

OPENING/CLOS. 3/SUSPENDING

~~CONFIDENTIAL~~

MISSION NUMBER: 2-3-24-31 MAR 67

SUBJECT: F-105 L/SAF

HH-3E (1 ACR SAVE)

35

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PAGE 3 RUMDF 46A S E C R E T

NORTH VIETNAM

9. LOCATION/POSITION SAR OBJECTIVE: 1855N/10440E ~~DET~~ ALT: 0L2 3 GP MSL 50037 AND
10. WEATHER: NOT A FACTOR

11. CONTROLLING AGENCY AND NAME SAR MSG COORDINATOR: OL-2, 3ARRGP.

12. ASSISTING AGENCY: DET 2, 37 ARRS. CAPT RODGERS A. FTER 39 ARRS,
S22 FS (DC)

13. AGENCY LOCATING OBJECTIVE/DTG/CO-ORD. NEPTUNE 2, 31/08501855N 10440E

14. AGENCY/METHOD DTG: DET 2, 37 ARRS, /HOIST/31/1028Z

15. NMJ PEOPLE INVOLVED ONE/LOCATED/RECOVERED/SAVED/COMBAT SAVE

BY ARRS: ONE/ONE/ONE/

16. DISPOSITION OF SAR OBJECTIVE: TAKEN TO NAKHON PHANOM RTAFB THAI.

17. TOTAL SORTIES/HOURS/TYPE ACT/UNIT: 1/3:20HC132/39ARRS;

2/4:20/HHC/DET 2, 37ARRS: 4/3:42/AIE/S22 FS(C)

18. NMJ ACTS/TYPE: 1/3:20HC132/39ARRS; 2/4:20/HHC/DET 2, 37ARRS: 4/3:42/AIE/S22 FS(C)

FIXED RADIOS/UTILIZED BY CONTROL/ASSIST ORGANIZATION:

THREE FIXED RADIOS

19. (A) ARRS CREW MAKING SAVES/CALL SIGN OF ACFT: JOLLY GREEN 36

NAME: SVEODA, ROBERT J RANK CAPT. UNIT DET 2, 37 ARRS (RCO)

NAME: BETANCOURT, ERNEST B RANK CAPT. UNIT 37 ARRS (CP)

NAME: RILEY, ROBERT S. RANK SSGT UNIT DET 2, 37 ARRS (CHD)

NAME: TRUJILLO, TRANSITO RANK A2C UNIT DET 2, 37 ARRS (PJ)

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PAGE 4 RUMDF 46A S E C R E T

(C) PERSONNEL SAVED:

NAME: HENIGAR, HARRY J JR. RANK CAPT. UNIT 388 TFW KORAT RTAFB THAI

20. ADDITIONAL INFORMATION:

GOOD RADIO CONTACT WITH NEPTUNE 2 FROM TIME OF BAILOUT TO PICK-UP.

PILOT WAS LOCATED IN HEAVY FOREST AT 4500 FT. MSL. SANDIES 5, 6, 7, 8

(AIE) JOLLY GREENS 36, 37 (HH3) SCACLED FROM NAKHON PHANOMSAT

0850Z,

IBORNE AT 0900Z. SANDY 5,6 ON THE SCENE AND IN CONTACT WITH

PILOT OF NEPTUNE 3 AT 0940Z. JC 36, 37 ON SCENE AT 1000Z, PICK UP

COMPLETED AT 1128Z. PILOTS CONDITION GOOD, TAKEN TO NAKHON PHANOM

RTAFB THAILAND.

BTIDE

Hq ARRS SC No: 670578

LT

670416

ARODS = 670416

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Ref 145526

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 3RD AEROSPACE RESCUE & RECOVERY GROUP (MAC)
APO SAN FRANCISCO 96307



REPLY TO:
ATTN OF: RGRC

6 April 1967

SUBJECT: Mission Narrative Report (U)

*B
q*

TO: Hq ARRS (AROOPCR)

1. (U) The attached mission narrative(s) ~~is~~/are forwarded in accordance with Chapter 2, paragraph 4c of ARRSM 55-2.
2. (U) When attachment(s) ~~is~~/are withdrawn or not attached, the classification hereon is cancelled.

FOR THE COMMANDER

CAB/14 9/8

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

Atch(s)

1. Ltr, Det 2, 37ARRSQ, 31 Mar 67
Subj: MSN Narrative lcy 2pgs (S)
2. Ltr, Det 7, 38ARRSQ, 31 Mar 67
Subj: MSN Narrative lcy 1pg (C)

Cy to: PARRC, TAF(DOCO)

File NR: 4.2 14 (35)

*DOWNGRADED
IAW AFR-200-2
2 MAY 1969*

Classified by _____
SUBJECT TO FEDERAL DECLASSIFICATION
SCHEDULE: FEBRUARY 1962
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 02 FEB 1977
DECLASSIFIED ON _____

ARODC # 670535 8/6/11

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~~CONFIDENTIAL~~ (6)

NSW RPR 2-3-2-1

MISSION NARRATIVE - JOLLY GREEN'S 36 AND 37 - 31 MAR 67

HENHUGARTB

(S-GP-4) At 0845Z 31 Mar 67, Crown 2 advised Compress that Neptune 3, F-105, had ejected at coordinates 1904N 10436E. Jolly Green's 55 and 09 were scrambled from L-36, Sandy's 5, 6, 7 and 8 were also launched from Nakhom Phanom. Crown advised that a direct route from L-36 to the downed pilots area would be inadvisable due to heavy flak positions in route. The decision was then made to launch Jolly Green's 36 and 37 from channel 89. Jolly Green's 36 and 37 launched at 0900Z, approximately +02 minutes after the Sandy's

(U) The weather enroute was very poor due to smoke and haze with visibility at approximately 1 mile. Join up with Sandy's 7 and 8 was made and an estimated time enroute to the area was 1+05.

(S GP-4) At 0910Z Crown 2 confirmed that an aircraft, call sign WACO, was over the downed pilots position and that beeper and voice contact was being made. A new position was given, 360 at 92 miles of channel 89. This placed the pilots position in extremely high mountainous terrain in North Vietnam. At 0950Z Sandy 5 entered the area but due to limited visibility and the mountainous terrain was unable to pinpoint the pilots position. He advised that the general area looked good, with no villages, roads or rivers observed. He also advised that the pilot was on a ridge at an altitude of about 4,000'. He suggested that an immediate pickup be attempted due to the limited visibility and approaching darkness.

(S GP-4) Jolly Green's 36 and 37, and Sandy's 7 and 8 arrived in the area at 1005Z. Due to the extremely poor visibility, visual contact with Sandy 5 was not possible. Jolly Green 36 and Sandy 7 used UHF DF to make contact with Sandy 5 and proceed into the area of the ridge. It should be mentioned that prior to the Jolly Green's getting into the area Sandy 5 gave an excellent description of the area, best route of approach, altitude of ridges and mountains in the area and free air temperature. Jolly Green 36 made contact with the survivor and instructed him to ignite a smoke flare. His position was pinpointed approximately 100' down the South side of a 4100' ridge. Jolly Green 36 then went in for the pickup. Although the fuel load was computed to be within limits for hovering at that altitude, moderate turbulence and down drafts over the survivor required full power with no reserve whatsoever. Jolly Green 36 elected to dump 300 to 500 more pounds of fuel before making a second attempt. Two passes were made over the pilot to further evaluate the wind and best approach course. At 1020Z, after approximately 400 pounds of additional fuel had been dumped, Jolly Green 36 went into a hover for the second time over the downed pilot.

DECLASSIFIED

111 103-275

ARODC #

670535

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DECLASSIFIED AT 3 YEAR INTERVALS
CLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

13 MAY 1970

~~SECRET~~

67-AD-2561

675-0043

5/1

SCHEDULED FOR AUTOMATIC DECLASSIFICATION
SUBJECT TO REVIEW BY THE CHIEF OF STAFF
YEAR INTERVALS: 02 FEB 1977
DECLASSIFIED ON

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(S GP-4) Some difficulty was encountered due to the fact that the trees in the area were over 200' in height. It therefore became necessary to hover at tree top level in a very confined area to enable the hoist cable and penetrator to reach the ground. Due to the heavy tree coverage it was impossible to tell when the survivor was on the penetrator. The hoist operator started the cable up and the pilot was observed to be on the penetrator. The helicopter was maneuvered in the hover to keep the downed pilot clear of the numerous branches and limbs while he was being hoisted up into the helicopter. At 1030Z the pilot was pulled inside the helicopter, and Jolly Green 36 departed the area on a heading of 180°. Jolly Green 37 and Sandy's 7 and 8 joined up with Jolly Green 36 at altitude and proceeded to channel 89 for recovery. The survivor was in excellent condition. He had several facial cuts and scratches that occurred during ejection. Capt Hennigar use of his survival equipment was very effective and his knowledge of rescue procedures was excellent.

SURVIVOR: Capt Harry J. Hennigar Jr, 421st Tac Ftr Sq, Korat

JOLLY GREEN 36 (LOW BIRD)

JOLLY GREEN 37 (HIGH BIRD)

RCC, Robert J. Svoboda, Capt
RCCP, Ernest B Betancourt Jr, Capt
FE, Robert S. Riley, SSgt
RS, Transito Trujillo, A2C

RCC, Robert L. Powell, Capt
RCCP, Gilbert W. Hester, Capt
FE, Earl L. Spencer, ALC
RS, Franklin D. Stevenson, A2C

ROBERT J. SVOBODA, Capt, USAF
Rescue Crew Commander

ROBERT J. SVOBODA, Capt, USAF
Rescue Crew Commander

DOWN TOWN
LA 14 48-21682
18 MAY

ABODC # 670535

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