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DEPARTMENT OF THE AIR FORCE
DET 1. 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96310



REPLY TO
ATTN OF: RCC

10 Dec 68

SUBJECT: Mission Narrative Report (02-02-074-8341, 6 Dec 68) (U)

TO: Det 1-~~ARRGP~~
3rd ARRG (JSARC)
IN TURN

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 74

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRG Sup 1, dated 11 July 1968.

2. (G) Jolly Green 36 (Low) and 17 (High) were flying airborne alert on 6 December 1968, between 1430L to 1630L from Nakhon Phanom Royal Thai AFB, Thailand. At 1620L a mayday was received from Nail 76 stating that Dallas 03 (an F-105 from Takhli) was down; approximate position WE 706 335 or 085/61/89. Voice contact had been established with the survivor. Jolly Green 36 and 17 proceeded to an orbit point at 085/55/89. Sandies 1, 2, 7, and 8 were scrambled and were airborne at 1630L. Sandy 1 and 2 proceeded directly to the area and 7 and 8 joined the Jollies at the orbit point. The Jollies arrived in the area and held at 6000 feet approximately 5 miles northwest of the survivor over high karst. The weather enroute and in the area was clear. Sandy 1 and 2 flew low conducting an electronic search for the survivor and checking the area for ground fire. They immediately drew heavy 37mm and automatic weapons fire 2 km southeast of the survivor and about 1 to 2 km north of Delta 35. Nail 76 called in fast movers (Jet fighters) to soften up the gun areas. It was difficult to pinpoint the gun positions because they were firing in a flat trajectory and not straight up. At one instant, it was estimated that between 20-25 rounds burst within 5 to 10 seconds. Because of approaching darkness, Sandy 1 moved Jolly 36 in closer to the scene. It was decided if the Jolly made his run at tree top level he would be below the 37mm fire. Sandy 1 asked Jolly 36 what he thought of attempting the pickup and Jolly 36 stated he wanted to give it a try. From the Jollies position a low level run of approximately 3 miles down the valley was required to reach the survivor. At 1715L the Jolly started his run, escorted by Sandy 7 and 8. During the run he was required to pass over numerous small settlements of 12-15 dwellings and on three occasions received automatic weapons fire. As the Jolly approached the survivor, Sandy 1 advised Dallas 03 to ignite a red smoke. Dallas 03 popped his smoke and the Jolly came to hover over him at 1720L. The Sandies formed a daisy chain around the Jolly, firing mini-guns and 20mm. Sandies advised the Jolly to stay as low as possible. The survivor

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was able to move from the trees to high grass area, thus enabling the Jolly to hover below the tree level. The forest penetrator was used for the recovery and the survivor was hoisted on board at 1725L. It was impossible to exit to the north, east, or south due to gun positions. When the Jolly pulled up from the hover above the trees, turned and started west, the 37mm and 23mm opened fire. Again the gunners were using the weapons as rifles and firing a flat trajectory straight at the Jollies and Sandies. The bursts were overhead and at one time Sandy 1 was completely surrounded by them. During the egress a new gun position, approximately 1 km to the north, opened up on the Jolly. The rate of fire of the gun was too fast for 37mm and too slow for 23mm. Sandy 1 rolled in on the gun position while the flight engineer, manning the M-60 in the right door, fired 100-200 rounds at the gun position before it stopped firing. Twice during the exit, due to intense ground fire, the Sandies advised the Jolly to break right then left. Regardless of which way we turned we were still picking up the heavy ground fire and the decision was made to head due west for high ground. The Jolly again picked up heavy automatic weapons fire from the villages during the exit. The flight engineer, manning the right gun, fired all 750 rounds of ammunition. The rescue specialist, manning the left M-60 fired approximately 100 rounds before his weapon jammed. He then used his M-16 to continue firing until we were safely out of the area. Upon reaching a safe area, a climb was made to 8000 feet for the flight home. The survivor was in excellent condition with a few minor scratches. Sandy 7 and 8 escorted the Jollies back to channel 89. Weather on the return route was the same and Jolly Green 36 and 17 landed at 1800L. Ordnance used was bombs, CBU, 20mm and rockets by the Sandies and fast movers. The Jolly used 850 rounds of M-60 and 4 clips of M-16 ammunition. Jolly Green 36 received two hits; one in the main spar of a rotor blade and one in the right sponson which was deflected into the fuselage. Radio discipline was excellent between Sandies, Nail 76, and the Jolly Greens. During the latter part of the mission, however, several jet flights conducted their strikes on guard channel; a condition which could have adversely affected the SAR effort. Sandies 1 and 2 and Nail 76 did an excellent job handling fast movers and directing ordnance on the heavy guns. The survivor played an outstanding part in the whole operation by remaining extremely calm and by moving into a position from which his recovery was made in minimum time. He did everything just right and is to be commended for his actions throughout the entire mission.

3. (C) The name of the survivor is Captain Ronald M. Walker, FR3117851, USAF, 357th TAC FTR Sq, Takhli AB, Thailand.

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4. (U) Crewmembers of the Jolly Greens were:

JOLLY GREEN 36 (Low)

Lt Col Royal A. Brown

Major Dale N. Weeden

MSgt Lee R. Maples

A1C Charles D. King

RCC

RCCP

FE

RS

JOLLY GREEN 17 (High)

Capt James E. Oliver

Capt Glen A. Lintner

Sgt Gregory G. Gallagher

A1C Leonard C. Johnson

Gp-4

Gp-4

Royal A. Brown
ROYAL A. BROWN, Lt Col, USAF
Rescue Crew Commander

TWO ITEMS OF INTEREST
THREE

- ① ROYAL BROWN LATER PARTICIPATED IN THE SON TAY RAID FLYING AN H-53
- ② PJ KING WAS KIA ON 25 DEC 68 DURING A SAR - RECEIVED AFC
- ③ JG 36 ALSO FLEW IN THE SON TAY RAID - INTENTIONALLY CRASHED INTO THE PRISON YARD!

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CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS
(FIRST OAK LEAF CLUSTER)

TO

LEE R. MAPLES

Master Sergeant Lee R. Maples distinguished himself by heroism while participating in aerial flight as an HH-3E Flight Engineer in Southeast Asia, on 6 December 1968. On that date, Sergeant Maples voluntarily descended through a hail of anti-aircraft fire to run a three mile gauntlet of heavy automatic weapons fire at tree top level to reach a downed Air Force pilot. Although bullets pierced a rotor blade and smashed through the fuselage, Sergeant Maples exposed himself in the open doorway to direct the hover and hoist the pilot to safety; without hesitation he emptied his machine gun to silence a new gun position that threatened the helicopter's exit route. The outstanding heroism and selfless devotion to duty displayed by Sergeant Maples reflect great credit upon himself and the United States Air Force.

