

February 1968

24 February 1968

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23 sub/18

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1. (U) This report is submitted in accordance with ARRSN 55-2/3rd ARRGPP  
Sup 1, dated 15 June 1967.

2. (C) At 1645L, 18 Feb 1968, while enroute to their home stations from airborne alert status, Jolly Green 36 (Low) and Jolly Green 70 (High), were notified that Ozark 1 (F-105 with crew of two) had suffered battle damage and had an inflight fire. Jolly Green 36 and 70 were directed to establish an orbit and monitor the progress of the emergency. As the Ozark flight passed the position of the Jolly Green orbit, Jolly Green 36 and 70 proceeded toward Channel 70, the destination of Ozark 1, in order to provide maximum coverage. When Ozark 1 reached Channel 70 and prepared to make an emergency landing, Jolly Green 36 and 70 were released from the escort and directed to proceed to their home stations, Jolly Green 36 to Channel 89 and Jolly Green 70 to Channel 70. At this time, Ozark 1 discovered he was unable to lower his gear due to the battle damage and fire. Jolly Green 70 then proceeded toward Channel 70 at high cruise (140 - 150K). With official sunset at 1810L, the crew of Ozark 1 decided bailout would be more advantageous than a crash landing. Jolly Green 70 arrived Channel 70 at 1805L and was informed that the bailout would take place at 15,000 feet on 190°/10 of Channel 70. Jolly Green 70 proceeded to the area using radar vectors. Bailout time was 1812L with visibility 5 miles in haze. At 1814L, two beepers were heard. The two radios in such close proximity created interference and some difficulty was encountered in using the UHF/ADF. The first survivor was spotted and picked up in semi-darkness at 1835L. The hover was held at 100 - 150 feet due to trees. Jolly Green 70 then moved toward the second survivors beeper. The survivor ignited an MK 13 flare when Jolly Green 70 was approximately one-half mile away. The pickup was made at 1844L. Both survivors were found to be in excellent condition. Jolly Green 70 then proceeded to Channel 70 and landed at 1900L. Pedro was also on the scene but was unable to affect a recovery due to radio failure. Difficulty encountered in the pickup was the interference created by both survivors parachute radio's operating simultaneously, making it extremely difficult to get a UHF/ADF bearing. Location of the first survivor was made when Jolly Green 70 was close enough to the survivor for his voice transmissions to be readable over the sound of the second survivors beeper.

3. (C) The names of the survivors were:

388th TFW, Korat RTAFB, Thailand

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GROUP-4  
Downgraded at 3 year intervals  
Declassified after 12 years

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4. (U) Grewmembers of Jolly Green 70 were:

RCC - Major John V. Allison ✓

RCCP - 1Lt Leone S. Russo

FE - SSgt John B. Mahoney

RS - SSgt Albert W. Foster III

RS - Sgt Jack B. Hoover

AP - ALC Gregory M. Dultz, 601st Photo Flight

*John V. Allison*  
JOHN V. ALLISON, Major, USAF  
Rescue Crew Commander

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