

UNCLASSIFIED

SECRET

REPLY TO
ATTN OF: OPS/3446

~~CONFIDENTIAL~~

SUBJECT: Mission Narrative, 28 February 1968, 2-3-17

15 JUN

HB

12 MAR 1968

TO: CMD W
3rd ARRGp (3JSARC) APO 96307
IN TURN

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

2. (S) At 1535L, 28 Feb 1968, Jolly Green 36(L) and 17(H) were advised that a Bear aircraft was down approximately 80 miles east of Channel 89. Both Jolly Green aircraft and Sandy 5,6,7 and 8 were scrambled by Compress at 1540L, and Jolly Green 36 and 17 were airborne at 1545L. The weather was 7,500' scattered layer, with 10 miles visibility throughout the mission. Crown 2 advised on VHF that an F-100 aircraft, call sign "Nash", was capping the downed pilot and Nail 12 was also in the area. Rendezvous with Sandy 5,6,7 and 8 was sixty miles east of Channel 89; Sandy 5 & 6 continued ahead of the helicopters to locate the pilot. Nail 12 led Sandy 5 & 6 over the man, whose parachute was visible on top of the trees. He was semi-conscious, and Sandy 5 was unable to contact him as he flew over the chute. The survivor had previously stated he thought both legs were broken, and he was unable to move them. Sandy 5 advised the area around the downed airman appeared safe, and he led Jolly Green 36 to a position over him at 1635L. The parachute was easily seen by Jolly Green 36 and an immediate approach to a hover was made. No radio contact was established at anytime with the survivor by Jolly Green 36. Since the downed pilot had reported he had two broken legs the Rescue Specialist went down on the hoist. The survivor was hanging in his chute at approximately 2,500' MSL on the side of a karst formation with 150' trees. As the Pararescue Specialist was going down on the hoist Sandy 6 reported ground fire to the north; Sandy's 5,6,7 and 8 began expending ordnance in this area. The Pararescue Specialist secured the survivor, who was unable to be of assistance, to the penetrator and rode up with him on the hoist; the Stokes litter could not be used due to density of the foliage surrounding the man. Jolly Green 36 hovered over the pilot for twenty minutes while he was being strapped on the penetrator. Sandy 5 advised the best exit route from the area and Jolly Green 36 departed at 1700L and arrived Channel 89 at 1740L. The survivor appeared to be in good shape, despite two broken thigh bones. Jolly Green 36 did not receive any battle damage, although all aircraft were well within range of several 37mm sites. Small arms and automatic weapons fire was drawn and suppressed by the Sandy's, and battle damage was sustained by both Sandy 7 and 8. Sandy 8 had his hydraulic's shot out. Radio discipline throughout the effort was excellent, and the cooperation of Nail 12 and Sandy's 5,6,7 and 8 was responsible for the extremely expeditious recovery of the pilot.

3. (C) The name of the survivor: GENE J. BASEL, Captain, USAF, 354 TFS.

Classified by
SCHEDULE FOR EXECUTIVE ORDER 11652
AUTOMATICALLY DECLASSIFIED AT 20
YEAR INTERTIALS 5/1/JULY
DECLASSIFIED ON

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Downgraded to CONFIDENTIAL

25 MAR 1971

IAW AFR 205-2

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GROUPE
DECLASSIFIED AT 20 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS

68-140-681

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4. (u) Crew of Jolly Green 36:

DALE L. ODERMAN, Major - RCC

GEORGE W. GREER, Captain - RCCP

MICKEY D. HERRY, Sergeant E-4 - FE

JOSEPH M. DUFFY, Sergeant E-4 - RS

Dale L. Oderman
DALE L. ODERMAN, Major, USAF
Rescue Crew Commander

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RECORD 4696

organizations, location, aircraft, weapons and equipment. State all actions taken possible. Data will be checked periodically.

ORGANIZATION 600 Photo Squadron	PROJECT NUMBER 6/84EM	DATE FILMED 23 February 1968					
SUBJECT Air Rescue (Captain Gene I. Basel)	CAMERAMAN Sgt Brown						
LOCATION Nakhon Phanom RTAFB, Thailand	SOUNDMAN N/A						
CLASSIFICATION Unclassified	AUTHORITY FOR CLASSIFICATION N/A	OTHER SERVICES COVERING None					
CAMERA NR N/A	MAGAZINE NR N/A	TYPE FILM N/A	16 MM X	35 MM	FTG EXPOSED N/A	MORE FOLLOWS N/A	
ROLL	SCENE	TAKE	FTG	LENS	DESCRIPTION.		

COVER STORY

An HH-3E Jolly Green Giant helicopter crew of Detachment 1, 37th Aerospace Rescue and Recovery Squadron made the 1,000th combat save in Southeast Asia February 28, when Captain Gene I. Basel, 31, Lakeside, Calif., an F-105 Thunderchief pilot of the 355th Tactical Fighter Wing was rescued in North Vietnam. Crew Members of Detachment 1 making the save were: Major Dale L. Oderman, 32, Springfield, Ore., Pilot; Captain George W. Greer, 26, Cambridge City, Ind., copilot; and Sergeants Joseph H. Duffy, 20, Kansas City, Mo., pararescueman, and Mickey D. Berry, 20, Shreveport, La., the flight mechanic. Throughout the rescue operation, A-1E Sandy aircraft crews provided aerial cover for the Jolly Green Crew. In all, units of the 3rd Aerospace Rescue and Recovery Group, of which the 37th ARRS is a part, have completed more than 1,400 successful rescues since December 1964. The combat classification results when a rescue has been accomplished in which the individual rescued has been exposed to enemy action or has been recovered from a hostile area. A non-combat save is credited when an individual could have died in a non-hostile environment if rescue forces had not recovered him. The 3rd ARRGp, headquartered at Tan Son Nhut Air Base, commanded by Colonel Paul E. Leske, Orlando, Fla., registered its first save in December 1964, when a few helicopters and other aircraft were sent from Pacific-based rescue units to Southeast Asia on a temporary duty basis. The unit was originally designated as the 38th ARRS. The group has twice been awarded the Presidential Unit Citation for outstanding operations in Southeast Asia. The first was received in January 1966 as the 38th ARRS and the other in March 1967, as the 3rd ARRGp.

PROJECT CORONA HARVEST

DO NOT DESTROY

CATALOGED

No. 0010700