[redacted]

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

MINNAR No: 12
File 43K(3)
6

CLASSIFICATION CANCELLED
Or Changed to
By Authority of
By _____ (Date)_____

REPLY TO ATTN OF: RCC

29 December 1968

SUBJECT: Mission Narrative Report (2-3-082-8359, 24-25 Dec 68) (U)

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

TO: Det 1-40 C
3rd ARRGP (JSARC)
IN TURN

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

2. (S) On 24 December 1968, Jolly Green 17 was flying airborne orbit in the vicinity of channel 89 when alerted by "Shoestring" for a possible SAR mission. Jolly Green 17 proceeded to the border of Laos east of Channel 89 and commenced climb prior to crossing. At 1610L Compress cleared Jolly Green 17 to proceed to holding area approximately 103°/60/89. Jolly Green 17 was joined by Jolly Green 15 at the orbit position and Sandies 9 and 10 were flying cover. The weather in the entire area was clear. Sandies 1 and 2 and a Nail FAC were searching for the survivor of Panda 01 at 102°/68/89 without success. A chute was spotted at the approximate location where the survivor went down but it was thought to be from some other source because the survivor had been seen to disappear into the trees in a different place. As no contact was made with the survivor, the SAR forces were returned to base at 1735L, landing at 1830L. A first light effort was planned for the following morning and at 0515L, Jolly Green 17 (low) and 09 (high), departed Channel 89 for the same holding point. The holding area was reached at 0555L with Sandies 3 and 4 escorting the helicopters. Sandies 1 and 2 and a Nail FAC were conducting the search. Still, no radio contact with Panda 01 and at approximately 0650L, the decision to send Jolly Green 17 in for a look at the chute was made to determine from the air whether anyone was in the harness. Before any action could be started, Sandy 2 developed trouble with one of his wing ports coming open causing him to have to RTB to Channel 89. He was escorted by Sandy 1. It was decided to wait until Sandies 7 and 8 arrived to replace 1 and 2. Sandies 7 and 8 arrived on scene and took over for 3 and 4 who went to the scene with Sandy 1, to be shown the location of the chute. Everything was set and Jolly Green 17 and 09 moved from the holding point and crossed route 911 to high karst NE of the scene. Jolly Green 17 dropped tips and commenced descent at approximately 0815L. After arrival at tree top level, Sandies and the Nail FAC tried to vector Jolly Green 17 to the chute but could not do so as they had lost sight of the location. After several minutes of tree top flying, Jolly Green 17 was told to climb back out until the chute could be relocated. As the climb

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ARCDC # 690072

[redacted]

GROUP 3 X GDS

[redacted]

out was initiated one of the Sandies spotted the chute again and was able to vector Jolly Green 17 to the location. At approximately 0825L Jolly Green 17 came to a hover over the chute. The Flight Engineer and Pararescue Specialist reported seeing a man hanging in the harness, inert and helmetless. There had been no ground fire or sighting of any personnel by any of the SAR forces up to this time. The Pararescue Technician, A1C Charles D. King, volunteered to descend on the penetrator to recover the pilot. As the hoist started down the chute was dislodged by rotor blast and fell to the jungle floor. Jolly Green 17 was hovering in the tree tops approximately 125 feet above ground. The area of hover was covered by a double jungle canopy with a dense jungle under-growth allowing only occasional glimpses of the ground. The Flight Engineer, Technical Sergeant Jerome M. Casey, stated that after Airman King was lowered to the ground, he asked for more slack and dragged the penetrator to a distance of about 30 feet through the underbrush and under a large fallen tree or large branch to the inert pilot. He released the chute and attached the man to the penetrator. Then called for up hoist and was using the hoist to drag the man over to the area beneath the helicopter. While he still had about 10 feet to go, automatic weapons fire broke out and Airman King was heard to call out "I'm hit, I'm hit, Pull up, Pull up". At the same time Jolly Green 17 started taking hits in the forward part of the main cabin area from directly beneath the helicopter. The pilot immediately initiated a climb out of the hover. The penetrator snagged and snapped the cable after pulling the hoist loose from its mounts. Jolly Green 17 climbed to altitude and returned to base. Airman King was left on the ground. His condition is unknown as no further contact was made with him though the SAR force remained in the area until 1000L. The above actions took place between 0825L and 0830L. The weather during the entire mission was clear, visibility unrestricted with light winds. Jolly Green 15 and 16 were dispatched at 0805L as back-up and arrived in the holding area at approximately 0845L. The condition of the pilot in the chute was never determined due to the attack on Airman King and Jolly Green 17. No surviving crew member of Jolly Green 17 ever saw the enemy personnel doing the firing. Airman King's warning to pull up, undoubtedly kept Jolly Green 17 from being shot down. The action scene was near the junction of route 911 and 912, the major North Vietnamese infiltration route to South Vietnam. Rescort, Crown and Nail FAC support was excellent. Radio discipline was good throughout the mission. The enemy apparently had the chute located and carefully withheld firing until the helicopter was in its most vulnerable position. The pilot in the parachute never did give any signs of life. The armor plating in the floor under the copilot definitely saved him from a serious wound. Jolly Green 17 was the only rescue vehicle hit. The bullets were .30 caliber probably fired from AK-47 type weapons. Three bullets penetrated the front fuel tanks, one under the copilot's seat and three in the space between the fuel tank. Electronic search for Jolly Green 17 pararescue specialist was maintained 2 days. The next day, 26 December 1968, several beeper signals were

AFSSO PACAF 01 MSG 010150Z JAN (S) MSN TOOK PLACE - 24/0825L 0930L
TO USAF TTH, etc.
M/GEN Triantafello
MAC OI go To USAF AFNIM [redacted]
24/1103Z INTERCEPT
25/2040Z reports
ELAPSED 33 & 37
FROM INTERCEPT
AND 19 HRS
1-400 65-23 AFTER CH bush.

[redacted]

picked up from near the area. The SAR forces were dispatched at 1416L and proceeded to the Panda area. On arrival all beeper signals ceased. The SAR force was returned to base at 1605L with 2 Sandies remaining in the area to conduct further electronic and visual search. With no success, the Sandies returned to base at 1620L.

3. (U) There was no survivor on this mission.

4. (U) Jolly Green Crewmembers Were:

24 December 1968

| JOLLY GREEN 15 (Low) | | | JOLLY GREEN 17 (High) |
|---|---|---|---|
| Capt Richard Harwood | | RCC | Lt Col William Cameron |
| Capt Roger Gibson | | RCCP | Capt James Oliver |
| TSgt Arthur Krumm | | FE | TSgt Jerome Casey |
| Sgt Clinton Caffall | | RS | A1C Charles King |

25 December 1968 - Alert

| JOLLY GREEN 17 (Low) | | | JOLLY GREEN 09 (High) |
|---|---|---|---|
| Lt Col William Cameron | | RCC | Capt Richard Harwood |
| Capt Robert Heron | | RCCP | Capt Roger Gibson |
| TSgt Jerome Casey | | FE | TSgt Arthur Krumm |
| A1C Charles King | ✓ | RS | Sgt Clinton Caffall |

25 December 1968 - Back-up

| JOLLY GREEN 16 (Low) | | | JOLLY GREEN 15 (High) |
|---|---|---|---|
| Major Thomas Reinhardt | | RCC | Capt James Oliver |
| Major Dale Weeden | | RCCP | Lt Col John Morse |
| MSgt Lee Maples | | FE | Sgt Henry Burnett |
| A1C Barry Hebert | | RS | A1C Leland Sorensen |

26 December 1968

| JOLLY GREEN 09 (Low) | | | JOLLY GREEN 15 (High) |
|---|---|---|---|
| Lt Lance Eagan (USCG) | ✓ | RCC | Capt James Oliver |
| Capt Samuel Wheate | | RCCP | Lt Col John Morse |
| MSgt Lee Maples | | FE | TSgt Leroy Wright |
| A1C Barry Hebert | | RS | A1C Douglas Horka |
| TSgt Dalford Widner | | RS | |

William G. Cameron

WILLIAM G. CAMERON, Lt Col, USAF
Rescue Crew Commander

Classification (cancelled) (changed to UNCLAS) effective on 12 JUN 75, under the authority of USAF HQ 052, by M. MAC 5
101856 Apr 75

[redacted]

IMMEDIATE

******** ********** [redacted] **********
******** **********

PT 0372
DTTCZYUW RHMTSNA0015 3620817-CCCC--RUCIEUA.
ZNY CCCCC
O P 270800Z DEC 68
FM 3ARRGP TSN AB RVN
TO RUEFHQA/CSAF AFCP AFXOPFH
RUCIEUA/MAC MCP MAOCOA
RUCIEUA/ARSCP SCOTT AFB IL
RUHHABA/PACARRC PROCP HICKAM AFB HI
INFO ZEN/7AF DO DOCC DI DP TAN SON NHUT AB RVN
RUWTFJA/USAFMPC AFPMSC RANDOLPH AFB TX
RHMSMVA/MACV SAIGON RVN
RUHHABA/CINCPACAF CC
RUKLAAA/TAC DOOS LR
RUMLJHA/39ARRS TUY HOA RVN
RUMOSRA/TUOC UDORN RTAFB THAI
RUMHPD/OL 1 3ARRGP SON TRA RVN
RUMBPN/DET 1 40ARRS NAKHON PHANOM RTAFB THAI
RUMBPN/602 SOS NAKHON PHANOM RTAFB THAI
RUMBPN/56CMBTSPTSP CBPOPA NAKHON PHANOM RTAFB THAI
BT
C O N F I D E N T I A L JOPREP JIFFY/RESCUE REPORT/3JSARC
REFERENCE OL2-7 3ARRGP MESSAGES 25/0834Z AND 26/0517Z DEC 68

PAGE 2 RHMTSNA0015 C O N F I D E N T I A L
REGARDING RESCUE MISSION 2-3-082-6359 (NOTAL 56 CMBTSPTSP).
DEBRIEFING OF TSGT JEROME M. CASEY, JOLLY GREEN 17
FLIGHT ENGINEER/HOIST OPERATOR, REVEALS THAT HE IS NOT
CERTAIN WHETHER THE PARARESCUEMAN WAS ON THE FOREST
PENETRATER AT THE TIME THE HELICOPTER WAS HIT BY
GROUND FIRE AND TYE HOISE AND CABLE BROKE AS THE HELI-
COPTER PULLED UP TO AVOID FURTHER BATTLE DAMAGE.
THE HOISE CABLE WAS NOT VERTICAL BUT ANGLED OVER A
HEAVY, HORIZONTAL TREE LIMB. AFTER PLACING THE
APPARENTLY LIFELESS BODY OF THE PANDA PILOT ON THE
PENETRATOR, THE PJ WAS TRYING TO CLEAR THE CABLE
FROM THE LIMB AT THE TIME HE CALLED, >I'M HIT> AT THE
SAME TIME THE HELICOPTER STARTED RECEIVING MANY
HITS WHICH NECESSITATED AN IMMEDIATE PULL UP. TSGT
CASEY WAS INJURED WHEN STRUCK BY THE BROKEN HOIST
SO CANNOT BE POSITIVE, BUT HE DOES NOT BELIEVE THE
PJ HAD TIME TO MOUNT THE PENETRATER AS IT WAS
PULLED ABRUPTLY UPWARD. (GP-4).
BT
#0015

NNNN

27 Dec 68 09 34

Classification (cancelled) (changed to UNCLAS
effective on: 12 MAR 75, under the authority of
CSAF 7X0052, by M. WALLS
NSJ 10/1856 Apr 75

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

********** [redacted] **********

IMMEDIATE

[redacted]

80650

PT 0308
OTTCZYUW RUMOSRA4853 3600916-CCCC--RUCIEUA.
ZNY CCCCC
O P 250834Z DEC 68
FM OL2 3ARRGP UDORN RTAFB THAI
TO RHMTSNA/3ARRGP/JSARC/TSN AB RVN
RUEFHQA/CSAF/AFCP/AFXOPFH/WASHINGTON D C
RUWTRTA/MAC/MCP/MAOCOA/SCOTT AFB ILL
RUCIEUA/ARSCP SCOTT AFB ILL
RUHHABA/PACARRC/PROCP/HICKAM AFB HAWA
INFO RHMTSNA/7AF/DOTO/DO/DP/DI/8DPMP/CP/TSN AB RVN
RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TX
RHMSMVA/MACV SAIGON RVN
RUHEAB/CINC PACAF/CC/HICKAM AFB HAW
RUKLAAA/TAC/DOOS-LR/LANGLEY AFB VA
RUMLJHA/39 ARRS TUY HOA RVN
ZEN/TUOC UDORN RTAFB THAI
RUMHPO/OL-1, 3ARRGP SON TRA RVA
RUM8PN/DET 1 40TH ARRS NAKHON PHANOM RTAFB THAI
RUM8PN/602 SOS NAKHON PHANOM RTAFB THAI
BT

25 DEC 68 10 02

RECEIVED
375 ABGP

25 DEC 68 10 38Z

ACTION INFO
2-3-082 8-35
Progress

Classified by AKR 16
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

C O N F I D E N T I A L/JOPREP JIFFY/RESCUE REPORT/OL2 3ARRGP/7AF FOR TACC
1. RESCUE PROGRESS REPORT.

PAGE 2 RUMOSRA4853 C O N F I D E N T I A L

Classification (canceled) (changed to) C ODC | FOI effective on 11 JUNE 25AF 00 82 by [illegible] under the authority of [illegible] 10 1856 Ave 25

2. 2-3-082-8359
9 8. 5000 SCATTERED, VISIBLITY GOOD.
12. SANDY 1 /24/2325Z /1706N 10556E
13. DET 1 40TH ARRS/HH3E/FORREST PENETRATOR/25/0127Z
14. 1/1/0/0/0/0/
15. NOT RECOVERED.
16. 4/14PLUS20/DET 1 40 ARRS/HH3E; 8/31PLUS45/602 SOS/ A1E; 2/9 PLUS30/39 ARRS/HC130P/
17/0/0/0/0/NOT AVAILABLE?/0/0/0
18.A.SE B. SE
19. A. 15 NAUTICAL MILE RADIUS 1706N 10556E. B. 1 POB LOCATED. C. 1706N 10556E. D. SE H. A FIRST LIGHT EFFORT WAS ATTEMPTED ON PANDA 1. CROWN 1 WAS ON SCENE AT 24/2200Z, FEATHERED AN ENGINE AND WAS REPLACED BY CROWN 3 LAUNCHED AT 24/2200Z. SANDYS 1 AND 2 ON SCENE AT 242255Z, JOLLY GREENS 90 AND 17 WITH SANDYS 3 AND 4 ON SCENE AT 24/2305Z. SANDY 2 LOST A WING PANEL AND RETURNED TO NAKHAN PHANOM. SANDYS 7 & 8 WERE LAUNCHED TO REPLACE SANDY 1 & 2. NUMEROUS FAST MOVERS WERE IN THE AREA. SANDY 1 REPORTED A CHUTE WITH SOMEONE HANGINE IN IT. AT 25/0122Z JOLLY GREEN 17 WENT IN FOR PICKUP ESCORTED BY

PAGE 3 RUMOSRA4853 C O N F I D E N T I A L
JG 09 AND SANDYS 1,3,4,7,&8. PJ WAS LOWERED BY JG 17 AND THEY BEGAN BRINGING UP THE SURVIVOR AND PJ AT 25/0127Z. THE PJ WAS FIRED UPON AND REPORTED HE WAS HIT. ADVISED THE HELICOPTER TO PULL UP. THE HOIST WAS LOST WITH BOTH PERSONNEL. JOLLY GREEN 17 SUSTAINED SEVERAL HITS. AND RETURNED TO NAKHON PHANOM. SAR FORCES REMAINED IN AREA UNTIL 25/0610Z WITH NEGATIVE VOICE CONTACT OR BEEPER. ELECTRONIC SEARCH CONTINUES.

IMMEDIATE

[redacted]

26 Nov - Grommet 02 mission continued.

27 Nov - Retrieval of Raven 30 by Jolly Green 17.

28 Nov - Colonel Burleson, Vice Commander 3rd Group and Lt Col Gamble, JSARC arrived for visit.

4 Dec - Rescue of Tampa "A" and "B" by Jolly Green 17 (326 - 327).

6 Dec - Rescue of Dallas 03 by Jolly Green 36 (328).

12 Dec - Rescue of Ridge "A" by Jolly Green 15 (329).

13 Dec - Rescue of Candlestick 44 by Jolly Green 16 (330).

20 Dec - Rescue of Milestone 407. First light effort for detachment with Jolly Greens cycling two pairs of Jolly Greens. Pickup finally made by 37th ARRSQ. Late afternoon scramble for Litter 81.

21 Dec - Rescue of Litter 81 by Jolly Green 36 (331).

23 Dec - Medical evacuation from Sakhon Nakhon to Korat by Jolly Green 16. Non-combat, non-aircrew save.

24 Dec - Scramble for Panda Lead. Search called off because of darkness.

25 Dec - A1C Charles King, PJ on Jolly Green 17, MIA during continuation of Panda mission.

Medical evacuation from Ram Chit Chi to Korat by Jolly Green 16. Non-combat, non-aircrew save.

Dec - (S) Jolly Green 16 made an emergency landing at abandoned Lima Site 80.

Dec - Jolly Green 16 repaired and retrieved.