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FROM: 40ABNS/Capt Montrom/2787

OPS
File
2 June 1968

SUBJECT: Mission Narrative Report (1-3-56, 30 May 1968) (U)

TO: 40ABNS (O) *Key*
40ABNS (C)
3rd ARZCp (JSARC)
IN TURN

1. (U) This report is submitted in accordance with AFPM 55-2 and 3rd ARZCp Supplement 1, dated 15 June 1967.
2. (S) Jolly Green 70, an HH-53B of the 40th Aerospace Rescue and Recovery Squadron, departed Udon Royal Thai Air Force Base (SAR alert site) at 1640L to proceed direct to Udon RTAFB (home base). At 1700L, information was received that an airplane (later identified as Master 02, an F-105 from Korat RTAFB) was down 82 miles, 0630 from Savannakhet, Laos (TACAN CHANNEL 99). Jolly Green 70 diverted from his position (3170/52 miles, CHANNEL 51), proceeding directly to CHANNEL 99 (50 miles, 0400) and from there to the rescue site. While enroute, a climb was established to 9500 feet, the aircraft made rescue ready, guns armed and calculations made to determine hover capability, the possible need to dump fuel, etc. Weather enroute and in the rescue area was no factor except for an isolated thunderstorm 25 miles east of CHANNEL 99, which was circumnavigated. Clearance into the rescue area was received from Crown 2 and at 1725L, Jolly Green 70 crossed the Mekong River south of CHANNEL 99. At 1740L, Jolly Green 36L and Jolly Green 20H (HH-3Es from CHANNEL 89) were visually spotted and radio contact established. With these helicopters on the scene, it was mutually agreed that Jolly Green 36 would attempt the rescue and be backed up by Jolly Green 70 and 20. At 1755L, the rescue helicopters and Sandy 7 and 8 arrived in the area to join a number of F-105 aircraft and one or more O-2 FACs (call sign Nail). A later TACAN fix of 0630, 88 miles from CHANNEL 99 had been received and this point proved to be 5 miles south of the survivor's actual position. His location later plotted to be 32 miles, 2600 from Khe Sanh TACAN CHANNEL 85. The miniguns were test fired and the ramp gun experienced a feeder malfunction which made it inoperable for the mission. At 1810L, Nail 54 reported visual contact with the survivor's parachute and UH-1C contact was established. Jolly Green 36 descended at this time to join Sandy 7 and 8 and Nail 54 attempted to vector Jolly Green 36 to the survivor. Jolly Green 70, 20, other 1-1 and F-105 aircraft began an orbit at altitude over the SAR effort. Jolly Green 70, maintaining a tight turn over the SAR position, was able to observe the low level aircraft and call out several ground fire sightings to the rescue forces. Sporadic and often heavy ground fire was observed from the ridges above the survivor and from the valley and river to the west

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of the survivor's position. The Pandyns stiffed and quieted the heavier concentrations of ground fire, but scattered enemy gunfire was observed to continue throughout the rescue effort. UH-1G contact with the survivor (Colonel Phillips) was valuable in that when the survivor could hear the search aircraft, he was able to direct them and the helicopter to his position. His calm directions helped immeasurably in his recovery. Late in the search the survivor was requested to fire a pen gun flare. He radioed that he was unable to do so because of a broken arm and he also requested ground assistance because of a broken leg. When the survivor's position was pinpointed, Jolly Green 36 made three passes (1827 to 1837L) before he was able to establish a hover in the heavily wooded, steep ravine (hover altitude 1600 feet WSL, GCS). In making three passes, Jolly Green 36 first dropped his external fuel tanks and then dumped fuel to reduce weight. On the third attempt the hover was successful and the Pararescueman (Sergeant Norman) was lowered to the ground (1837L). Upon touching the ground, the PJ reported he was being fired on and radioed for Jolly Green 36 to evacuate the area. Immediately after hearing these instructions, Jolly Green 70 observed two tracers come from a position within 100 yards of Jolly Green 36 and pass very close to the lowering helicopter. Jolly Green 36 pulled off the target, and as he departed, reported that his hoist was inoperative. With Jolly Green 36's rescue capability gone, Jolly Green 70 dove from his 9500 foot orbit directly above the survivor. During the fast descent, the PJ on the ground was called and asked to provide gunfire information and the advisability of Jolly Green 70 going in to hover over the survivor. No information was received and in the interest of getting over the target before complete darkness, an immediate straight in approach was executed. At this time, the forward right minigun was stowed because of its interference with the hoist. As the hover position was approached, Jolly Green 70 was hit by small arms fire. Hover information was then received from the PJ on the ground and Jolly Green 70, observing gun flashes from the right, returned gunfire from the rescue door with an M-16 while the Flight Engineer directed the hover and lowered the jungle penetrator into a small hole in the dark jungle canopy. After Jolly Green 70's return gunfire, additional ground fire while in the hover was not observed. The hover location was below the ridge line, in a steep ravine with heavily wooded slopes. Night time darkness and no lights on the helicopter provided Jolly Green 70 with cover and prevented receiving heavy concentrated ground fire. All 240 feet of the rescue cable was extended with no evidence that the penetrator had touched the ground. With the crew giving tree clearance information, Jolly Green 70 was turned 150 degrees, repositioned slightly and lowered 40 feet until the wheels were in the tree tops. In the complete darkness that followed (1855L), the hover was maintained by reference to a gray tree trunk immediately outside the pilot's window. No radio information was received from the ground for several minutes and the hoist was raised in response to what appeared to be a tug on the cable. A yell was received on the radio to "lower me" and this was done. Later it was learned that Sgt Norman had caught his foot in the excess coiled cable on the ground and was dragged feet first about 60 feet up into the trees. After being lowered, a call was soon received to "raise

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me slowly" and this was accomplished (1901L). Both survivors emerged from the tree tops and were quickly pulled on board (1902L). Before moving off the hover it was necessary, because of the darkness, to establish between RCC and RCCP the direction to move in order to clear the surrounding wooded hillsides. The blackout departure was successful and instructions to climb south to avoid heavy ground fire were received from Sandy 7. After attaining altitude, a direct course was established for CHAMEL 89, the nearest medical facility. Emergency medical treatment was administered to Colonel Phillips immediately upon his being pulled on board. His left arm was broken in two places and his right arm was dislocated. Pneumatic splints were applied and morphine administered in addition to first aid treatment of his minor scratches and wounds. Sandy 7 joined up to escort Jolly Green 70 and Sandy 8 joined and escorted the slower Jolly Green 20. Enroute to CHAMEL 89 at 9500 feet, Jolly Green 20 reported sighting gun flashes at both his and Jolly Green 70's position. At 1942L, Jolly Green 70 experienced a Second Stage Servo Cut Warning Light, but all systems operated normally and an uneventful landing was made at CHAMEL 89 (2005L). The survivors were released to the medical facility and, following a careful inspection to determine battle damage and the cause of the Servo Cut Light, Jolly Green 70 departed for home base, arriving there at 2300L. Aerial refueling was not utilized and no fuel was dumped. The one extra crew member on board was a mechanic being transported home after being TBY at Ibon. Battle damage consisted of one small arms hit which entered the bottom of the left sponson forward of the internal fuel tank, passed up through the cabin and out the upper right side of the fuselage just aft of the number two engine.

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

- a. Colonel Norman F. Phillips, FM34373, 469TFCg, Fort RILEY.
- b. Sergeant Thomas A. Newman, AF16817E54, Detachment 1, 40th ARS, Bakhon Phnom RLEFB.

4. (E) Jolly Green 70 crew:

RCC, Captain Alfred C. Montren
 RCCP, Major Sharon Sharonian
 FL, Technical Sergeant Robert E. Bol
 ES, Sergeant Larry E. Falger
 RS, Sergeant David A. Kratz
 BK, Sergeant Richard E. Laverty

Alfred C. Montren
 ALFRED C. MONTREN, Captain, USAF
 Rescue Crew Commander

AIR FORCE CROSS
 FOR JG 36 PT

NEWMAN

(JG 36 in / JG 70 out)

There may be a "VALOR"
 article about his
 event. I'm not sure

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