SEARCH WAS FOR A PILOT OF AN F-105 WHO JUMPED AT HIGH SPEED FROM HIS MAT THAT HAD BEEN HIT BY HOSTILE FIRE 25 MILES NORTH OF NAI PING. CHUTE BEATER RECEIVED AND CHUTE SIGHTED ON GROUND BY A NAVY H-1. NO VOICE CONTACT WITH SURVIVOR. AND IT IS BELIEVED PILOT WAS CONTINUED IN HOSTILE, POPULATION AREA.

RESCUE FORCE 2 SORTIES FOR 15-35 L.
OTHER UNITS UNREPORTED.

Classified by

SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11852 AUTOMATICALLY DECLASSIFIED AT TWO YEAR INTERVALS.
DECLASSIFIED ON 9 FEB 1977

DECLASSIFIED AT 5 YEAR INTERVALS.
DECLASSIFIED AFTER 10 YEARS.
DOCS DISCLOS.

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This is a confidential message. The content is not readable due to the nature of the document.
Headquarters
37th Aerospace Rescue & Recovery Squadron
3rd Aerospace Rescue & Recovery Group (3RCG)
Apo San Francisco Calif 96337

REPLY TO
ATTN OF: 37 OPS/6104

SUBJECT: MISSION NARRATIVE REPORT (1-3-158, 7 Oct 67) (U)

TO: 37CG
3rd ARHGP (RGRC) APC 96307
IN TURN

1. (U) This report is submitted IAW ARM 55-2/3 ARHGP Sup 1 dated
15 June 1967.

2. (C) Jolly Green 29 was positioned 15 miles due north of Channel
20 for the Romeo orbit. At 0900Z Pistol 02 called that his wingman
Pistol Lead had gone down at 3550/55 DME from Channel 40. One
minute later he changed this to the same fix only from Channel 20.
Steel Hauser repositioned Jolly Green 29, Big Mother 70, and Electron
Flight (4 USN A-1Hs) to the 0500/50 from Channel 20. This position
was established as 21° 03' N, 107° 36' W which is east of an island,
over the water. Pistol 02 had observed a good chute and was
receiving a chute beeper. Electron 01 was directed into the area by
Steel Hauser, using Pistol Flight as high cover. At 0950Z, Electron
01 arrived in the area, observed the chute, and also received the
beeper. At 0955Z, Jolly Green 29 was notified by Electron 01 to
attempt the recovery. At no time was voice contact made with Pistol
Lead. Electron 02 and 03 led JG 29 across the coast at 6000 feet.
Immediately after crossing the coast JG 29 received 37mm AAA fire in
the 6 o'clock position, estimated distance ½ mile. JG 29 continued
on into the interior with the two Electrons and actually heard the
chute beeper. At 1015Z, the beeper stopped. Electron 01 was
questioned as to whether or not he still had the beeper. The reply
was negative and the parachute had also disappeared. Electron 01
then called for the SAR force to withdraw. This was prompted by a
radio advisory from Red Crown that MiG's were heading into the
vicinity. At 1030Z, JG 29 made the water and began to hold in order
to cover Electron 01's egress. At 1040Z, Vampire 01 crossed the coast
northbound and heard a ground station on Guard frequency say, "I'm
alive! Come rescue me!" Vampire 01 stated that he firmly believes
that this was a recording. At 1050Z, Electron 01 crossed the coast
and the SAR effort was terminated. Jolly Green 29 proceeded to air
refuel with Crown 5 and landed at Da Nang AB at 1300Z.

Classified by

SUBJECT TO SECURITY DECLASSIFICATION
SCHEDULED TO BE DECLASSIFIED IN 10 YEARS
DECLASSIFIED AFTER 20 YEARS.

DOD MARCH 13 1977
DECLASSIFIED ON 8 FEB 1977

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3. (C) Participating SAR Forces

<table>
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<tr>
<th>Unit</th>
<th>Aircraft</th>
<th>Service</th>
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<td>Jolly Green 29</td>
<td>H-3E</td>
<td>USAF</td>
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<tr>
<td>Electron Flight</td>
<td>A-1H</td>
<td>USN</td>
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<td>Big Mother</td>
<td>S-3A</td>
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<td>Steel Hauser</td>
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<td>Red Crown</td>
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<tr>
<td>Harbor Master</td>
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<td>USN SAR Commander</td>
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4. (U) Crew members of Jolly Green 29

RCC McQueen, Standley A., Capt
RCP Walter, Warren E., 1st Lt
FE Carroll, William L., A1C
HS Locker, James D., A2C.

STANLEY A. NICHOL, Captain, USAF
Rescue Crew Commander