

~~SECRET~~

83

OPENING/CLOSING
MISSION NUMBER: 2-3-53-10 July 67
SUBJECT: USAF F-105
HH-3E

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~~CONFIDENTIAL~~

OK-2-3-53-10 JUL
OPEN/CLOSING
1 COMBAT SAVE
ACR/HH-3

59
ARJ

STAFF	ACT	INFO
ATSEC		
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HQ USAF VVC

, DP, DI, DPDP, CP, 3 AFRGI NCR RS

RC.8 - VC

1# EE

2. ~~2-3-53-10~~ JULY 57

11.

5.

8:)

C. NOT RELEASABLE

D. F125D HARTFORD 3 TAIL NER 696424

E. USAF

F. 355TFW KCPAT RTAFB THAILAND

G

M SEAYER, MAURICE E. JR. PAGE

H. CFE

I. STANDARD

5. GROOMER PICKED UP EMERGENCY SCHEDULE TO

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DECLASSIFIED ON

DECLASSIFIED 4, AIC (GASID) FROM SA 2-11 15/0130Z
9. 1957/1234
10. 512 SCATTERED 1500 FROMEL 3500 OVERCAST 5 RW.

PAGE 3 RUMEDF SA C O N F I D E N T I A L

11. OL-2, 3 ARGP. MAJ. J.D. GARDNER
12. NONE
13. SANDY 1 (602FS (C)) 12/0247Z
14. DET 2, 37 ARRS./HH3E WITH FOREST PENETRATOR /12/0247Z
15. A. 1/1/1/1/2/0 B. S/E
16. RETURNED TO RDORN RTAFB AND RELEASE D TO MEDICAL PERSONNEL
17. 1/2:20/HOGAGEPKOL-1 39ARRS: 5/21:20/A1E/602FS(C): 2/4:30/HH3E/
DET 2, 37 ~~ARRS~~ 130/
RS.

18. S/E
19. A. (RCC) FIRSE, J.A., CAPT., (CP) FECHSER, C.A., CAPT.:
;(HM) WATSON, F.W., SSGT: (PJ) FRAEON, N. R., A2C. ENTIRE CREW
ASSIGNED DET 2, 37 ARRS.
B. SEAVER, MAURICE E., MAJ., 355 RTW, KHORAT RTAFB THAILAND
20. H. CROWN ONE REPORTED HARTFORD 3 HA LOST OIL PRESSURE.
THE JOLLY GREENS WERE SCRAMLED FROM LS-36. HARTFORD 3 EJECTED
AT 0044Z. SANDY LEAL REPORTED GOOD CHUTE AND BEEPER. SANDYS
RECOMMENDED THAT A PICKUP NOT BE ATTEMPTED DUE TO HEAVY GROUND
FIRE IN THE AREA. JOLLY GREENS WERE HELD IN A SAFE AREA UNTIL
THE PICKUP AREA WAS STERILIZED BY SANDYS, FIREFLYS, AND HIGH
PERFORMANCE AIRCRAFT. AT 0012Z JG 53 MADE THE PICKUP. THE SURVIVOR

PAGE 4 RUMEDF SA C O N F I D E N T I A L

WAS REPORTED TO BE IN GOOD CONDITION, AND WAS RETURNED TO
RDORN RTAFB AND RELEASED TO MEDICAL PERSONNEL. THIS IS AN
ARRS COMBAT SAVE. CP-4

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
900 345 5500.15

CONFIDENTIAL

CONFIDENTIAL

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



REPLY TO
ATTN OF: RGRC

18 July 1967

SUBJECT: Mission Narrative Report (U)

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) When attachment 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, OL-2, 3ARRGP, 10 Jul 67, (S)
Subj: Msn Narrative, 2 cys, 2pgs.

1 cy CD's
Have on
Cy to: PARRC, 7AF (DOCO), 48ARRS, 636th
CSG, ATTN: Commandant PACAF Jungle
Survival School, CINCPACAF (DIOE)

~~SECRET~~
ARODC # 670 889 *16/1*

REF # 151309
67-AD-3415

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~~CONFIDENTIAL~~

Mission Narrative - 10 Jul

(S)(GP-4) Jolly Green 53 and JG 36 were on alert at Lima Site 36. At 0040Z, *SEAFOR* Crown 2 reported that Hartford 3 had been hit over the target, was losing oil pressure, and was trying to make it to the Lima Site 36 area before bailing out. His position was given as 030°/67NM of channel 97 and heading south. He was then reported to have bailed out at 180°/30NM of channel 97. This location was about 25NM east of Lima Site 36 in Laos.

(S)(GP-4) Compress advised us to scramble and both helicopters were off the ground at 0044Z. The weather at Lima Site 36 was clear. ETA to the area was 0105Z and bingo time was 0410Z. While enroute, we received word that his new position was 170°/27NM of channel 97. Just prior to reaching the area, we could hear Sandy 1 and 2 talking to the downed pilot and trying to locate him. Also, Crown 2 reported that the area was considered unfriendly. We could see the Sandys searching in some small ravines that ran northwesterly from a ridge. Along this ridge was an obviously well-used road. The weather was 1000 ft broken to overcast with tops at 8000 ft. Visibility was ten miles. The weather was very changeable and at the time of the pickup was about 2000 ft scattered.

(S)(GP-4) The low helicopter, JG 53, remained below the overcast and about 3 miles north of the search area while the other helicopter remained on top. Sandy 2 became our escort and Sandy 3 and 4 escorted the high Jolly Green. There were also jet aircraft orbiting overhead.

(S)(GP-4) At about 0130Z, Sandy 1 reported that he was receiving ground fire from the road area and that he had spotted the parachute. He had a pretty good idea where the pilot was located. The Sandys then began laying down ordnance and preparing the area for a pickup. Sandy 1 felt that a try would occur in about fifteen minutes, so we unloaded about 800 lbs of fuel, leaving about 900 lbs in each interior tank. We maintained this amount until just prior to the actual pickup when we allowed it to decrease to 600 lbs per tank.

(S)(GP-4) At this time, JG 53 began to receive automatic weapons fire from two areas. The RCC decided to climb on top and move further to the northwest.

(S)(GP-4) The Sandys were still receiving heavy ground fire and were continuing to strafe and bomb the ridge. Two Firefly aircraft also came into the area to assist. The ceiling was too low for the jets and they were never used.

(S)(GP-4) At about 0200Z, the area began to clear and Sandy 3 advised us to move to a position a little northwest of the area where we could see the action and be shown the location of the pilot. Sandy 1 described the pilot's location and made a couple of passes attempting to show us his position.

~~CONFIDENTIAL~~

Downgraded to ~~CONFIDENTIAL~~
25 JUL 90

IAW AFR 205-2

(Date)

67S-0124

ARC #

670889

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GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

67-AD-3415

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(S)(GP-4) Just prior to attempting the pickup, we advised Sandy 1 to talk us into the area and to advise the pilot of Hartford 3 to direct us in as soon as he located us. The Sandys then layed down white phosphorus smoke along the ridge and we prepared the aircraft for the attempt.

(S)(GP-4) We dropped the tip tanks just prior to reaching the first ravine. Sandy 1 directed us into the first ravine and we searched for about five minutes before he realized that we were in the wrong place. He then directed us out and into the next ravine south. At the approximate location of the pilot, we began talking to him. Each time he talked a loud squeal was heard on guard channel and he was difficult to understand. The RCC could read him just enough to realize that we had overshot his position. The smoke screen had blown away by this time and the road could be seen clearly above us and about 100 yards away. Although we still hadn't seen the pilot, he advised that we were right overhead and the penetrator was lowered.

(S)(GP-4) As the survivor climbed on the penetrator, the Flight Engineer finally spotted him and gave us final directions. While hovering, the number one engine fire warning lights came on. The T5 was about 20° higher on that engine and the oil temperature slightly higher. Everything else looked all right and no corrective action was then taken. We were maintaining about 85% torque. The pilot had done a good job of camouflaging himself and was in high grass. This made him very difficult to see. We had asked him to fire a flare but he became excited and couldn't get his flare loose. It was taped to his pant leg.

(S)(GP-4) Just as he got on board, the Flight Engineer reported ground fire from his side. This information was passed to the Sandys and we departed the area to the northwest; the same way we came in. The pilot was in excellent physical condition, though very muddy and wet; and of course, very tired. The pickup was made at 0245Z on the 10th of July 67.

SURVIVOR: Major Maurice E. Seaver Jr., FR27099 - 44th TacFtrSq., Korat AB, Thailand.

(S)(GP-4) The helicopter landed at Lima Site 36 to refuel at 0300Z. The pilot was then flown to Udorn AB on JG 53, arriving on the same day. The mission was handled extremely well by all concerned from our view-point. Radio discipline was better than on any previous missions that I have been on. Only necessary information was passed and the coordination among all concerned was very good. Sandy one did an outstanding job in directing the on-scene effort. There was no battle damage to JG 53.

Jolly Green 53 - Low Bird

Jolly Green 36 - High Bird

RCC - Capt John A. Firse
RCCP - Capt Clyde A. Fechner
HM - SSgt Floyd W. Watson
PJ - A2C Michael R. Fraboni

RCC - Capt Douglas L. May
RCCP - Maj Richard E. Adams
HM - A1C John W. Whisenhunt
PJ - A2C Randy S. McComb

Clyde A. Fechner, Capt
for JOHN A. FIRSE, Captain, USAF
RCC

CLASSIFIED BY
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS - 7 FEB 1977
NOT CLASSIFIED ON

~~SECRET~~ ~~CONFIDENTIAL~~