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DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
AFPO SAN FRANCISCO 96237
~~CONFIDENTIAL~~



REPLY TO
ATTN OF: 400 (Capt Brown/2687)

January 1970

SUBJECT: Mission Narrative Report #2-3-008-27 January 70

TO: 3 ARRGp (JRCC)
APO 96307

1. [U] This report submitted IAW ARRSM 55-2/3 ARRGp Sup 1.
2. [S] JG 76L and 70H landed at LS 98 (Ch 108) at 0820/27 Jan 70 to assume normal alert. At 0824, JG 76L received a call from King 1 on HF that Cookie 02 had bailed out at 040/68/108 and we were to scramble. Both HG 76 and 70 were abrn at 0825. We were vectored to 020/30/108 where we were advised by King 1 to hold until the SAR area was varified to be safe. After one turn at the holding point Hobo 50 came up UHF to advise us the area was permissive and the weather was clear with a pickup alt and temp of 4500' and 15°C. JG 76 and 70 proceeded to the pickup point for an immediate pickup. JG 76 arrived over the survivor's position at 0905 under Hobo 50's direction. The survivor got on the hoist penetrator under his own power. He was brought aboard the acft and Hobo 50 vectored us out of the area. JG 76 and 70 returned to LS 98 at 1000 where the survivor's facial bruises and wrenched leg were checked by a Flight Surgeon. After the survivor was checked JG 76 and 70 were advised by King 1 to RTB to Ch 70. The mission was unopposed.
3. [U] The survivor was Maj David W. Livingston, 354 TFS.
4. [U] Jolly Green 76 crewmembers were:
 - AC: Captain Jerald A. Brown
 - CP: Major Herbert L. Ingram
 - FE: Sgt Haven V. Richardson
 - PJ: Sgt Randall S. Carmichael
 - PJ: SSgt John J. Eldridge
 - AP: Sgt Ronald L. Surratt. (Det 9, 601 Photo Flt)

Classified by *0832024*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *13 Dec 78*

**DOWNGRADED TO
CONFIDENTIAL**
IAW EX. ORDER 11-52

Jerald A. Brown
JERALD A. BROWN, Captain, USAF
Aircraft Commander

atcl #8
AD-70-0342
AD-70-0333
AD-70-0012

GROUP 4
Downgraded at 5 year
intervals; declassified
after 12 years

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UNCLASSIFIED

12

DATE: 27 JAN 70

4 February 1970

MISSION NUMBER: 2-3-008-27 JAN 70

AIRCRAFT DESIGNATION: KING 1

LOCATION: 040/68/108

DISTRESSED AIRCRAFT: COOKIE 02 (F-105)

SAVES: 1 Combat ✓

Classified by 02 3A2R/ep
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
UNCLASSIFIED ON 61 Apr 76

1. (C) At 0118Z Tiger 23 came up on GUARD channel with, "MAY-DAY, MAYDAY, MAYDAY. Cookie aircraft has taken a hit; we're in a bad area east of Ban Ban. He's punched out! There's a good chute!" A moment later Cookie Lead came up on GUARD and identified the distressed aircraft as Cookie 02. He also confirmed sighting the chute and he and Tiger 23 kept talking on GUARD about where the chute was drifting and going to land. Cookies 03 & 04 held high and then cycled to tanker.

2. (C) We (King 1) had just finished refueling Jolly Green "Buffs" 76 & 70 about 5 minutes before this and they were just landing at Lima 98. Within 30 seconds after we received the Mayday and contacted Tiger 23 on GUARD for details, I was on the radio with Jolly Green 76 and asked him to scramble (with Jolly Green 70) and head for the downed pilot's position (we coordinated this with Jack). Also, we had two ALE's (Hobos 50 & 51) whom we'd just been in contact with five minutes prior during the precautionary escort of Raven 42 into Lima 98 (Raven 42 had taken ground fire at UG 690660, just south of where Cookie 02 had now been hit). These Hobos were about 30 miles NE of Channel 108 and already headed toward the survivor's location. We also asked Jack to get some Sandys to us ASAP.

3. (C) While I was attempting to instruct Hobos 50 & 51 further, I heard them already talking to Cookie Lead and to Tiger 23 who were giving Hobos 50 & 51 their location and vectors to where the survivor was just landing. Position was given by Tiger 23 as 1952N - 10349E, followed by TACAN readout as 040/68/108.

4. (C) I asked all parties to vacate GUARD and come up on UHF SAR primary. I then appointed Hobo 50 as On-Scene-Commander (OSC) because he now had the Cookie Lead and Tiger 23 aircraft in sight. I had intended to have the two Hobos, whom I was advised were Sandy qualified, meet Jolly Green's 76 & 70 enroute and escort them in, but by the time I raised them they were only about 20 miles out of the SAR point and (as stated) already working with Tiger 23 and Cookie Lead, who were circling the survivor. Also, Raven 49 reported in the area to help as necessary and then Ethan provided us with Barracuda and Calico flights for RESCAP if needed.

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GROUP 1

Downgraded at 3 year intervals.
Declassified at or 10 years.

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5. (C) When the two Jollys reached a point about 030/45/108, we instructed them to hold and orbit until a definite determination could be made with Cricket and the Hobos that the route into and area around the SAR area was safe.

6. (C) At 0146Z, just after we told Jolly Green 76 & 70 to hold, Hobo 50 sighted the survivor and was in voice contact with him. Shortly thereafter we were asked to bring the Jollys in for pickup, after being assured the area was clean of any "bad guys." At this time Goose flight arrived and checked in, if needed.

7. (C) Pickup was completed, without incident, by Jolly Green 76 at 0210Z and we then instructed the forces to egress on a heading of 240° and we'd vector them home. Hobos 50 & 51 escorted the choppers to within 10 miles of Lima 98, where Jolly Green 76 & 70 landed at 0320Z to give the survivor medical attention by a doctor. After the pickup was made and egress from the area was assumed, we called Jack and suggested release and RTB of Jolly Green's 71 & 72 and Sandy's 1 thru 4, all of whom had been launched earlier out of Channel 89 by Jack and by now were well enroute towards our general area. We then released all fast-mover resources.

8. (C) Soon after Jolly Green 76 delivered the survivors to L-98 for medical evaluation, they advised us he was generally OK, but had a wrenched knee and abrasions. At approximately 0400Z the two Jollys departed Lima 98 for Channel 70 with the survivor aboard Jolly Green 70. Moving him to Jolly Green 70 was a precautionary move by the Jollys based on the Jolly Green 76 pilot's earlier statement (while enroute to Lima 98) that he felt something was wrong with his aircraft, although while on the ground at 98 nothing was apparently found wrong. We rendezvoused with Jolly Green 76 about 35 miles south of 98, topped off their tanks and then returned to our normal orbit point, after escorting them across the fence (Jolly Green 76 had found it necessary to jettison his external fuel tanks in the latter phase of his pickup of Cookie 02 due to what he felt was a loss of power, so refueling was required).

9. (C) Forces Utilized:

SAR

Jolly Green 76/70

Hobo 50/51

Jolly Green 71/72 (launched from

Sandys 1 thru 4 (launched from Ch 89)

RESCAP

Cookie Lead, 03, 04

Tiger 23

OTHER

Raven 49

Classified by 0230264
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

DECLASSIFIED ON 31 Dec 76

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Jolly Green 71

70/01/28 HH-53B 66-14434 40th ARRS Udorn

Capt Holly G. Bell Pilot KIA/BNR
Capt Leonard C. Leaser Copilot KIA/BNR
SMSgt William D. Pruett PJ KIA/BNR
TSgt William C. Sutton PJ KIA/BNR
Sgt William C. Shinn Flt Eng KIA/BNR
Sgt Gregory L. Anderson Photographer KIA/BNR

The Jolly Green website also has a list of all HH-3 and HH-53 losses in Southeast Asia. From this list, you can get the names of the crew on Jolly Green 71 by looking at the HH-53 loss on 28 Jan 1970.

You can then go to <http://www.scopesys.com/anyday> and enter Jan 28. After some notable events in world history are listed, you will find a section listing MIAs for that day. The crew of JG 71 is listed, along with the F-105 crew that was the object of the SAR, Seabird 02. The F-105 crew, although having ejected safely, never made it into the POW system.

The events described here took place in North Vietnam north of Mu Gia pass. Seabird 02 was down in the foothills along the route structure leading north out of Mu Gia. Jolly Green 71 was northwest of this area in the high terrain along the border of Laos and North Vietnam.

An interesting note is that the two sets of coordinates given for the crash site of JG 71 do not agree. The Lat-Longs given are N 180200 E 1053300 which puts the crash site inside Laos. The UTM coordinates of WF 582048 move the crash site north, into North Vietnam.

Play Jolly Green 71 Shootdown Tape **(9:28) RealAudio**