the left drogue with the retracted probe. In the refueling position, no fuel flow was observed and shortly thereafter a disconnect occurred. In positioning for a re-contact, Jolly Green 16's probe extended and a normal hook up was accomplished with a fuel on-load of 2000 lbs. Sandy 1 and 2 escorted Jolly Greens 16 and 37 to Channel 69. Sandies 5 and 6 returned to conduct an electronic search for the other crew member and were joined by Sandies 3 and 4. Jolly Greens 20(High and 17(Low) had been scrambled from Channel 69 at 1035 as back up aircraft but were recalled. Jolly Green 16 and 37 landed Channel 69 at 1200L, Jolly Greens 20 and 17 landed at 1210. No ordinance was expended by Jolly Greens and no battle damage was incurred. Radio discipline was good and the only communications problem experienced was between the helicopter and the AS on the ground.

3. (U) The name of the survivor is: Captain Leighton L. Paul, RR 3133379, USAF 11th Tactical Reconnaissance Squadron, Udorn RTAFB, Thailand.

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4. (U) Crewmembers of Jolly Green Were:

JOLLY GREEN 16 (Low)

| | | |
|-------|------------------|------|
| Major | Stuart J. Silver | RCC |
| Major | Paul M. Reagan | RCCP |
| SSgt | Raymond J. Price | FE |
| Sgt | Charles D. King | RS |

JOLLY GREEN 37 (High)

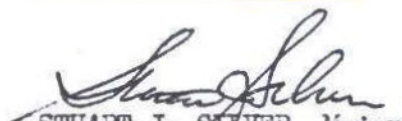
| | | |
|-------|----------------------|------|
| Major | Milton S. Washington | RCC |
| Capt | George W. Greer | RCCP |
| SSgt | Kenneth P. Hannegan | FE |
| Sgt | Thomas A. Newman | RS |

JOLLY GREEN 17 (Low-Back-up)

| | | |
|--------|---------------------|------|
| Lt Col | Royal A. Brown Jr. | RCC |
| Major | Thomas E. Reinhardt | RCCP |
| TSgt | Thomas E. Peele | FE |
| ALC | Ember A. Curry | RS |

JOLLY GREEN 20 (High-Back-up)

| | | |
|------|---------------------|------|
| Capt | Edward L. Heft | RCC |
| Capt | Roger C. Gibson | RCCP |
| Sgt | Robert T. Anderson | FE |
| Sgt | Richard A. Petroski | RS |


STUART J. SILVER, Major, USAF
Rescue Crew Commander

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DEPARTMENT OF THE AIR FORCE

39TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96316



55
64

History
39th ARRS

REPLY TO: July - August 68
ATTN OF: Captain Richardson, RCC Crown 1, 17 Sep 68

18 Sep 1968

SUBJECT: Mission Narrative, #2-3-060-8261

TO:

1. At 0130Z on 17 Sep 1968, Nail 74 (USAF O-2) reported to Crown 1 a radio conversation with a survivor from an unreported downed pilot. Nail 74's position was 115/92/Ch 89. Information at this time was sketchy because the survivor could not remember his call sign, type aircraft, the other pilots name or how he was shot down. Crown 1 scrambled Jolly Green 16 and 37 and Sandy crews 1, 2, 5 and 6 from Channel 89, with an estimated time enroute to the area of 55 minutes. Nail 52 arrived on-scene and was assigned as initial On-Scene Commander, as Nail 74 was low on fuel and returned home. Nail 52 finally got the downed pilot to say that he was flying an F-4 out of Udorn, and gave his name as Captain Leighton Paul. He also said that he had been on the ground for about thirty minutes. Crown 1 then directed a Baracuda aircraft (F-105) into the area to try and pinpoint the survivor's position with his "DF" equipment, as Nail aircraft do not have this capability.

2. When Sandy 1 and 2 arrived on-scene, they relieved Nail 52 and continued a "DF" and visual search, while Sandy 5 and 6 held clear of the area with the helicopters. Baracuda was held on tanker for the possible use of his ordinance at a later time. "Blue Chip" then sent an E&E question to ask the survivor. He answered it correctly. They also said that the downed aircraft's possible call sign was "Thermal". The downed pilot's position was finally located at coordinates XD379376, and the Jolly Greens were cleared in to attempt a pickup. Up to this time, no ground fire had been encountered. As Jolly Green 16 moved over the survivor, small arms fire was experienced from the top of a nearby ridge, and the Sandy aircrews began to suppress it with multiple strafing and bomb runs.

3. Prior to the pickup, Jolly Green 16 jettisoned his tanks and reported 40 minutes of fuel remaining. An extensive hover of 25 minutes was required as the PJ had to splint the survivor's broken arm and leg before putting him on the hoist. Communications between the PJ and helicopter were bad and instructions for lowering and raising the hoist had to be relayed from the PJ thru Crown 1 to the Jolly Green. With 15 minutes of fuel remaining in the helicopter, Crown 1 began immediate rendezvous procedures and caught the Jolly Green 15 miles North of Tchapon Pass over extremely hostile territory. The refueling was further complicated by the right refueling hose and drogue separating from the Crown aircraft and the helicopter was unable to extend his probe for the refueling. Transfer was begun with an estimated 5 minutes of fuel to dry tanks and 1500 pounds were transferred. After refueling, the survivor was returned to Channel 89

#17

39-68-388



GROUP-4
Downgraded 3 year intervals.
10/1/01