

OPENING/CLOSING/SUSPENDING	SECRET
MISSION NUMBER:	2-3-37-14 MAY 67
SUBJECT:	LISAF F105
HH-3E	

50

~~CONFIDENTIAL~~

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~~SECRET~~

1	2	3	4	5	6	7	8	9	10

PAGE 2 RUMEDF 30A SECRET

AFCEP. MAC FOR MAOCCA AND MCP, ARRS FOR ARDC/ARSCP. PACAF
FFOCC-H, USAFMPC FOR AFFMPC, 7AF FOR DOTO, DO, DP, DI, EDMF,
3ARRGP FOR JSARC, HQ TAC FOR DOSS-LR.

1. RESCUE OPENING CLOSING REPORT

2. 2-3-37-14 MAY 67

4. A. F-105D CRAB 2 ONE POB

7. TACTICAL

C. CLASSIFIED

D. F-105D TAIL NR 600421 ONE POB

E. USAF

F. 388TFW, KORAT AB THAILAND

G. WILSON, GLEN R. MAJOR

H. ONE

I. STANDARD

5. CRAB 01/14/0829Z

6. S/E

7. 14/0829Z

8. DIVERTED 4 AIE AND 1 HC-130 14/0830Z LAUNCHED 2 HHSE 0836Z.

9. 2019N/10444E

10. A. 4000 BROKEN 12 MILES VIS WITH THUNDERSTORMS AND CB IN

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SCHEDULE OF E.E. DECLASSIFICATION
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 2 FEB 77

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VICINITY.

11. CL-2, 3 ARRG, MAJ JIM GARDNER

12. NONE

13. 602FS(SANDY 142)/140550Z/2019N/10444E

14. DET 2, 37ARRS/HHSE WITH HOIST AND FOREST PENETRATOR

15. A. 1/1/1/2/0

B. S/E

16. RETURN TO UDORN RTAFB HOSPITAL

17. 4/1900 AIE/0829Z; 1/1:45/HC-130/39 ARRS; 2/4:50HHSE

DET 2, 37 ARRS.

18. S/E

19. A. WEBSTER, A.E. CPT, DET 2, -44 (ROD); BRADLEY, H.W., 37

ARRS, (CP); GILSEY, R. SSGT, DET 2, 37 ARRS (RM); WILLIAMS, W.C.

MSGT, DET 2, 37 ARRS (PJ).

B. WILSON, GLEN R. MAJOR 388 TFW KORAT AB THAILAND

20. H. THIS IS A COMBAT SAVE. GOOD RESCAP AND MISCAP WERE
PROVIDED RAPIDLY. DUE TO INCLEMENT WEATHER AND WIND DRIFT AIR
HAD TROUBLE LOCATING DOWNED ACM. HHS HELD IN SAFE AREA UNTIL
LOCATED DOWNED ACM AND ESTABLISHED VOICE CONTACT. JOLLY GREEN 52
WAS PICKUP AIRCRAFT. LATTER PORTION OF MISSION WAS FLOWN BY JG 52

4	19+00
1	1+45
2	14+50
7	25+35

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WITH AFCS INOPERATIVE. ACM WAS REPORTED IN GOOD CONDITION, SO
PJ WAS NOT DEPLOYED. PILOT WAS RETURNED TO UDORN RTAFB BY JG 52.

CP-4

ET

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
30M DIR 0200.10

Hq ARRS SC No

670808

1

FEB 77

(Date)

IAW AFR 205-2

ARDC#

670606

Reg# 148159

~~SECRET~~

DEPARTMENT OF THE AIR FORCE

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



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A
14

REPLY TO
ATTN OF: RGRC

SUBJECT: Mission Narrative Report (U)

3 Jun 67

TO: Hq ARRS (ARROOPCR)

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

FOR THE COMMANDER

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

3 Atch(s)

Ltr, Det 2, 37ARRSq, 14 May 67 (S)

Subj: Msn Narrative, lcy, 2pgs.

4.2H(53)→ Ltr, Det 2, 37ARRSq, 21 May 67 (S)

Subj: Msn Narrative, lcy, 2pgs.

4.2H(54)→ Ltr, Det 2, 37ARRSq, 21 May 67 (S)

Subj: Msn Narrative, lcy, lpg.

Cy to: PARRC, 7AF(DOCO), 48ARRS

Classified by _____
SUBJECT TO GPO POL. DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 2 FEB 77

Downgraded to CONFIDENTIAL
1 FEB 1971

(Date)

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(50)

~~SECRET~~

67-AD-5115

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MISSION NARRATIVE - JOLLY GREEN'S 52 AND 09

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(S)(GP-4) On 14 May 1967, at 1525L, Crown 2 notified the Jolly Greens' at Lima 36 to scramble on a downed aircraft whose call sign was Crab 2. His wingman reported a good chute and beeper at 60NM from Channel 97 on the 100 degree radial. Jolly Green's 52 and 09 were airborne at 1530L, estimating the area at 1615L. Having the normal fuel configuration, an expected Bingo time of 1900L was given.

wilson

(S)(GP-4) Coordination and join-up with Sandy's 3 and 4 was accomplished shortly after take-off, and radio contact was established with Sandy's 1 and 2 who proceeded directly to the area. Both Sandys' and Jollys' were given border clearance upon contact with MIG CAP. Since this contact was made enroute, before reaching the border, there was no delay in the border crossing.

(U) Just prior to reaching the border, Jolly Green 52, the primary helicopter, had trouble with the flight control system and declared a possible emergency. Deciding to continue the mission, it was determined that should this emergency continue, Jolly Green 09 would assume primary responsibility for the recovery attempt while 52 remained as back-up until other helicopters, scrambled from Channel 86, reached the area or until the safety factor forced withdrawal. However, shortly before being called in for the pick-up attempt, the emergency was cleared up and no further mechanical difficulty was encountered during the mission.

(S)(GP-4) On reaching an area approximately 10 miles from the target, no contact had been made with the downed pilot. Jolly Greens' and Sandy's 3 and 4 entered an orbit awaiting further developments. This orbit was continued for approximately thirty minutes while Sandy's 1 and 2 searched the area. The survivor was finally located and SAR forces proceeded to the area. Ground fire was encountered at one location during the entry, as noted by the escorting Sandys'. No battle damage was sustained however.

(S)(GP-4) Smoke from the survivors' Mark-13 flare was sighted on the side of a mountain, at approximately 2000' MSL. Voice contact was also made at this time between the low Jolly and survivor. He was located in dense jungle, on the side of a ravine leading to a small village about two miles away. One hut was located about 200 yards from the downed pilot and was given primary consideration by the supporting Sandys'. As Jolly Green 52 approached a hover, the Sandys' laid a smoke screen across the mouth of the ravine, very effectively sealing the area from view of the village.

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1 FEB 1971

(Date)

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GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

67-AD-3059

675-0110

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(S) (GP-4) The pick-up was made, via jungle penetrator, in short order. This was accelerated by the downed pilot's knowledge of rescue procedures. The rescue was completed at 1710L with the survivor in good shape, sustaining only a few facial scratches. An exit from the area was made with assistance of Sandys' laying ordnance on suspected ground-fire areas. Shortly after exit, 37MM and automatic weapons fire was again encountered. Jolly Greens' and Sandys' took evasive action and again were fortunate enough not to sustain battle damage. Recovery was made at Lima-36 where the survivor, Major Glen Wilson, was transferred to a waiting helicopter. Jolly Green's 52 and 09 returned to Lima-98 and assumed normal alert posture.

(S) (GP-4) Weather at launch and throughout the mission was not a factor. There were broken clouds at approximately 15,000' MSL, with visibility in excess of fifteen miles at all times. Communications and coordination of forces was good, much better than experienced on several recent missions. Especially appreciated was the availability, timeliness and number of MIG CAP. F-102 aircraft were conspicuous in their coverage at all times.

(S) (GP-4) Sandys' were especially effective in securing and sterilizing the target area prior to entry, during the recovery and on exit from the mission. The smoke screen was expertly placed and, again, extremely effective.

(S) (GP-4) The survivor, Major Wilson was queried about the time delay in his establishing contact with the Sandys'. He stated that this delay was because he thought his chute beeper had actuated on bailout, and was still working during this time period. Evidently, this beeper either did not work, was damaged or had been removed prior to this mission. Also, on landing, the survivor was suspended between two trees and thought it a hazard to attempt using his survival radio from this position.

JOLLY GREEN 52 (LOW BIRD)

RCC Captain Arlyn E. Webster
RCCP Captain Harold W. Bradley
FE SSgt Raymond Godsey
RS MSgt Milton C. Williams

JOLLY GREEN 09 (HIGH BIRD)

RCC Captain Robert J. Svoboda
RCCP 1st Lt Jerry D. Clearman
FE SSgt Robert Riley
RS ALC Robert D. Bowers

Arlyn E. Webster
ARLYN E. WEBSTER, Captain, USAF
Rescue Crew Commander

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(Date)