

F-4 RESCUES

~~SECRET~~

~~CONFIDENTIAL~~

HB

FROM: 1-370

Downgraded to ~~CONFIDENTIAL~~

SUBJ: Mission Narrative Report (2-3-08, 16 Jan 68)(U) 5 MAR 1971

IAW AFR 205-2

TO: 1-370C (U)
3rd ARRGp (JSARC)

(Date)

30 JAN 1968

ST

1. (U) This report is submitted in accordance with ARRSM 55-2/3ARRGp Supl 1, dated 15 June 1967.

2. (S) Jolly Greens 16(L) and 37(H) were launched at 0840Z and proceeded to the initial position of two F-4 (Hanger) pilots given as 075/76/89. Shortly after take-off, both aircraft were directed to hold at the border on the 060° radial. Bingo time was given as 1215Z. While enroute a revised position of 060/80/89 was given; this was subsequently revised to 060/87/89 (18°07'N, 105°56'E) which was the actual location of the recovery. Both Jolly Greens, escorted by Sandys 7 and 8 established orbit as directed until moved to a position directly over the survivors. Meanwhile, Sandy 5, the lead aircraft, had gone below the cloud cover and was conducting a search. At 1005Z Jolly Green 16 was cleared to begin a descent, and advised that the weather was generally 2000 feet overcast with 3 miles visibility. By 1010Z Jolly Green 16 was clear of the clouds and established immediate visual contact with Sandy 5. Because of weather conditions and terrain interference, some difficulty was encountered in pinpointing the survivors. At 1017Z the parachute of the first pilot was sighted. Hanger 1A advised that he was not in his chute, but approximately 75 yards away. He ignited a smoke flare to pinpoint his position and Jolly Green 16 immediately established a hover above his position. He was on board within 5 minutes and Jolly Green 16 proceeded to the location of Hanger 1B, which had been approximately marked by Sandy 5 using a smoke rocket. The position was quickly sighted and Jolly Green 16 established a hover over the survivor who was still hanging in his parachute. At this time it became necessary to use both search and flood lights. The penetrator was lowered to the survivor and, after 5 minutes, it was apparent that he was having difficulty. The rescue crew commander elected to send the pararescue specialist down to assist him. After some difficulty caused by darkness and the denseness of the jungle, the survivor and the pararescueman were hoisted on board. During the recovery of Hanger 1A, Jolly Green 16 did not encounter any hostile action; however, Sandy 5 reported that during the recovery of Hanger 1B an enemy ground party was sighted approximately one half mile away, moving toward the survivor. After the recovery of the second survivor, Jolly Green 16 and Sandy 5 departed the area and joined Sandy 6, landing at 1210Z. Radio discipline during the entire mission was good.

3. (C) The names of the survivors were: Charles Lewis, AFSN Unknown, Major, USAF, and Jack Kelly, AFSN Unknown, First Lieutenant, USAF, 480th TFS, DaNang
~~Classified by~~

~~SUBJECT TO GENERAL DECLASSIFICATION~~

~~CONFIDENTIAL~~

~~SCHEDULE OF EXECUTIVE ORDER 11162~~

~~AUTOMATICAL / DOWNGRADED AT TWO~~

~~YEAR INTERVALS~~

~~DECLASSIFIED ON~~

31 MAR 76

68-AD-433

GROUP 4

DOWNGRADE AT 3-YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

~~SECRET~~

ARODC # 680760

Atch 3

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~~CONFIDENTIAL~~

4. (U) Crewmembers of Jolly Greens:

Jolly Green 16 (L)

RCC	Capt Robert D. Greer
RCCP	Capt John H. Canfield
FE	SSgt Carl L. Warmack
RS	Sgt Peter S. Harding

Jolly Green 37 (H)

RCC	Maj Joseph B. Ferrell
RCCP	Maj Paul M. Reagan
FE	Sgt Narciso A. Otero
RS	MSgt Clarence R. Boles

Robert D. Greer
ROBERT D. GREER, Capt, USAF

Rescue Crew Commander

~~CONFIDENTIAL~~

~~SECRET~~

HC-130

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SECRET

Mission Narrative 2-3-08

16 January 1968

62

Mayday heard from Hangar flight at 0830Z, said they were ejecting. Cricket gave their position as 060/87.CH89- a beeper was heard after ejection.

Crown 2 initiated SAR immediately, then Compress advise that Crown 5 would handle the SAR as Crown 2 was to be held for another possible mission. Crown 5 had negative contact with Compress, tankers, Jollie Greens or the Sandys. Crown 5 suggested Crown 2 remain in command. Queen and Crown 2 agreed. King said Crown 5 will take command. Crown 5 obtained information from Crown 2 as to what recourses had been deployed and requested Jolly Green 16 and 37 plus Sandys were being scrambled from CH 89. Hi performance aircraft available were- Ozark, Scuba, Gunfighter, Dallas, Hammer, Bear and Bison.

Jolly Greens 16 and 37 airborne out of CH89 along with the Sandy 5,6,7,8 approximately 0850Z. Border clearance requested from Compress at this time. Crown 5 was attempting contact with Scuba flight who was enroute to scene, but unable due to poor communications- had intermittent contact. At 0905Z Scuba reported he had contact with Hangar 2 on the ground.

Jolly 16 and 37 directed by Compress to orbit at the border along with Sandy 7/8 -Sandy 5 & 6 to proceed to scene and attempt contact and check on the weather. A recheck with Compress on border clearance for Jolly revealed still no clearance. Sandy 5 arrived on scene and made voice contact with Hangar 2A-the weather in the area described by the downed man on Sandy 5 was bases 1000 thim layer and 3500 feet layers. Visibility approximately 3 miles. Sandy 5 could not pinpoint Hangar 1A so selected to descend thru bottom layer and attempt to establish visual contact with downed man.

At 0925Z Compress directed Sandy 1,2,3, 4, to scene. Sandy 5 still had much difficulty trying to locate men on the ground. Compress wanted to know from Sandy 5 if SAR feasible-Sandy 5 recommended Jollies be brought in. At 1020Z border clearance obtained and Jollies inbound. Arrived scene approximately 1030Z, Jolly 16 descended and aided Sandy 5 in locating Hangar 2A-pickup made at 1053Z, Sandy 5 finally located other man, he was still in his harness, PJ was deployed and with Jolly 16 lights on pickup was made at 1115Z. Darkness was closing in which made locating second man hard.

At 1105Z Sandy 1,2,3,3 were told to pull electronic search before RTB. All other forces RTB, with J 16 & 37 taking survivors to CH 89-Jolly 16 reported survivors in pretty good shape.

At 1133Z beeper and voice contact made by Sandy 1,2,3,4, with Hangar 1A&B-were advise SAR forces would be back at first light to get them as it was too dark to attempt it then.

Robert G. Nabors
ROBERT G. NABORS, MAJ, USAF

Rescue Crew Commander

Donovan Donald J. Capt
Sander Martin J. Capt
Cruse Doyle R. TSGT
Aldridge William E. TSGT
Barkely Clarence H. TSGT
Weber Edward E. TSGT

SECRET

35-68-0018

F-4 - RESCUES

Received from New
York 24 Jul 06

~~SECRET~~

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B
20

JES
HB
ARXFD 971
ARXDC 1
PLDUB
923

FROM: 1-37C

SUBJ: Mission Narrative Report (2-3-08, 17 Jan 68)(U)

TO: 1-37C
3rd ARRGp (JSARC)
IN TURN

Downgraded to CONFIDENTIAL

35 MAR 1971 LAW AFR 205-2
(Date)

28 JAN 1968

1. (U) This report is submitted in accordance with ARRSM 55-2/3ARRGp Supl 1, dated 15 June 1967.

2. (S) On 16 Jan 68 two F4C crews (Hangar 1 and 2) ejected near Mu Gia Pass, North Vietnam. Hangar 2s crew was rescued the same day. Darkness and a low overcast prevented the recovery of either Hangar 1 pilots. On 17 January two efforts were made to recover Hangar 1 but weather precluded a recovery. Both survivors indicated they had an approximate 2000 foot cloud base over their position (the tops of this cloud layer were 5000-6000 feet MSL). Sandy 5 penetrated the overcast to conduct a visual search. His last radio transmission stated he had broken out below the overcast over a river, a road and a populated area; he said the tops of the surrounding terrain were in the clouds and he could not hear Hangar 1 on UHF Guard. Hangar 1 said he then heard a large number of hostile weapons open fire, and this was the last he heard from Sandy 5. Sandy 6 penetrated to look for Sandy 5 and Hangar 1 but was unsuccessful and recommended that further SAR efforts wait for more favorable weather.

3. (S) On 18 Jan 68 Jolly Green 09(L) and 37(H) were scrambled at 0445Z and proceeded to an orbit point of 070/65/89. The survivor's position was given as 062/82/89 (17°58'N, 105°55'E). Sandys 5A and 6 flew directly to the area, while Sandys 7 and 8 escorted the Jolly Greens. Arrival time in orbit was 1230Z. Sandys 5A and 6 were getting considerable antiaircraft and automatic weapons fire from gun positions to the north, east and west of the survivors. Misty 21 aided them in directing the high performance strikes of Gunfighter, Maverick, Schlitz, and Roman flights. At 0627Z Sandy 5A called in Jolly Green 09 escorted by Sandys 7 and 8. Jolly Green 37 remained at the orbit point. Once in the area, Jolly Green 09 flew to an unpopulated and heavily wooded area about one mile south of the survivor at tree-top level, putting a ridge between the helicopter and the hostile weapons. At this time a 50 caliber machine gun site fired on Sandy 5A from a hill overlooking the survivor. He expended all his resources, used all of Sandy 6's resources, called in several high performance aircraft and finally used Sandy 7 and 8 before the weapon was silenced. At 0700Z Sandy 5A called in Jolly Green 09 for the pickup. Hangar 1's chute was not visible, and Jolly Green 09 requested a flare to identify his position. The flight engineer and pararescue specialist spotted the smoke and vectored the helicopter in over it. Due to the high trees, steep slope, dense jungle undergrowth, and diffusion of smoke the survivor himself was not visible. Another smoke flare was requested. The flight engineer requested that the helicopter turn 180° and he directed it over the second flare, spotted the survivor, and lowered the penetrator. As the survivor indicated he was ready to be hoisted, the

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SCHEDULE OF EXECUTION ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON _____
J/

Secy. Rep. D 1965/Jan
Ref. 1C/10 45A F/H/AF/MS/4 Art
1C/10 45A F/H/AF/MS/4 Art
1C/10 45A F/H/AF/MS/4 Art

1-370-S-68-10

~~SECRET~~

GROUP 4
68-AD-482
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

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pararescue specialist saw ground fire coming from the left side of the helicopter. Using the M-60 machine gun, one belt of ammunition (250 rounds) was sufficient to suppress the fire. With Hanger 1A on board, a hovering low level search was made to locate Hanger 1B. Radio contact with this pilot had been lost earlier that morning and when no smoke, voice or visual contact was made after approximately 5 minutes of low level search, Sandy 5A recommended all SAR forces leave the area. Jolly Green 09 and a Sandy aircraft departed the area at 0720Z, rejoined with Jolly Green 37 and returned to Channel 89, landing at 0820Z. Sandy 6 received battle damage of suspected 12.5mm variety in the mid-fuselage section. Radio discipline was better than average with Crown 4 doing an excellent job. However, the SAR effort on Preview 01 was definitely overloading UHF Guard, and HF frequencies.

4. (U) The name of the survivor was: Scott B. Stovin, Captain, Da Nang.
5. (U) Crewmembers of the Jolly Greens were:

JOLLY GREEN 09(L)

RCC	Capt Henry C. Conant
RCCP	Capt George W. Greer
FE	SSgt Don E. Cole
RS	Sgt Patrick F. Allaire

JOLLY GREEN 37(H)

RCC	Capt David A. Richardson
RCCP	Capt Ronald McKinley
FE	TSgt Jarvis E. Peele
FE	Sgt Jules C. Smith

Henry C. Conant

HENRY C. CONANT, Capt, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

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GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
RECLASSIFY AFTER 12 YEARS

SECRET

Mission Narrative 2-3-68

17 January 1968

60

On an RTB Crown one assumed station for Crown five due to engine failure. At 0740Z Cricked Control advised that the weather in the area of downed crew of Hangar 1 was clearing and it was clear enough to attempt a rescue.

At 0755Z Jolly Green 03 and 27, Sandys 5A, 6, 8, 8 were scrambled. Sandys 5A and 6 were given border clearance while Sandy 7, 8, Jolly teams 03, 37 were held at the border, awaiting the recommendation of Sandy 5A to proceed to the scene.

Sandy 5A recommended we have some high performance aircraft for film suppression. Gunfighter flight was scrambled along with Locust and Hudson flights were vectored to the area. Sandy 5A advised that the immediate area of Hangar 1 was still overcast with no means of getting beneath the overcast. Hangar 1 Bravo was contacted and he said he was surrounded by enemy and it was overcast in his position. Sandy 5A recommended we RTB our forces until the weather cleared. They were RTB at 0905Z. While in the area Sandy 5A and 6 conducted an electronic search in the area for Sandy 5 with negative results.

John W. Mirick
Mirick, John W. Maj, USAF

Rescue Crew Commander

CP	Goode, raymond T.	Lt Col
NN	Zertucha, Leopoldo	1/Lt
RO	Hoffman, James L.	SSgt
FE	Coughlin, Donald W.	TSgt
FE	Suiter, Harold S.	TSgt
LM	Powers, William H.	TSgt

SECRET

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Mission Narrative 2-3-08

17 January 1968

59

On 17 Jan, Crown 4 resumed the SAR effort for Hangar 1, an aircraft down on the previous day with two POB. The location of the SAR was approximately 068/81 from channel 89.

Because the weather in the area was overcast, the SAR did not begin until 1000H. At this time, Misty 11 was over the scene and established voice communication with both survivors. When Misty 11 arrived on scene, he reported the weather overcast with one large break in the clouds. One survivor estimated the ceiling in his area at 2-4 thousand feet.

Sandy 5 and 6 arrived on scene at 1045H. After numerous communications with the survivors which were relayed by Misty 11 because the Sandys were not receiving, Sandy 5 said that the area was workable. Jolly Green 09 and 37 were then cleared across the border with Sandy 7 and 8 as escort.

At 1115H, Torpedo 3 flight arrived on scene and provided communications in place of Misty 11. During this time, Sandy 5 and 6 were working to pinpoint the survivors and to get below the clouds.

Sandy 6 reported seeing Sandy 5 working below the clouds. Sometime between 1100 and 1130 Sandy 5 made his last radio contact with the rest of the SAR forces. Because he had been having some difficulty receiving and transmitting because of his low altitude and possibly his equipment, the rest of the SAR forces were not concerned by the lack of communication until 10-15 minutes after Sandy 5 was last heard. Repeated attempts to raise Sandy 5 on all SAR frequencies were unsuccessful. Sandy 6 said that the last time he saw Sandy 5 was at grid 900 750 or about the 067/74 mi ~~area~~ CH89.

At 1215 the weather in the area began to deteriorate and the SAR forces were given an RTB. Gunfighter flight which had just arrived on scene conducted an electronic search for Sandy 5 until 1230H. He also advised the survivors from Hangar 1 that the SAR would be resumed later.

Note: Hangar 1 Alpha, the front seater, correctly answered his personnel authenticators. Hangar 1 Brave was not asked the questions.

John T. May, Capt, USAF
Rescue Crew Commander

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35-68-0013

HC-130

SECRET

61

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Mission Narrative 2-3-68

18 January 1968

During the morning of 18 Jan, constant weather recon was kept in the Hangar 1 SAR scene, the 062/82 miles from channel 89. Until 1200, the scene was overcast. At 1200, Vespa flight reported breaks in the overcast. Shortly thereafter, Misty 21 reported that one survivor had him in sight and he recommended that the SAR forces be launched.

The SAR forces were launched at 1250. Jolly Green 09 and 37, and Sandy 5A, 6, 7 and 8 departed channel 89. They arrived at the border at 1330. Sandy 5A and 6 continued into the SAR area. Sandy 5A and Misty 21 spotted the chutes of both survivors and had communications with both of them. The survivors correctly authenticated their personal authenticators. All SAR forces were cleared across the border.

At approximately 1400, Sandy 5A began to receive ground fire from a 37mm position on a hill. Before the SAR force moved into the area of the survivors, Sandy 5A directed strikes against the gun position. He used Gunfighter 1, 2, 3, and 4; Schlitz; and Maverick flights. Misty 21 also made strafing passes.

At 1445 the SAR forces moved in. Hangar 1 Alphs was picked up by Jolly Green 09 at 1510 at WE9783. Attempts to contact Bravo to have him release smoke were unsuccessful. Sandy 5A reported that a communication from Hangar Bravo was received in which Bravo stated that unfriendlies were within 20 meters of his position and that he was destroying his radio. Because of the ground fire in the area (Sandy 6 was hit at 1505) the SAR forces pulled out. Misty 21 continued efforts to contact Bravo with negative results.

John T. May, Capt, USAF
Rescue Crew Commander

RCC May
P Purvis
N Hannan
RO Roloff
FE Hogan
FE Nowland
IM Scanlon

SECRET

39-68-0016

DET 137 ARR'S

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SUMMARY TABLE OF RESCUES

DATE	RESCUE NUMBER	SURVIVOR	TYPE AIRCRAFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
3 Jan 68	218	Maj Pattee	T28	USAF	Laos	Maj Farrell Lt Sichterman Sgt Grau A1C Taylor	No
6 Jan	219	Capt Brownlee	F-105	USAF	Thailand	Capt Walker Capt Canfield Sgt Otero Sgt Boles	No
6 Jan	220	Maj Gustafson 76th Mission 2nd pickup	F-105	USAF	Thailand	Lt Platt Capt Greer Sgt Keyes Sgt Lombard	No
16 Jan	221 222	Maj Lewis Lt Kelly	F4 HANGER 02A/13	USAF	NVN	Capt Greer Capt Canfield Sgt Warmac Sgt Harding	JG 16 No
18 Jan	223	Capt Stovin	F4 HANGER 01A	USAF	NVN	Capt Conant Capt Greer Sgt Cole Sgt Allaire	JG 09 Yes
28 Jan	224	Capt Brown	T28	USAF	Laos	Capt Otsini Capt Greer Sgt Warmac Sgt Harding	No
2 Feb	225 226 227	Lt JG Jacobs AP2 Forbski AT1 Arntzen	P2V	USN	Laos	Lt Platt Maj Williams Sgt Keyes Sgt Boles	No
27 Feb	228	AP1 Gonzales	P2V	USN	Laos	Capt Walker Maj Washington Sgt Parker Sgt Harding	Nes

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Atch 1

154

2nd MISSION
DOWNED 18 JAN
RESCUED 20 JAN
HAWKER 25 APR

Pacific Stars and Stripes information
for 37 ARRS

1LT MSN

For date 680122

DOWNED

18 JAN 68

HAWKER 1 A + R SAR

RESCUED 18 JAN 68

37 ARRS was a US Air Force unit

Primary service involved, US Air Force

Quang Nam Province, I Corps, South Vietnam

Location, Da Nang

DATE PUBLISHED

Description: Monday 22Jan68-3 Pilots Saved in Daring Rescues Over N. Viet SAIGON (UPI) - For Maj. Charles E. Lewis, of Dennison, Texas and 1st Lt. Jack L. Kelly, 27, of Pawnee, Okla., it was a short wait after being downed over North Vietnam before being rescued. But for Capt. Scott B. Stovin, 29, of Milwaukee, Wis., it was a long wait. The three were aboard two F4 Phantom jets downed by unknown causes over the Southern Panhandle of North Vietnam earlier this week. "I didn't think they'd make it to us in time," said Lewis. "There was heavy overcast when we went down and it was getting late. We had to wait just a little more than an hour before they found us." The helicopter rescue of Lewis was swift and without complications. But his fellow pilot was hanging in a tree, unable to free himself of the parachute harness. Sgt. Peter S. Harding, 21, of Foxboro, Mass., was lowered from the hovering chopper, 45 miles west northwest of Dong Hoi to cut Kelly loose. The pilot of the Jolly Green Giant helicopter, Capt. Robert S. Greer, 35, Enid, Okla., said, "both of the pilots were downed in dense jungle. We were lucky there were both on a ridge-like section of a hill." The other pilot wasn't found so quickly. The following day the helicopters, and the planes that fly cover for them, "Sandys," were back scouting the panhandle for him and his copilot. The copilot still is missing but probably dead or captured. It wasn't until the third day they found the third man, in hazardous terrain, 60 miles northwest of Dong Hoi. The lead Sandy pilot, Col. Ralph S. Hoggart, 43, Mount Pleasant, Penn., made a pass over Stovin. Automatic weapons fire opened up on his propeller driven ship. "The gun emplacement fired a little early and gave away its position before it could cause the mission real trouble," said Capt. Donald Miles, 28, Cleburne, Tex., a second Sandy pilot. When the guns were silenced, the Jolly Green Giants moved in. The jungle penetrator was lowered by S. Sgt. Don E. Cole, 29, Union City, Tenn., as Capt. Henry C. Conant, 27, Luckey, Okla., held the chopper over Stovin's position. "The undergrowth was heavy and there was elephant grass all around," said Sgt. Patrick F. Allaire, 21, Mason, Mich. When Stovin was hoisted up, the North Vietnamese opened up on the chopper. "I was looking out the door when I saw a tracer passing right over us," the pararescue man said, "I also saw a couple of puffs of smoke coming from what I took to be a gunner's position and I opened up on it. I don't know if I hit him or just scared him, but we didn't get any more fire from that direction."

Comments: MAJ Lewis, Charles E.; jet pilot; ; 1LT Kelley, Jack L.; jet pilot; ; CPT Stovin, Scott B.; jet pilot; ; SGT Harding, Peter S.; pararescue; ; CPT Greer, Robert S.; pilot; ; COL Hoggart, Ralph S.; Sandy pilot; ; CPT Miles, Donald; Sandy pilot; ; SSG Cole, Don E.; pararescue; ; CPT Conant, Henry C.; pilot; ; SGT Allaire, Patrick F.; gunner;

The source for this information was 6801PSS.MGL from paper source documents supplied by Les Hines

Please send additions or corrections to: