MAP OF RESCUE LOCATIONS

(S) 1.	Mission	B-3-040-24 Oct 70	17°41'N, 105°39'E
(S) 2.	Mission	B-3-041-1 Nov 70	16°46'N, 106°33'E
(U) 3.	Mission	B-3-042-14 Nov 70	16°03'N, 103°39'E
(U) 4.	Mission	B-3-048-11 Dec 70	16°47'N, 100°16'E
(S) 5.	Mission	B-3-049-12 Dec 70	19°03'N, 103°56'E
(S) 6.	Mission	B-3-050-12 Dec 70	16°42'N, 106°17'E
(S) 7.	Mission	B-3-052-20 Dec 70	16°57'N, 105°38'E
(C) 8.	Mission	B-3-053-21 Dec 70	16°43'N, 106°04'E

MISSION NARRATIVES

40/23 26 October 1970

SUBJ: ARS-76 Report

3RHSP (JHCS)
APO 96337

DATE: 24 Oct 1970

MISSION NUMBER: D-3-040- 24 Oct 70

FLIGHT INFORMATION: Jolly Green 51

TARGET OBJECTIVE: KNIFE 33 B & C

LOCATION: 072/62/89

SAVED: Two Combat Aircrew Members (KNIFE 33 B & C)

SUMMARY OF SAR ACTIONS:

1 (S) Jolly Green 51 L and 57 H were diverted from airborne alert at Nt JULIETT (USCG) and Jolly Green 61 L and 56 H from airborne alert IA 40 to recover two downed USAF crew members at 24/0912Z. Wild 26 and 27 2 A-1's, made radio contact with KNIFE 33C, located the wreckage of KNIFE 33 (OA-3) and the approximate location of 33 B & C who were reported to be in bad physical condition. Jolly Green 51 & 57 were refueled enroute by King 26 and King 22 became ARC. Sandies 3 & 4 were deverted to the survivors location and Sandy 3 became OSC at 24/1010Z. JG 61 and 56 were AR over 02 89 and held as backup recovery forces at 070/35/89. JG 51 and 57 proceeded to the forward holding area 070/55/89 at an altitude of nine thousand feet. At 24/1017Z, Sandy 3 determined the area was safe for a pickup attempt at location 072/62/89 (3 miles west of North Vietnam Border and 8 miles north of Mu Gia Pass). SAR forces included ARC and MIG CAP coverage. JG 57-H was held at the forward holding position and JG 51 descended below a broken to overcast cloud coverage to make the pickup. The survivors stated that they could climb on the penetrator without the assistance of a RS and both KNIFE 33 B & C were recovered at 24/1012 at 2700 feet elevation 25° OAT by HH-53B, JG 51. The survivors were under a heavy forest canopy 100 feet deep in a high karsted area. The crashed site was 100 yards down the knoll that the survivors were located on. The assistance provided by the survivors, in their own rescue, was remarkable with their state of physical condition. The condition of 33 B was critical with a broken leg and arm, numerous wounds about the face and body and in shock. The condition of 33 C who assisted 33 B in the penetrator was a broken jaw and numerous lacerations on the face and body. KNIFE 33 C stated he didn't know about any other survivors from the crash and due to the light condition (after sunset) and the critical

condition of 33 B, JG 51 egressed out the same route as ingress. The survivors were returned to CH 80 and Jolly Green forces recovered at CH 70 with a night AR on JG 51. There was no battle damage on any of the ARR aircraft. A first light effort on 25 Oct 70 determined that all remaining crew members and passengers were killed in the crash of HH3E 33.

2. (U) 40 ARRS SAR Forces were JG 51, 57, 61, and 56 with a total flying time of 9.0 hours and 4 sorties. 39 ARRS SAR Forces were King 22, 26, and 23 flew 5.2 hours and 3 sorties.

3. (U) Survivors were: HH3E 33B, Maj Ronald R. Hume; 33C SSgt Wallace Spivey Jr.

4. (U) 40 ARRS SAR crew members were;

Jolly Green 51 (Low Bird)

Major William D. Eastman Jr. AC
Captain John P. Dituccl CP
Sgt Lonnie R. Stevens FE
SSgt Donald G. Rehrenda PJ#1
A1C Frederick D. Jenkins PJ#2

Jolly Green 57 (High Bird)

Lt Col Irvin F. Rees AC
Captain Larry A. Young CP
Sgt Robert A. Cozy FE
MSgt Joe C.J. Fischer PJ
Sgt Theodore J. Polys PJ

William D. Eastman Jr.

WILLIAM D. EASTMAN JR., Major, USAF
Aircraft Commander

[illegible] 2 November 1970

[illegible]

[illegible] (Phase)
[illegible]

Date: 2 Nov 70

[illegible] Date: [illegible] 2 Nov 70

[illegible]: Jolly Green 97

[illegible]: 6 Combat Rescue

[illegible]: [illegible]

[illegible]: 6 Combat Rescue

[illegible]

1. (a) [illegible] Operational briefing was [illegible] prior to take off. [illegible] through and [illegible]. The objective was [illegible] of an (8) manual combat parachute (jolly). Conduct of the mission [illegible] and [illegible]. Two jolly aircraft [illegible] and to proceed directly to the scene to combat [illegible] of the objective area and also to get a fixed weather observation. [illegible] (OV-1) C/S CID 50 was on scene approximately prior to the arrival of the [illegible]. In the [illegible] method, Lanny (3), Mr Leal, was designated [illegible] on scene commander. The objective area was confirmed [illegible] by both the FAC and Lanny aircraft prior to the Jolly Green. Low cloud [illegible] weather was a primary consideration during this mission, however one of the small breaks in the overcast enabled the FAC (8), the Lanny (3) and the Jolly Green (2) aircraft to descend below the cloud layer and to successfully accomplish the mission. No enemy opposition was encountered [illegible] observed during the pick up. Impediment of the cap hill [illegible] [illegible]. I think this was due primarily to the excellent [illegible] and planning between the on scene FAC and Lanny aircraft prior to the arrival of the Jolly Green. Lanny had the area thoroughly checked out and a definite plan for me to follow to get through the cloud layer and to [illegible] the [illegible] location under the cloud. When I was below the overcast I immediately joined on the Jolly ship and we made the search at a [illegible] formation with the aircraft in sight. The ground party was [illegible] to the red smoke which they did and were easily sighted [illegible] and approximately one mile out on final. The ground party was [illegible] using [illegible] and parachutes from a Chinook cargo [illegible]. There were three [illegible] crews, and a considerable amount of the property was [illegible] [illegible]. Further [illegible] and [illegible] as follows.

After the pick up and once on top of the overcast the Sandy's and the Jolly Greens rejoined and returned to Nakhon Phanom. The Jolly Green low and high bird accomplished one air refueling enroute to Nakhon Phanom. The ground party was discharged to their own unit at Nakhon Phanom and the two Jolly Greens then RTB'd at Udorn.

The coordination and cooperation between every element of the Task Force on this mission was outstanding. The execution of this mission followed, almost exactly, the plan that was pre-briefed.

The following is a list of pertinent times and aspects of the mission:

Briefing at NKP. 0714Z
Take-off from NKP. 0745Z
Arrived on scene. 0910Z
Run-in on objective area. 0915Z
Start of hoist recovery. 0918Z
Departure from objective area. 0924Z
Arrival at NKP and discharge personnel. 1135Z
Depart NKP for Udorn. 1150Z
Arrive Udorn. 1245Z

Weather in area: Cloud base - ragged and variable 300 ft. to 1000 ft.
Cloud tops - 7500 ft.
Visibility - 3 to 5 miles beneath clouds
Winds - Northeast at approximately 10 knots

2. 40 ARRS SAR Forces: JG 57, 54, 51, and 55 with total flying time of 12.6 hours and 4 sorties.

3. Survivors: Classified

4. 40 ARRS Crewmembers:

Jolly Green 57

Major Dean C. Carman
Major Robert W. Bloier
SSgt John J. Eldridge
SSgt Wayne L. Fisk
Sgt Inus G. Crawford
Sgt Robert M. Zahrowski

Jolly Green 54

Captain Larry N. Young
Captain Charles R. Hagerhjelm
SSgt Kenneth P. Hannegan
SSgt Robert R. Taylor
SSgt Harold R. Bracken

DEAN C. CARMAN, Major, USAF
Aircraft Commander

File 24

AG/AB

15 November 1970

REF: ARC-VG Report

3 ARRP (JRSC)
APO 96307

DATE: 14 November 1970

MISSION NUMBER: 2-3-042-14 November 1970

FLIGHT IDENTIFICATION: Jolly Green 55

MISSION OBJECTIVE: 3 Military Personnel

LOCATION: 142/92/70 Thai Village Rel 24

SAVED: The U.S. Military

SUMMARY OF SAR ACTIONS:

1. (C) Jolly Green 55 was scrambled from Udorn RTAFB for a medical evacuation of three U.S. Military personnel at Thai Village Rel 24 on 14 November 1970 1605L. JG 55 landed in a football field located in the center of the village of Rel 24, Thailand, at 1625L with a medical team consisting of one USAF Flight Surgeon, one Medical Technician and two Army PJ's. It was determined by the medical team that it was urgent to air evacuate the injured men to the U.S. Army Hospital in Bangkok, Thailand. King 21, mission commander, made arrangements with the U.S. Army Hospital in Bangkok to receive the patients and to prepare a helicopter landing site within the city of Bangkok. One patient was KIA, the second had severe head and chest injuries, and the third patient had severe leg and arm injuries. A Tracheotomy was performed on the patient with the head injury, and JG 55 crew was advised that the enroute flight to Bangkok required low level flight due to the injuries. JG 55 departed Rel 24 at 1630L and enroute navigation and coordination was provided by King 21, flying overhead of JG 55. King 21 expedited RADAR vectors and verbal descriptions from Bangkok approach radar to locate the helicopter landing site in the center of Bangkok, Thailand. JG 55 landed in a football field, two blocks from the U.S. Army Hospital at 1710L. The patients and KIA body were released to the Army medical personnel. JG 55 returned to Udorn RTAFB at 2040L. The entire rescue effort was conducted normally and without incident. The only significance of the rescue mission is the repeated demonstration of crew coordination and professionalism between King and Jolly Green aircraft.

3. (U) [illegible] crew was [illegible] with a total flying time of [illegible] minutes. [illegible] crews were flying [illegible] and [illegible] and flew [illegible] hours and 2 minutes.

4. (U) Survivors are unknown at this time.

5. (U) [illegible] crew members were:

Major William H. Cowell	[illegible]
Major William A. [illegible] Jr	[illegible]
[illegible]	[illegible]
Major William A. [illegible]	[illegible]
Major [illegible]	[illegible]
Major [illegible]	[illegible]

WILLIAM H. COWELL, Major, USAF
Aircraft Commander

File 24

DO 14 December 1970

MCS : ARS-V6

3 ARRGp (JRCC)
APO 96307

DATE: 11 December 1970

MISSION NUMBER: D3-48-11 December 1970

FLIGHT DESIGNATION: Jolly Green 62

MISSION OBJECTIVE: 1 Military Personnel

LOCATION: 16470 100162 Phitsanulok Airport

SAVED: 1 U.S. Military

SUMMARY OF SAR ACTIONS :

1. (U) I was notified by our operations section at 0130 hours, 12 December 1970, that an American G.I. was in critical need of evacuation to a suitable hospital. It was known that he had a bullet lodged in his stomach resulting in some internal bleeding and his condition would require immediate professional attention. We launched Jolly Green 62 at 0224 hours and proceeded to the briefed pick up point at Phitsanulok Airport. Nrigham Control was very helpful providing assistance as did the Thai-operated DORA Control. Weather was generally good with a scattered deck of clouds at 5,000 feet with a full moon, a great assist for navigation. The patient was ready for immediate on-load and delay at Phitsanulok was only ten minutes. The two paramedics provided the interim care required on the return trip. Total enroute time out and back was 2+21 where the Udorn Medical Officer of the Day relieved us of the patient. Mission was routine and I have no recommendations for improvement.

2. (U) 40 ARRS SAR Force was JG 62 with a flying time of 2.5 and 1 sortie.

3. (U) The one survivor was SSgt Willy M. Burke, AF18655100, USAF 1980 Comm Sq OL-B Takhli RTAFB.

4. (U) 40 ARRS SAR crew members were :

AC - Jay M. Strayer, Major,

CP - Durwell Block, Major,

NN - Inus G. Crawford, Sgt,

PJ - Robert A. Wheeler, TSgt,

PJ - Jon K. Koberg, SSgt,

JAY M. STRAYER, Major, USAF
Aircraft Commander

File
24

DO 15 December 1970

SUBJ : ARC V-6 Report

3 ARRGp (JRCC)
APO 96307

DATE: 12 December 1970

MISSION NUMBER: B-3-049-12 December 1970

FLIGHT DESIGNATION: Jolly Green 60

MISSION OBJECTIVE : Falcon 64 Bravo

LOCATION : 1903N 10356E

SAVES : None

SUMMARY OF SAR ACTIONS :

Jolly Green 54 (L) and Jolly Green 60 (H) were launched at 12/0445Z to back-up JG's 55 and 50 who were primary for the recovery of Falcon 64B, an F-4 GIB who ejected from his aircraft after it took battle damage. All four Jollies held in orbit 5 to 7 miles north of the survivor's position. At approximately 12/0600Z JGs 55 and 50 left orbit to A/R. JG 55 FDR'd to Nakhon Phanom RTAFB for mechanical problems and was escorted to the fence by JG 50. JG 50 then returned to the orbit area. Sandies and fast movers sanitized the area and at 0725Z JG 54 was first in. JG 54 received fire entering the area but suppressed it. During an extended hover (approximately 20 minutes) the area near the survivor's chute was searched repeatedly but to no avail. As JG 54 approached the chute from the north, the FF saw the survivor. He was about five to ten feet down-hill from the chute and was curled up in a ball in dense undergrowth. Concurrently with the sighting JG 54 took fire from a high karst approximately 500 meters to the northeast and simultaneously lost #1 engine. Major Nelson then made a single engine departure from a hover and recovered at Lima Site 63, a friendly position 10 miles from the SAR scene. JG 60 became primary low and JG 62 high. (JG 62 had launched from Channel 70 at 12/0720Z to back-up the mission.) Sandies and fast movers again worked over the area. JG 60 ran-in the first time at approximately 0815Z. The area was searched for approximately 25 minutes during which time the survivor was not sighted. Ground fire drove the helicopter from the scene. The area was again struck by the Sandies and fast movers. Major Routs then suggested that JG 60 return to Lima Site 63 and pick up Sgt Cyrus (JG 54 FE), the only man who had seen the survivor. JG 60 A/R'd, picked up Sgt Cyrus and returned.

At 1002Z, with darkness and smoke being limiting factors, JG 60 started another run-in. Sgt Cyrus took the helicopter to the exact spot when ground fire from beneath and left of the helicopter again drove it from the scene. Spad 11 and 12 layed in ordinance and hit the exact spot from which the ground fire had come. Then JG 60 re-entered the area. In the hover Sgt Cyrus pointed out the man on the ground to the #1 PJ and started to lower him on the penetrator. Ground fire again interrupted the pick-up attempt but it was suppressed by the one remaining mini-gun (numbers 2 and 3 had failed). At 1016Z the PJ went down and at 1021Z the pick-up was complete and JG 60 exited. All fighter/fac/control forces were superb. Kings were outstanding. No words of praise strong enough for the Sandies.

CREW COMPOSITIONS

JG 54

Major Richard W. Nelson,	AC
Capt Robert A. Reilly,	CP
SSgt Ernest R. Cyrus,	FE
SSgt Donnie R. Stevens	FE
SSgt Donald R. Snyder,	PJ
SSgt John J. Eldridge,	PJ

JG 60

Lt Col Philip S. Prince.	AC
Major Joe C. Routs.	CP
SSgt Donnie R. Steven	FE
SSgt Ernest R. Cyrus,	FE
SSgt Joseph S. Stanalana	PJ
SSgt Donald G. Behrends,	PJ

JG 55

Capt James T. Jewett,	AC
Capt John P. Ditucci,	CP
SSgt Travis R. Hendri	FE
A1C Fredrich D. Jenki	PJ
TSgt Herbert W. Kee,	PJ

JG 50

Capt William M. McGeorge,	AC
Lt Col Robert E. Reister,	CP
SSgt Kenneth P. Hannegan,	FE
TSgt Lorenzo E. Willis, J	PJ
SSgt Edward K. Fendle,	PJ

JG 62

Major Jay M. Strayer,	AC
Major Burwell M. Bloc	CP
SSgt Inus G. Crawford	FE
SSgt Randy S. McComb.	PJ
SSgt Jon K. Hoberg,	PJ
SSgt Roy B. Bagwell	AP

PHILIP S. PRINCE, Lt Colonel, USAF
Aircraft Commander

DO 15 December 1970

RCS: ARS V-6 Report

3 ARRGp (JRCC)
APO 96307

DATE: 13 December 1970

MISSION NUMBER: B-3-050-12 December 1970

FLIGHT DESIGNATION: Jolly Green 60

MISSION OBJECTIVE: Manna 01 and 02

LOCATION: 1039N/10617E

SAVES: Two Combat Saves

SUMMARY OF SAR ACTIONS:

1. Jolly Greens 57L and 61H (Back-up) and 60L and 62H (Standby) launched from Udorn RTAFB at 12/2100Z. JGs 57 and 61 were to join up with JGs 55 and 50 (already positioned at Nakhon Phanom RTAFB) who would be primary. Enroute, JGs 57 and 61 became primary and JGs 60 and 62 became back-up because JGs 55 and 50 could not launch due to mechanical problems. JGs 57, 61, 60, and 62 landed at Nakhon Phanom RTAFB (at 12/2203Z) to take the SAR Briefing and launched for the objective area at 12/2306Z. All Jollies were on orbit (130/80/89) at 12/2340Z. Numerous fast and slow movers worked over the area for approximately two and one-half hours before the pick-up attempt was made. All Jollies required A/R and the primary low Jolly Aircraft Commander directed that the sequence be JG 60/62 followed by 57/61. After JG 60 and 62 completed A/R, and while JG 57 and 61 were refueling, Sandy low lead decided to make the attempt. JGs 60 and 62 became primary and were briefed at 13/0220Z. Run-in from orbit point to IP took approximately 10 minutes. (The orbit point was west of a route with known gun positions, hence the long time interval.) A final briefing was conducted between Sandy 5 and JG 60 before JG 60 and 62 reached the IP so that upon arrival no further discussion was required. Cloud cover now had become broken to overcast at approximately 3500' MSL. Past the IP the karst formation dropped off rapidly to a valley, the floor of which was 1000' MSL. Temperature was 30 degrees (C). JGs 60 and 62 orbited the IP for approximately ten minutes while Sandy 5 supervised smoke delivery. At 13/0240Z the execution order was given. JG 60 started a northerly two mile run-in, descending from 500' AGL at the IP to 100' above the valley floor. JG 60 noted no ground fire during the run-in but JG 62 took some

small arms fire from a point just north of the IP. JG 62 then moved further north to provide close support in the event JG 60 went down. Manna 01 was picked up at 13/0249Z. JG 60 then turned to a westerly heading for some 1000 meters. Ground fire was taken and JG 60 sustained hits in the fuselage, blades, and tail ramp but the number 3 gunner and Sandy escort quickly silenced the several men who had fired. Manna 02 was located by his smoke and parachute canopy and was picked up at 13/0301Z. Close suppressive Sandy fire and JG 60's gunners eliminated further ground fire for none was noted during the second pick-up. At 13/0315Z, JG 60 was clear of the valley and RTB'd to Channel 89 with no incident.

All strike, smoke and control forces performed outstandingly. Sandies and Kings alike did an absolutely superior job and should be complimented in the highest manner for having made the recovery of these two crewmembers possible.

2. The crew composition was as follows:

JG 60	Crew Position
Lt Col Philip S. Prince	AC
Lt Col William A. Lyell	CP
SSgt Jerry L. Burchfiel	FE
TSgt Richard G. Pambrun	#1PJ
SSgt Billy R. Davidson	#2PJ
SSgt Roy B. Bagwell,	AP

JG 62	Crew Position
Major Andrew J. Calliham, Jr	AC
Capt Larry N. Young	CP
Sgt Robert M. Camy,	FE
SSgt Verle H. Atkins,	#1PJ
Sgt Jeffrey B. Martin,	#2PJ

PHILIP S. PRINCE, Lt Colonel, USAF
Aircraft Commander