

OPENING/CLOSING/SUSPENDING

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31

MISSION NUMBER:

1-3-54-26 MAR 67

SUBJECT:

LSAF F-105

HH-3E

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FLASH

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Reg # 43827

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3RD AEROSPACE RESCUE & RECOVERY GROUP (MAC)
APO SAN FRANCISCO 96307



REPLY TO
ATTN OF: RGRC

SUBJECT: Mission Narrative Report (U)

7 April 1967

TO: Hq ARRS (ARROPCR)

1. (U) The attached mission narrative is forwarded in accordance with Chapter 2, paragraph 4c of ARRSM 55-2.

2. (U) A message stressing the necessity for all survivors to get on the forest penetrator immediately once it is lowered, has gone out to all tactical units throughout SEA. The frequent briefings conducted by ARRS personnel will also stress this and the importance of having all gear assembled so they will not cause any delay in the pick-up.

3. (U) When attached letter is withdrawn or not attached, the classification hereon is cancelled.

FOR THE COMMANDER

John F. Hagemeister
JOHN F. HAGEMEISTER, Major, USAF
Chief of Administrative Services

1 Atch
Ltr, 37th ARRSQ, 28 Mar 67 (C)
MsnNR 1-3-54, 26 Mar 67 lcy 3pgs.

cy to: PARRC, 7AF (DOCO)

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 02 FEB 1977

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



REPLY TO
ATTN OF:

Captain Robert W. Davis, 37th ARRS

28 March 1967

SUBJECT:

Mission Narrative Report (1-3-54, 26Mar67) (U)

SPILLERS

TO:

3rd ARRGp (RGRC) APO 96307

1. (U) This report is submitted to provide information required by paragraph 4c, ARRSM 55-2.
2. (C) (Gp-4) On Sunday, 26 March 1967, I was the RCG of Jolly Green 15 on alert at Quang Tri, RVN (Cigar) when I was notified of a possible C-47 down at 300°/05 from CH-109 (Dong Ha). We were proceeding to the aircraft after initial notification when at 1442L a "Cigar" controller verbally told us to launch. We were airborne at 1448L and proceeded to CH-109. I called Landshark Bravo (USMC Tactical Control) for a backup helicopter and was told none were available at this time. Since only one HH-3E was in commission on 26 March the USMC at Dong Ha were to provide a support helicopter for rescue activity. As we continued climbing out along the 300° radial of CH-109, "Waterboy" GCI gave us the DME fix of 300°/25 CH-109 as the location of the downed aircraft.
3. (U) The area and enroute weather was clear, winds 060°/5 and visibility was 4-5 miles at lower levels, due to haze. There were a few scattered cumulus clouds from 4-8000' just Northwest of the pickup area.
4. (C) (Gp-4) Contacting "Queen" on HF radio we gave an ETA of 1505L for on the scene and continued our climb to 7500 ft crossing into North Vietnam. At this time (1500L) we could hear Elm lead talking to Elm 2 on guard channel, but we did not hear his beeper response.
5. (C) (Gp-4) JG 15 arrived on the scene (300°/25 CH 109) at 1508L and went into an orbit pattern around the clouds at 7500'-West of the location. At this time we saw no other aircraft or ground activity in this vicinity. Contacting Crown 2 on HF we received an ETA of 1540L for a flight of Navy A-1H aircraft (Arab) and a 1550L ETA on USAF A-1E (Sandy 5 & 6). I notified Crown 2 of our intention to remain at altitude until these aircraft could evaluate the ground opposition.
6. (C) (Gp-4) About 1525L we saw four "Covey" aircraft (O-1E) beneath us and heard Oxwood (A-4C) on guard requesting beeper responses from Elm 2. Since I heard nothing from the beeper I moved SE along the 300° radial to the 300°/20 point where I began to receive a weak beeper return. Switching to ADF position on the UHF I received a good signal and proceeded toward that point at altitude. At this time Crown 2 confirmed that the objective was a downed F-105 pilot and that Bonnie Sue 20-3 (USMC CH-46) was enroute

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to the scene from CH-109 to act as our backup helicopter.

7. (C) (Gp-4) At 1538L ALC Bettevy (HM) sighted a chute at 16° 53' N, 106° 53' E (288°/14 CH 109) and using 7X50 personal binoculars confirmed it was a personnel parachute. We received a needle swing at 1542L as we passed over this position so we then relayed this information to Crown 2 and assumed a high orbit. At this point Bonnie Sue 20-3 arrived and since they had no FM working, we contacted them on 364.2 mc and asked them to hold at a safe altitude to cover our pickup.

8. (C) (Gp-4) Sandy 5 & 6 arrived at 1553L and Sandy 5 assumed on scene control. I used 138.7 VHF to direct Sandy 5 to the downed pilot - we were receiving a continuous beeper at this point but no voice contact. Sandy 5 made several low passes over the site, then reported he had an engine sump warning light on. Since he had observed no ground fire, he advised an immediate pickup.

9. (C) (Gp-4) The pickup scene was located $1\frac{1}{2}$ miles South of the center of the DMZ in a small valley running North-South with a small stream at the bottom. The survivor was standing beside his chute which was hung in a tree with his survival gear gathered in a cleared area. The spot was on the slope of a hill on the East side of the valley. The area consisted of broken hilly terrain with many bomb/shell craters and stripped trees with brush. About 50% of the area was free of vegetation in an irregular pattern possibly due to defoliation work.

10. (C) (Gp-4) Completing our combat descent check, JG 15 made a fast letdown and a pass from North to South over the survivor. Observing no ground fire we turned back up the valley and came over the survivor in a 50 foot hover on a Northeast heading. This put us against the slope of the hill to our right with the stream on our left and the open valley in front. After the forest penetrator touched the ground I heard machine gun fire from in front and saw tracers go by the nose of the helicopter. The survivor, unaware of the gunfire due to the noise of the aircraft, gathered his survival equipment before going to the hoist line. Several more bursts of fire from 75 yards off our left front occurred while I told the PJ, A2C Jeffers, to use his M-16 out the left forward window. At this point I considered breaking off the pickup but the pilot finally started getting on the penetrator seat and strapping on. By this time smoke from the gunfire on our left front was rising from the trees, so Captain Hillary (CP) requested a firing pass from the Sandy A-1E's. At this point ALC Bettevy, HM, reported the survivor clear of the ground and coming up so I started an immediate take off. The survivor dragged through one tree on take off out of the clearing and was below the helicopter on the hoist line as we took off North down the valley at 1601L.

11. (C) (Gp-4) As we passed the gunfire position on our left (it had ceased) A2C Jeffers, PJ, fired 10 rounds of M-16 at that location. As we continued our climbout ALC Bettevy (HM) had difficulty in getting the survivor in the cabin as he had his hard pan survival kit slung on his

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arm and the windstream was pushing him back. The HM managed to get him inside at about 1000 ft altitude and had the Pararescue man check him for injuries. At this time the Sandy aircraft used their mini guns and a CBU bomb on the hillside where the firing originated.

12. (C) (Gp-4) After a left turn, we climbed out to the Southwest then turned back toward CH 109 (Dong Ha). A few minutes later Captain Hillary reported 10-20 air bursts of 37mm in a square pattern 500-1000 ft below us (we were at 4500 ft). This came from the vicinity of 16 50 $\frac{1}{2}$ N 106 $^{\circ}$ 57' E. Checking the helicopter over for possible damage and finding none I decided to RTB to CH 37 DaNang with an ETA of 1705L. Sandy 6 with Arab flight of Navy A-1H's escorted us while Sandy proceeded to CH 37 with his engine sump warning light problem.

13. (C) (Gp-4) We landed at 1700L and placed Major J. C. Spiller 469th TAC/FTG Sqd in an ambulance. His condition seemed good except for a possible ankle injury. JG 15 was checked over and no battle damage found.

14. (C) (Gp-4) Radio discipline and procedures were the best that I have encountered during mission activity. Contacting Crown 2 on HF and the Sandy's on VHF or FM left UHF free for use as an ADF on the beeper. The downed pilot used his URT-21 in the chute pack and had two URC-10 radios but never came up on voice. Crew coordination on JG 15 was excellent throughout the mission.

15. (C) (Gp-4) Recommendations:

a. Aircrew members should be briefed on the necessity of getting on the rescue hoist device immediately as they may not hear hostile fire. Carrying most of his survival kit up delays the pickup and creates hazards.

b. Since the enemy seems to be holding fire until the helicopter is committed to the pickup, Sandy aircraft should lay suppressive fire down in a box around the survivor on all pickups. Unless too dangerous, a napalm bomb should be placed on the pickup site after each pickup to destroy the chute, radios or other equipment that may be left. If done on every pickup in hostile area it would discourage an immediate reaction of the enemy into this area.

16. (C) (Gp-4) Aircraft involved in recovery effort.

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|---------------------------------|-----------------------------------|
| a. Crown 2 - HC 130 - USAF | e. Elm lead - F 105 - USAF |
| b. Sandy 5 & 6 - A 1E - USAF | f. Bonnie Sue 20-3 - CH 46 - USAF |
| c. Arab 512 & 504 - A 1H - Navy | g. Covey - O 1E - USAF |
| d. Oxwood - A 4C - USMC | |

17. (U) Crew of Jolly Green 15.

RCC Captain Robert W. Davis	HM A1C Rodney J. Bettevy
RCCP Captain Robert W. Hillary	RS A2C John C. Jeffers

Robert W. Davis
ROBERT W. DAVIS, Captain, USAF
Rescue Crew Commander

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