

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



P/14

REPLY TO
ATTN OF: RCC

27 December 1968

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SUBJECT: Mission Narrative Report (2-3-079-8356, 21 Dec 68)

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
IAW AFR 205-2ALS
DECLASSIFIED ON 31 Dec 14

TO: Det 1-40 C
3rd ARRG (JSARC) *leg*
IN TURN

Downgraded to CONFIDENTIAL
9 MAR 72
(Date)

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

2. (S)(Gp-4) At 1002Z 20 December 1968 Jolly Greens 09 (low) and 17 (high) scrambled from NKP for Litter 81. Jolly Green 17 air aborted on take off with a blown nose gear seal, resulting in the loss of the utility hydraulic system. At 1025Z Jolly Green 15 was airborne as High Bird, enroute to the scene. Sandies 13 and 14 had proceeded to the scene and 15 and 16 set up an escort for Jolly Green 09. At 1052, all forces were returned to base due to darkness. A first light effort was planned and the aircraft were manned. Jolly Green 15 ground aborted at 2220Z due to failure of the number one generator to come on the line. A rapid aircraft change was made and Jolly Green 09 (high) and 36 (low) were airborne at 2250Z. Sandies 1 and 2 were airborne at 2255Z and Sandies 3 and 4 were airborne at 2313Z. Sandies 3 and 4 escorted Jolly Greens 36 and 09 to the briefed orbit area, WD700 600, arriving there at 2340Z. No problems were encountered enroute. Weather was CAVU. No contact existed with the downed airman at this time. Good coordination existed throughout. Nail 74 (FAC), who had been controlling the downed aircraft, was on scene. He ran another F-100, Misty 21, through the same flight path he had observed Litter 81 take prior to losing him in the haze. A search area was determined and Misty 11, Misty 21, Nail 74, and Sandies 1 and 2 conducted electronic search. Meanwhile, Crown 1 cycled several flights of fast movers on and off tanker and to holding points. The area where the pilot was downed was extremely heavily defended (Tchepone). Radio discipline was good. Contact was established with the survivor at 2348Z. Earlier contact had been unsuccessful due to terrain masking of his survival radio. He was located at the base of a 1000' karst cliff on the North East side. His position was within 30' of the wall and thus the SAR forces who had been searching an area to the southwest were unable to hear his radio. The Jolly Greens and Sandy escort left the orbit area, and proceeded toward scene to hold close to the survivor. The immediate area of the survivor was extremely rugged karst 4000' high. Sandy 1 cleared the recovery forces toward the area as he marked the top of the karst with a WP smoke bomb, and trolled for ground fire while pinpointing the survivor. Two extremely hostile roads were crossed, but due to presence of Sandy escorts no ground fire was received. Fuel was dumped and tip tanks jettisoned by Jolly Green 36 as per the copilots computations, which were

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verified by the high bird. Sandy 1 vectored Jolly Green 36 into the area, providing an ingress route that shielded the helicopter as it approached the survivor. Sandy 1 advised the survivor to ignite his smoke signal. The smoke drifted downslope and hung in the trees. The survivor indicated by radio he was only 30' from the face of the cliff, and on a very steep slope. He was directed to move downslope to provide rotor clearance for the Jolly Green. The jungle canopy was over 220' high and a hover taxi approach was required due to the restricted area. Terrain elevation was 2000' PA and temperature 20°C. Jolly Green 09 assisted in directing Jolly Green 36 over the survivor. The helicopter finally was nestled in the trees, facing the karst wall with only a few feet of clearance. The flight engineer directed the aircraft into a precise hover over the survivor and lowered the penetrator to within 4' of the survivor. At 0030Z the survivor was safely on board in good condition. Position of the pickup was KD299 670. Sandy 1 provided an egress route with Nail 74 and Misty 11 and 21 also escorting. The two hostile areas were again penetrated by the SAR forces. Crown 1 had begun a descent to provide air-refueling but was declined since Jolly Green 36 had sufficient fuel to return to NKP. Jolly Greens 36 and 09 landed at NKP at 0140Z. All forces should be commended on an excellently coordinated effort.

3. (C)(Gp-4) The name of the survivor is: Forrest Fenn, Major, USAF, 306th Tactical Fighter Wing, Tuy Hoa.

4. (U) Crewmembers of Jolly Greens:

<u>JOLLY GREENS 17, 15, 36 (LOW)</u>		<u>JOLLY GREEN 09 (HIGH)</u>
Lt L. A. Eagan (USCG)	RCC	Lt Col W. G. Cameron
Lt Col J. H.I. Morse	RCCP	Capt R. C. Gibson
MSgt L. R. Maples	FE	SSgt K. P. Hannegan
A1C R. J. Sully Jr.	RS	A1C C. D. King

Gp-4


LANCE A. EAGAN, Lt, USCG
Rescue Crew Commander