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DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF: 370

10 March 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-18, 6 Mar 68) (U)

TO: 37C *Kell*
3rd ARRGP (JSARC) *J*
IN TURN

(33)

cup/04

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRGP Sup 1 dated 15 June 1967.
2. (C) Jolly Greens 03 and 04 were scrambled from Quang Tri at 0635Z. The SAR objective was a downed USMC CH-46 with eleven souls on board. The reported position was 246°R/26 DME from Hue Phu Bai Tacan. Both Jolly Greens arrived in the immediate area at 0655Z and obtained visual contact with Covey 271, the on-scene commander. Visual contact with RESCORT, Eagle Claw Flight, was established soon after. Covey 271 briefed both Jolly Greens that the CH-46 had been shot down, but that the suspected area of ground fire had been worked over by Eagle Claw Flight. Visual contact with the crash site was obtained by both Jolly Greens at 0700Z. The objective was on the side of a 2100 MSL hill, located fifteen meters east of a thirty meter clearing. The CH-46 wreckage was still smoking. JG 04 descended for a high speed, low visual pass. Radio contact was established on Guard, but was ineffective due to weak radio reception and the survivors being excited. Jolly Green 04 dropped his tanks and established a hover over the clearing. The Flight Engineer obtained visual contact with two survivors. One of the survivors was waving a bright cloth which aided the Flight Engineer. The penetrator was lowered and both personnel were recovered. A high orbit was established while both survivors were queried as to the location of the remaining survivors. As both survivors were in extreme shock, this source of information proved to be of no use. In the hopes of finding additional survivors, Jolly Green 04 again established a hover over the crash site. Radio contact was again established with a survivor, but proved ineffective due to the above mentioned reasons. While in the second hover, ordnance aboard the burning wreckage began to explode, necessitating a departure from the hover. Eagle Claw Flight reached bingo fuel and withdrew from the area as did Covey 271. Jolly Green 04 departed the area with bingo fuel remaining and landed at DaNang at 0730Z. Covey 263 arrived on scene and took command. Cyclone Flight arrived and was employed as RESCORT. Jolly Green 03 orbited over the crash site for ten minutes. The smoke by the wreckage thinned out and a high speed pass was accomplished at 0740Z. Radio contact was established with the survivors, but was extremely weak. JG 03 dropped tip tanks and entered a hover at 0745Z. As soon as the hover was established the survivor yelled that JG 03 was over him. JG 03's rotor wash apparently fanned the fire up again and

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ordnance again started going off. The hover was departed for ten minutes while the fire cooled down. At 0755Z Jolly Green 03 again hovered over the crash site. Visual contact was impossible due to the heavy foliage. The penetrator was lowered three times in different areas in hopes that it would be close enough for the survivors to get to it. After the third attempt the Flight Engineer saw the survivors near the wreckage. The penetrator was lowered and only one survivor approached it. The Flight Engineer, through the use of hand signals, got the other survivor to come over also. Confusion existed as to how to use the penetrator as evidenced by the fact that the survivors simply strapped in and failed to pull down the seats. Jolly Green 03 departed the hover at 0805Z with the two survivors and orbited high while the survivors were queried as to the location of any more personnel. At 0810Z, JG 03 reached bingo fuel and departed for Channel 69 to refuel and deplane the survivors. It was established that only the pilots had radios. JG 03 landed at Channel 69 at 0825Z and was airborne at 0845Z, reaching the SAR area at 0905Z. Jolly Green 28 was in the area as low bird. The mission was terminated at 0920Z and Jolly Green 03 RTB'd to Quang Tri, arriving there at 0940Z.

3. (C) Jolly Green 28 was scrambled from Primary Alert at DaNang at 0715Z to assist Jolly Greens 03 and 04. Information passed from Jolly Green 03 indicated the possibility of other injured survivors on the ground. Fuel and external tanks were jettisoned and one low pass was made before coming into a hover over a spot adjacent to the crash site. The foliage was very heavy and the site could only be located by the smoke from the fire. The Rescue Specialist was instructed to go down on the penetrator to search the area. The hillside was steep and the trees very high so it was necessary to move between some of the trees and hover in a hole about 30 feet below the tree tops. Covey 263 was the on-scene commander and Cyclone Flight (Huey gunships) provided RESCORT. Jolly Green 28 began a slow orbit and was in contact with the Rescue Specialist either directly or through Covey 263. Covey 263 contacted a "King Bee Helicopter" and requested that some special forces personnel be put on the site to assist in the search and at 0840Z, two men were lowered to the crash site. Together with the Rescue Specialist, they examined the crash and found the remains of one body. Possibly more could have perished in the crash as there was very little left except ashes. The three men on the ground then spread out and searched the surrounding area for any possible survivors who might have moved away from the crash. It was difficult to move in the heavy foliage, so they called out and there was no answer. Then they fired a few shots and again no response. The search continued until 0900Z at which time the ground party reported automatic weapons fire and some rifle grenades, with some of the weapons fire hitting about 30 yards from them. All were directed to return to the crash site for immediate pickup. Jolly Green 28 picked up the two special forces men and the Rescue Specialist and departed the area at 0915Z. A refueling stop was made at Channel 69 and RTB to Channel 94 at 1020Z.

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- 4. (U) Weather in the SAR area was VFR. Crew coordination was excellent. No ground fire was encountered by the Jolly Greens.
- 5. (C) The names of the four survivors are unknown.
- 6. (U) Crew members of Jolly Greens:

JOLLY GREEN 03

RCC Capt Standley A. McGhan
 RCCP Capt Ronald G. Spray
 FE SSgt Elmer L. Holden
 RS Sgt Michael L. Walker

JOLLY GREEN 04

RCC Capt Fred H. Otte
 RCCP Capt Don W. Wiegard
 FE SSgt Robert H. Baldwin
 RS A1C Michael B. Gallasch

JOLLY GREEN 28

Lt Col Jacob T. Carwile - RCC
 Lt Col Gerald B. Lowe - - RCCP
 Sgt William L. Carroll- - FE
 Sgt Martin E. Roepstorff- RS

Standley A. McGhan
 STANDLEY A. MCGHAN, Captain, USAF
 Rescue Crew Commander

Fred H. Otte
 FRED H. OTTE, Captain, USAF
 Rescue Crew Commander

Jacob T. Carwile
 JACOB T. CARWILE, Lt Col, USAF
 Rescue Crew Commander

Classified by _____
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 9 FEB 1977.

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GROUP 4
 Downgraded at 5 year
 intervals; declassified
 after 25 years

DECLASSIFIED

106

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Mission Narrative

1-3-18

96
6 March 1968

Recovery of Leopard Skin (CH-46) 7 Persons Postion 246/25/CH69

At approximately 0630Z Crown 4 received notification through the Panama Control of the crash of a CH-46 helicopter call sign Leopard Skin no number received. The helicopter had been hit by ground fire and had crashed some miles away. A positive Tacan fix was obtained and Crown 4 moved to a better radio reception area. The position of the downed aircraft was 246/25/CH69. A Forward Air Controller, Covey 217 was on scene and subsequently relieved by Covey 273 who remained till close of mission. Crown 4 designated covey 273 as on scene commander while maintaining airborne control. The first rescue force on scene was a sister helicopter, Leopard Skin 1-9. A vector to the scene allowed Leopard Skin to make the first pickup of 2 survivors, at 0635 and was directed to proceed to nearest medical facility (Alpha Medical Station). Next to arrive at 0650 was a VNAF helicopter call sign Kingbee. Some difficulty was experienced in getting him to hoist instead of trying to land but recovery was made of 1 survivor and he was told to proceed to nearest hospital. The first air rescue forces arrived from Quang Tri were Jolly Green 04L and 03. Pickup was made of 2 survivors at 0709 by 04 and at this time confirm that there was 11 POB. An intense fire had broken out at the crash site that exploded ammunition and temporarily suspended recovery efforts. One man was known to be trapped beneath helicopter but could not be removed. Jolly Green 04 moved off to DaNang for treatment of his survivors. Jolly Green 03 continued search and at 0806Z removed 2 more survivors and immediately proceeded to Phu Bai with the badly injured. Crown 4 has established air cover for rescue operations prior to recovery. Forces consisted of helicopter gunships call sign Eagle Claw 3 & 4, Cyclone Lead. This ships flew low protective cover. No ground fire was received in area. Top cover consisted of Hoboken Flight. A-4's and Hammer F Flight F-4C's also Spad Flight 2 Al-E's.

No delay in launch of Jolly Greens was encountered. No ground fire or difficulty in locating crash site due to accurate position from Covey 217/263. Weather at the crash site was hazy, crash elevation was 2100 ft and on sloping terrain. On scene communications were conducted on FAC frequency of 273.0MCS and no coordination of difficulties were encountered. Some mention should be made of difficulties by frequent Guard channel broadcasts concerning firing, bombing, etc. Other than this radio discipline was well maintained. Area of operation was in Southern Vietnam in the Phu Bai section. Enemy action had caused the crash by the aircraft, and it had proceeded some 10 miles in what was believed to be a northerly heading prior to impact. A thorough debriefing of Leopard Skin 1-9 should reveal extent of enemy ground action in area. Conditions on the crash site were highly confused. First recoveries were made without the aid of any signals from ground. All survivors appeared to be in various states of shock. Upon the arrival of Jolly Green 04/03 a beeper was heard and voice contact was established and a vector was to recover 2 survivors, one of which had a radio. Panel and mirror were observed during the remainder of rescue operations. Difficulties in the physical recovery was due to wide scattering of survivors after crash and dense growth, sloping terrain, lack of clear area for pickup and apparent lack of survival equipment. All survivors had some degree of injuries and shock. Jolly Green 28 arrived on scene and conducted a ground search of area with party of 3. Negative results were obtained after some 45 minutes of search. Results of mission were 7 recovered 1 KIA and 3 MIA.

At 0820Z, a mayday was received from Bison flight on guard that Bison 3 was down near his target area. Terminated mission at this time, forces RTB, Rescap release to tankers.

George T. Caruana, Maj, USAF

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68-0042

37ARRS Hist, Jan-Mar 1968

9.

George C.C. Wing, 9190017, USN; Jolly Green 25 recovered a third crewman, name unknown.

(12)(U) 1-3-18, 6 Mar 1968. At 0635Z Jolly Green 03 and 04 were scrambled from Quang Tri to attempt the recovery of eleven US marines aboard a CH-46 which crashed twenty-six (26) miles southwest of Hue Phu Bai, RVN. At 0700Z the Jolly Greens arrived in the area and were advised the enemy gun position that downed the H-46 had been silenced by our fighter bombers. Jolly Green 04 descended when voice contact was established with two of the survivors near the crash site and hoisted them aboard. Due to their deep state of shock, attempts to query these two survivors as to the position of the others were unsuccessful. Shortly after pick-up, Jolly Green 04 was forced to depart the area because of minimum fuel. At 0755Z Jolly Green 03 entered a hover near the crash site and managed to spot two more survivors. These two survivors were also recovered using the hoist and Jolly Green departed the area at 0810Z because of minimum fuel. At this time Jolly Green 28 arrived in the area and lowered Sgt Martin E. Roepstorff, the pararescueman, by hoist, to search for more survivors. The search was continued until 0915Z when Sgt Roepstorff and two US Army Special Forces personnel inserted into the area by an Army UH-1 were taken aboard Jolly Green 28 to avoid their being captured by enemy units closing in on the crash site.

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A pararescueman administers an intravenous injection to a "victim" during field training exercises at Eglin AFB. (USAF Photo by TSgt Lloyd D. Brune)

PJ Technician Class Graduated

ARRS has graduated the first class from its newly - created school for pararescue technicians at Eglin AFB, Florida.

The ten-man graduating class was made up of pararescue technicians from ARRS units around the world.

The week - long school was a mixture of classroom lectures, discussions and field problems. It was designed to refresh the students' basic knowledge and provide them with advanced medical techniques and information.

Maj Clifford J. Buckley, ARRS Command Surgeon, and Capt James C. Byrk, Chief of Medical Training at the 48th ARRSq, taught the class. They were assisted by MSgt Charles T. Walthers and TSgt Richard L. Grigsby of Hq ARRS, and TSgt Charles Jenkins of the 48th.

The students were given an opportunity to develop their proficiency in emergency surgical procedures under laboratory conditions.

Additionally, the field medical problems enabled the students to realistically practice their techniques. "Victims" who exhibited a variety of wounds ranging from bullet punctures to accidental amputations were placed in hidden locations on Eglin AFB. The students had to find them, extricate them from a given situation then treat them for the "wounds" which were created through the moulage technique.

The graduates are: MSgt Anthony R. Gargano 55th ARRSq; MSgt Jerome C. Gorney-57th; MSgt David L. Gray - 79th; MSgt Rodney D. Ohman-31st; MSgt Lewis J. Roberts-67th; TSgt M.P. Budke-41st; TSgt John F. Heitsch-33rd; TSgt Philemon S. Resos-36th; TSgt David H. Rhody-76th; and TSgt Charles K. Schwartz-58th.

PJ WHO 'COULDN'T MAKE IT'

WINS SILVER STAR, DFC's, AM's

SCOTT AFB, Ill. — "They told me I wouldn't make it when I volunteered for pararescue training," said Sgt Martin E. Roepstorff, a 21-year old, 5-foot 8 PJ.

He made it big.

Roepstorff recently received the Silver Star, two Distinguished Flying Crosses and the first through third clusters to the Air Medal from Lt Gen James W. Wilson, MAC Vice Commander.

Roepstorff flew 282 missions in SEA during his 13 - month tour, most of them as a crewman aboard Jolly Green Giants. Most of the missions were over enemy territory, and Roepstorff took part in 18 saves.

"We got the word to scramble about 1300," as he recalled a mission on 6 March. "A chopper was down in the Ashau Valley. There were one or two survivors we knew about down in a gully between the hills.

We came down low and I rode down the hoist. I told the helicopter to leave when I got off the hoist."

He found one man, cut in half, and the charred remains of the Army Chinook. Roepstorff set out in a search pattern around the helicopter to locate the other man.

"About 30 yards away I found him. Then, I heard shooting nearby. I knew that the friendly personnel who had joined in the search and I would have to get out fast.

"The man I found had a severe chest injury and fractures of an arm and both legs. I grabbed him and ran."

Roepstorff's party was the center of enemy attention, and the young sergeant provided covering rifle fire as other members of the party were reeled into the hovering helicopter in the face of intense automatic fire and grenades.

"You don't think about it at the time," Roepstorff said. "It's a job, and you just can't think about it. If you do, you're no good to anybody."

"Why do we do it?" he asked out loud. "It's hard to put into words what it feels like to save a life. They often cry when they are safe and you end up with tears in your eyes, too. There's just nothing like it."

And there are few like Marty Roepstorff, son of a bank vice president, an outstanding all-round athlete in high school who wants to study architecture when his Air Force hitch is completed.

He's already built something for himself.