PAGE FOUR RUMPF 74 CONFIDENTIAL

TO HOSTILE FIRE-FIGHTING A TACTICAL MISSION
NEET 41 ESTABLISHED
CALLSIGNS CONTACTED ONE PIECE GREEN2 22, CONTACTED IN THE AREA WHERE HOSTILE FIRE "C" WAS REPORTED. THE AREA WAS CLEAR UNTIL HE WAS WOUNDED BY ENEMY SMALL ARMS FIRE AT 1430 HOURS. AT 1430 HOURS, THE AREA was CLEAR UNTIL HE WAS WOUNDED BY ENEMY SMALL ARMS FIRE AT 1430 HOURS.

TO LOW FLYING AND WAS REPLACED BY 3 FLIGHTS OF P-809 AND PACE FIGHTERS. THE AREA was CLEAR UNTIL HE WAS WOUNDED BY ENEMY SMALL ARMS FIRE AT 1430 HOURS. AT 1430 HOURS, THE AREA was CLEAR UNTIL HE WAS WOUNDED BY ENEMY SMALL ARMS FIRE AT 1430 HOURS.
PAGE FOUR RUMHPD 85 CONFIDENTIAL

FOURTH FLIGHT, REPORTEDLY SIGHTED PLANKS OR SMOKE AND RECEIVED ONE
RESPONSE TO A REQUEST FOR BEERER, BEERER TRANSMISSIONS WERE WIDELY
INTERCEPTED. JULY 28, PNNY 25 PENETRATED THE HOSTILE COAST WITH
ELECTRONS 533 AND 551 AND ARRIVED ON SCENE AT 0427Z. JG 28 SEARCHED THE
AREA AT 10,000 FT UNTIL 0424Z BUT HAD NO VISUAL OR VOICE CONTACT.
HE OBSERVED SEVERAL SMALL BUSH FIRES AND INDICATED HE HEARD 5 BURSTS
OF SMALL ARMS FIRE. JG 28 REMAINED 3 NM OFFSHORE. SUBSEQUENTLY 4 A-1
AIRCRAFT, SANDY 1, 2, 3, 4, MADE AN ADDITIONAL SEARCH FROM 0545Z TO
1522Z WITH NEGATIVE RESULTS. ELECTRONIC SEARCH TO BE CONTINUED BY
TACTICAL AIRCRAFT TRANSITING AREA. AIRS SEARCH SUSPENDED AT 0620Z.

OAG

FORMANCE AS A 1 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS.

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1. (C) This report is submitted in accordance with 3rd AERGp Supplement 1, AERSM 55-1, 27 April 1967.

2. (C) JG 29 departed Ch 37 at 0550Z, 7Aug67 for orbit mission. At 0704Z JG 29 monitored a call on guard by Phantom 72 stating that his wingman, Phantom 71, was down at 17°13'N/106°38'E. At 0705, Crown 5 called JG 29 and stated that Phantom 71 was down at 165°30'00"/Ch 40. This position was over water and did not correspond to the coordinates given earlier. JG 29 questioned Crown 5 concerning this difference in the positions, but Crown 5 said that the TACAN position was based on latest information received and should be correct. JG 29 gave Crown 5 an ETA of 0735Z for the TACAN position.

3. (C) At 0715Z, Crown 5 gave JG 29 a new position for the downed aircraft of 165°30'00"/Ch 40. While proceeding to this position, JG 29 received three additional position changes from Crown 5. These were 330°/100N/Ch 109, 17°42'N, 106°38'E, and 315°/40N/Ch 109. The last position given corresponded to the original position given by Phantom 72.

4. (C) JG 29 established orbit just off shore at 0725Z. At 0730 Misty, an F-100 aircraft, established voice contact with survivors. At 0745 Electron Flight arrived on scene and joined with JG 29. Electron Flight and JG 29 then proceeded up the coast toward the survivors position; JG 29 arrived at a point just off the coast and 37 miles from Ch 109 at 0757 and was told to hold at this point while Electron Flight went in to check out the pick up area.

5. (C) At 0800Z, the survivor called on guard and said that he was about to be captured. No further voice contact was established and the survivors parachute was no longer visible from the air. All SAR forces were BTH'd at 0820Z.

6. (C) Other aircraft assisting in this effort were:

- JG 25 & 28
- Crown 5
- Electron Flt

USAF HH3E
USAF C-130
USN ALE
Misty
Shark Bait
Pear Flt
USAF F-100
USAF F-4
USAF F-105

GROO 1Lt Rodney G. Parks
CO Capt Jerry D. Cleerman
FE Ssgt Wilson Cavano
RS Ssgt John Stemple
6 August 1967

Both this report is submitted in accordance with 3rd ARS Rep 1, ARS Rep 15, 27 April 1967.

1. (d) 7629 departed on 97 at 0550Z, 17Aug67 for orbit mission. At 0700Z, 7629 monitored a call on guard by Phantom 72 stating that he was 6,400 feet, 15°15'N/28° 16'E. At 0705Z, Green 5 called 7629 and stated that Phantom 72 was down at 15°15'/28°16/E on 60. This position was approximately 10 miles west of Green 5's position. 7629 questioned Green 5 concerning this difference in the position, but Green 5 said the TAIF position was based on latest information received and should be correct. 7629 gave Green 5 an ETA of 0715Z for the TAIF position.

2. (c) At 0715Z, Green 5 gave 7629 a new position for the drenched aircraft of 15°15'/28°16/E on 60. While proceeding to this position, 7629 received three additional position changes from Green 5. These were 33°00'/41°00/E on 109, 17°25'N, 28°10'E, and 31°40'/41°00/E on 109. The last position given corresponded to the original position given by Phantom 72.

3. (d) 7629 established orbit just off shore at 0725Z. At 0730Z, Hasty, an F-106 aircraft, established voice contact with survivors. At 0730Z, Electron Flight arrived on scene and joined with 7629. Electron Flight and 7629 then proceeded up the coast toward the survivors position. 7629 arrived at a point just off the coast at 0745Z and was told to hold at this point while Electron Flight went in to check out the pick up area.

4. (d) At 0800Z, the survivor called on guard and said that he was about to be captured. No further voice contact was established and the survivor.putInt was no longer visible from the air. All HH-4s were called off at 0800Z.

5. (d) Other aircraft assisting in this effort were:

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>USAF Code</th>
<th>Other Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>7629 &amp; 26</td>
<td>USAF H2E2</td>
<td>Hasty</td>
</tr>
<tr>
<td>Green 5</td>
<td>USAF E-310</td>
<td>Shark Bait</td>
</tr>
<tr>
<td>Electron Flit</td>
<td>USAF F-106</td>
<td>Peacemaker</td>
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<tr>
<td>Stallion</td>
<td>USAF F-4</td>
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<tr>
<td>Peacemaker</td>
<td>USAF F-105</td>
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</tr>
</tbody>
</table>

ROBERT G. PAJAK, 1ST Lt., USAF
Rescue Crew Commander
This report is submitted in accordance with 3d ARRC Sep 1, ARSSHH 25-4, 27 Apr 67.

2. (C) At approximately 0240 Zulu 8 Aug 67, Jolly Greens 25 and 26 were placed on cockpit alert. The mission subject was the possible location of Phantom 71. Positions received during the period of cockpit alert were 316°/36, 320°/42, 310°/42 of channel 109, 19 miles off the coast (over water). Jolly Greens 25 and 26 were scrambled at 0310Z and were off Quang Tri at 0315Z. At this time the location had not been accurately determined, and the Jolly Greens were told to proceed to channel 109 to on-load additional fuel. At 0325Z a determination was made that the possible location was over land, 310°/42 channel 109. At this time, Jolly Green 25 requested permission to proceed west of channel 109 and proceed north west along the mountain range parallel to the coast to the west. This request was denied and Green directed that Jolly Greens 25 and 26 proceed to the coast immediately. 25 and 26 then proceeded along the coast to a point where penetration would be most advantageous. Green 4 informed Jolly Green 25 and 26 that they could proceed to the area when in contact with the A-1 escort aircraft. Contact was made with Electron 519 flight, and 25 and 26 proceeded toward the coast under Electron 519's guidance. When approximately 1 mile off the coast, 25 and 26 were directed to hold off the coast. The reason given for the hold, was lack of A-1 escort. However, at this point the Jolly Greens were working with Electron 519. Finally at about 0355Z Jolly Green 25 was told to proceed to the area, without 26. 30 25 was in the search area at 0425Z. A search of the area was conducted at 15-30 knots indicated airspeed and 50-200 feet above the burning trees which had initiated the search. During the search, five "rounds" were heard, fired in rapid but slightly erratic sequence, indicating non-automatic fire. The direction of sound was not exactly determined, but apparently was from a ridge NNW of the search site. The fire could be clearly seen from Jolly Green 25, but no sign of human life was noted during the search, other than the five rounds previously mentioned. Jolly Green 25 departed the area at 0415Z and crossed the coast at 0425Z.
3. (C) Over the land area involved, a broken cloud layer existed with bases at 6,000 feet and tops at 7,500 which possibly deterred enemy defensive action. Jelly Green 25 entered and departed the area above this layer. No other weather factors affected the mission.

4. (G) Javelin Aircraft

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>USAF</th>
<th>Coordination Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jelly Green 25 &amp; 29</td>
<td>H-13E</td>
<td>Crew 4</td>
</tr>
<tr>
<td>Electron 519, 503, 506</td>
<td>H-4-1</td>
<td>Covy 56</td>
</tr>
<tr>
<td>Queen</td>
<td>H-205</td>
<td>Hitler</td>
</tr>
<tr>
<td>Kitty 51</td>
<td>H-130</td>
<td>USAF F-4</td>
</tr>
</tbody>
</table>

Electron was very cooperative and extremely effective in providing necessary assistance.

5. (U) Jelly Green 25 landed at Guang Tri at 0502 to replace the auxiliary tanks dropped prior to penetration (to reduce the fire explosion hazard).

6. (U) Javelins, Jelly Green 25 (Low)

Aircrew
- Major James F. Hicks
- Captain Ernest P. Britoncourt
- SSgt. Frederick J. Halbert
- A2C Peter H. Buriich

Aircrew, Jelly Green 25 (High)

- Captain Stanley McLean
- Captain Fred E. Otto
- SSgt. Gary V. Phillips
- A2C Richard H. Garrett

JAMES F. HICKS, Major, USAF
Kilo Section Leader, JG 25

Classified by
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF FEB 24, 1962.
AUTOMATICALLY DECLASSIFIED AT TWO YEAR INTERVALS.
DECLASSIFIED ON 9 FEB 1977
MRS F.01

9 August 1967

Mission Narrative Report (19-26)-21 5 Aug 67

270
34 ARNP (0160) APO 06307

1. This report is submitted in accordance with 34 ARNP Sup 1,

2. (0) At approximately 0240 Plain 5 Aug 67, Jolly Greens 25 and 26 were placed on cockpit alert. The mission subject was the possible location of Phantom 71. Positions received during the period of cockpit alert were 31°28'10", 320°/20, 31°18'10" of Channel 109, 10 miles off the coast (over water). Jolly Greens 25 and 26 were scrambled at 0310 and were off Da Nang 

3. At this time the location had not been accurately determined, and the Jolly Greens were told to proceed to channel 109 to on-load additional fuel. At 0325, a determination was made that the possible location was over land, 31°09'32" Channel 109. At this time, Jolly Green 25 requested permission to proceed west of Channel 109 and proceed north west along the mountain range parallelizing the coast to the west. This request was denied and Green directed that Jolly Greens 25 and 26 proceed to the coast immediately. 25 and 26 then proceeded along the coast to a point where penetration would be most advantageous. Green 4 informed Jolly Green 25 and 26 that they could proceed to the area when in contact with the A-1 rescout aircraft. Green 4 was with Elector 510 flight, and 25 and 26 proceeded toward the coast under Elector 510's guidance. At about 0330, Elector 510's guidance. At about 0330, 25 and 26 were directed to hold off the coast. The reason given for the hold, was lack of A-1 escort. However, at this point the Jolly Greens were working with Elector 510. Finally, at about 0355 Jolly Green 25 was told to proceed to the area, without 26. JG 25 was in the search area at 0415. A search of the area was conducted at 15-30 knots indicated airspeed and 500-200 feet above the burning barge which had initiated the search. During the search, five "rounds" were heard, fired in rapid but slightly erratic sequence, indicating non-automatic fire. The direction of sound was not exactly determined, but apparently was from a ridge NW of the search area. The fire could be clearly seen from Jolly Green 25, but no sign of human life was noted during the search, other than the five rounds previously mentioned. Jolly Green 25 departed the area at 0415 and crossed the coast at 0425.

Classified by

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11552
AUTOMATICALLY DECLASSIFIED AT TWO
YEAR INTERVALS. 9 FEB 1977
DECLASSIFIED ON

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5400.10
3. (c) Over the land area involved, a broken cloud layer existed with bases at 5,000 feet and tops at 7,500 which possibly deterred enemy defensive action. Jolly Green 25 remained and departed the area above this layer. No other weather factors affected the mission.

4. (d) Rescue Aircraft:

<table>
<thead>
<tr>
<th>Jolly Green 25 &amp; 26</th>
<th>USAF HH-53</th>
<th>Green 4</th>
<th>USAF HH-53</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electron 510,903,196</td>
<td>USAF A-1</td>
<td>Cover 56</td>
<td>USAF O-2</td>
</tr>
<tr>
<td>Flash</td>
<td>USAF P-38</td>
<td>Killer</td>
<td>USAF P-4</td>
</tr>
<tr>
<td>Dirty 31</td>
<td>USAF P-100</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Electron was very cooperative and extremely effective in providing necessary assistance.

5. (d) Jolly Green 25 landed at Quang Tri at 0305Z to replace the auxiliary tanks dropped prior to penetration (to reduce the fire explosion hazard).

6. (e) Aircrft, Jolly Green 25 (Low)

- Major James F. Hoefler: ROO
- Captain Ernest H. Renneke: CF
- SSGT Frederick H. Fulbert: FE
- A30 Peter N. Lytle: RS

Aircrft, Jolly Green 25 (High)

- Captain Stanley Nathan: ROO
- Captain Fred H. Oteg: CF
- SSGT Gary V. Phillips: FE
- A30 Richard H. Garrie: RS

SIGNED: L. H. S. (JAMES F. HOEFER, MAJOR, USAF
Element Leader, 35 TH)