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138

OPENING/CLOSING/SUSPENSE
MISSION NUMBER: 2-3-85-4 Nov. 67
SUBJECT: USAF F105
HH-3E

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5 Nov 67 19 54

ZFTCZYUW RUEGCSA0317 3091935-CCCC--RUCLMFA.

DE RUMBDF 0410 3091855

ZNY CCCCC

BT

C O N F I D E N T I A L SVC X ZUI RUCLMFA4839 3091835 X ZDK RUMBDF

24A 3091341Z Z 051312Z X

21-RUCIUA RUCLMFA RUCLBYA RUEDNBA RUEFHQA RUWTFJA RUHHABA RUMSPJ

RUMSMAFUMNAP RUMHPD RUMKAI

DE RUMBDF 24A 3091341

ZNY CCCCC

Z 051312Z NOV 67

FM 3ARRGP UDORN RTAFB THAI

TO RUMSPJ/3ARRGP TSN AB RVN

RUEFHQA/USAF WASH DC

RUCIEUA/MAC

RUCLMFA/ARSCF ORLANDO AFB FLA

RUHHABA/PACAF HICKAM AFB HAW

RUMSPJ/7AF TSN AB RVN

RUWTFJA/USAF MFC RANDOLPH AFB TEX

RUMSMA/MACV SAIGON RVN

RUHHABA/PACAF HICKAM AFB HAW

RUCLBYA/48ARRS EGLIN AFB FLA

RUEDNBA/TAC

RUMNAP/39ARRS TUY HOA RVN

RUMBDF/TJCC UDORN RTAFB THAI

RUMHPD/OLI 3ARRGP SON TRA RVN

RUMKAI/355ZFM TAYLOR RTAFB THAI

BT

C O N F I D E N T I A L OL-2 3ARRGP RESCUE INFORMATION REPORT

1. RESCUE OPENING/CLOSING REPORT

2. 2-3-85-4NOV67

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2-3-85 4 NOV 67
OPEN/CLOSE
1 Combat Save

PAGE 2 RUMBDF 24A C O N F I D E N T I A L

4. A. 7-105, 2125N 10443E

B. TACTICAL

C. NOT FOR RELEASE

D. 7-105, MARLING LEAD, TAIL NUMBER 61-0173, 1 POS.

E. USAF

F. 358TH TAYLOR RTAFB THAI

G. CAPT. BILLY R. SPANYS

H. 1 POS

I. STANDARD

5. CRJN 2, 04/0835Z

6. NOT REQUIRED

7. 04/0835Z

8. DIVERTED & ALL SAVOYS FROM CRJN AT 04/0835Z AND SCRAMBLED

2, HH-3E JOLLY GREEN, AIRBORNE AT 04/0840Z

9. 2125N 10443E

10. A. CLEAR AND NOT A FACTOR

11. OL-2, 3ARRGP, MAJOR RONALD E. FRANK

12. NONE

13. SCOTCH FLT (F-105) 04/0927Z, 2105N 10443E

14. DET 1, 37ARRS/307TH PW RECOVERY 04/0927Z

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PAGE 3 RUMBOF 24A C O N F I D E N T I A L

15. A. 1/1/1/1/0/0 B. 0/0/0/0/0/0

16. RETURNED TO NAKON PHANOM STAFFS THAI

17. 1/3 PLUS00/KC-130P/39APPS: 40EPLUS30/AIF/S02FS/ 2/9PLUS00/WH35/

DET 1, 37ARRS

18. S/T

19. 4. (RCC) CAPT. HARRY W. WALVER: (CP) LCOL. JERALD E. LOWE:

(NM) SSGT FULLELL L. ONTAL: (PJ) TSGT. CHARLIE D. SMITH

3. CAPT. BILLY R. SPARKS, 355TFW TAKHLI RTAFB THAILAND.

20. H. CROWN TWO REPORTED AT 0214Z THAT MARLIN LEAD HAD TAKEN A HIT AND WAS DISMISSING. NEXT REPORT HAD MARLIN LEAD BAILED OUT WITH GOOD CHUTE AND BEEPER. JOLLY GREEN 37 AND 56 WERE SCRAMBLED FROM L-36. RESCAP AND WISCAP WERE SET UP AND THE SAR FORCES

THERE WAS NO REPORTED GROUND FIRE AND JOLLY GREEN 37 MADE THE PICK UP OF DOWN ACM. PILOT WAS IN GOOD CONDITION WITH BRUISED ELBOW AND ANKLE. SANDY 6 REPORTED BEING JUMPED BY A KITE BUT TOOK NO HITS. JOLLY GREEN 37 MADE AN AIR REFUELING AND DELIVERED THE DOWNED AC TO NAKON PHANOM RTAFB THAILAND. THIS IS A ARRS COMBAT SAVE.

GP-4

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT 10
YEAR INTERVALS.
DECLASSIFIED ON _____

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2-3-85

(138)

SUBJECT: Mission Narrative, 5 November 1967

21 NOV 1967

TO: 3ARRGp (C)

SPARKS

1. (U) This report is submitted in accordance with ARRS 55-2/3ARRGp Sup 1, dated 15 June 67.

2. (S)(GP-4) Jolly Green 56 (Low) and 37 (High) were scrambled from LS-36 at 0840Z and told to rendezvous with Sandys 5 and 6 over North Station. At the time of launch a position for the downed survivor (Marlin Lead) had not been given to either of the crews. Shortly after takeoff Crown 2 gave a location of 047/89 from Channel 97 (21°23'N, 104°46'E) and directed all aircraft to the North Vietnamese border immediately. We flew near a 7500' (MSL) scattered cloud layer to avoid ground fire and offer protective cover from hostile aircraft. Visibility throughout the mission was excellent. Approximately 35 minutes later while enroute to the scene, Compress directed JG 37 to make the recovery since JG 56 was not aerial refueling equipped. At this point the altitude of the downed airman was unknown and a good possibility existed that without the use of A/R enough internal fuel would not be available to make recovery and land at a suitable base during the hours of darkness. Arriving on scene at 0950Z JG 37 immediately sighted a rising cloud of white smoke and, upon direction of Sandy lead, started toward it. Approaching the smoke JG 37 was advised that it was the wrong marker and that another smoke bomb had been dropped closer to the survivor's position. At this point radio communication between JG 37 and the Sandys disintegrated. JG 37 could not talk to the Sandy, whose transmissions to the JG were, in turn, broken. JG 56, now in high orbit over a mountain of nearby karst began relaying the Sandy's direction. Although two different compass headings were initially given, by picking an average we crossed a nearby ridge and sighted the second smoke signal. Flying directly toward it the survivor fired a flare (we later learned) which ignited just after we had passed his position, making it impossible to see. Taking relayed instructions from JG 56, JG 37 turned around. Still there was no sign of the survivor. At this point someone called "up the hill" and the crew sighted remnants of smoke. Instantaneously two pen flares shot up through the trees. MigCap called "bogies" in the area. Almost immediately they were reported low and away. JG 37 entered a hover over the downed airman and, in spite of thick foliage, a steep slope and several high trees, no great difficulty was encountered in making the pickup. Just after we had dropped our tip tanks for the hover JG 56 called and advised that Compress had changed the original decision and told him to make the recovery. In view of the advanced stage of the effort, however, we were allowed to

1-370ps 67-

Cys 1 of 6 Cys

GROUP 4

25 JUL 1970
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

ARODC # 671388

Atch 4

67-AD-5387

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continue. Shortly after beginning our departure, Sandy 6, who had proceeded to escort JG 56 out of the area called Migs and reported that he was being fired upon. Neither JG crew sighted the enemy aircraft. The only other hostile activity observed was small arms and/or automatic weapons fire across the Black River and each time we crossed a valley. Our altitude was such that no battle damage was sustained. Enroute to Channel 89 JG 37 conducted A/R with Crown 2 and landed at 1300Z. JG 56 landed at Channel 86 at 1240Z with insufficient fuel to return to Channel 89. ✓

3. (U) The name of the survivor was Capt Billy (NMI) Sparks, USAF.
4. (U) Crews of Jolly Green 37 and 57 were:

Jolly Green 37

Harry W. Walker, Capt, RCC
Gerald B. Lowe, Lt Col, RCCP
Russell L. Oneal, Sgt, FE
Clarence R. Boles, MSgt, PJ
Charley D. Smith, TSgt, PJ

Jolly Green

James H. Platt, 1st Lt, RCC
Richard A. Wagner, Maj, RCCP
Hairl D. Thacker, SSgt, FE
Joseph M. Duffy, Sgt, PJ

Harry W. Walker
HARRY W. WALKER, Captain, USAF
Rescue Crew Commander

Classified by _____
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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 7 FEB 1977
DECLASSIFIED ON _____

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