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~~SECRET~~

23-82-26 OCT 67

109A

4/5

MISSION NARRATIVE - JOLLY GREEN 37, 26 OCT 67

~~CONFIDENTIAL~~

(S)(GP-4) At 1640, Jolly Greens 37 and 09 were directed to pickup a downed pilot at 090 degrees for 50 miles from Channel 79 (19°09'N 103°44'E). We were airborne at 1642 and joined with Sandys 5 and 6 at 10,000 feet on top of a solid cloud layer from 7000 to 9500 feet. Sandys 5 and 6 led us around the anti-aircraft artillery positions and informed us of when we were clear to make a descent. In the pickup area there were breaks in the over-cast and both Jolly Greens descended to 6500 feet.

(U) Raven 49 was orbiting the downed pilot and after a five minute search we spotted Raven 49. A pass was made over the position and the parachute was sighted in the trees on the side of a steep ravine. I requested the downed pilot to tell me his location relative to the parachute but he came back with a beeper. When I established a hover over the parachute the beeper went off and I asked him to talk to me. He did not reply but my Flight Engineer called visual contact with the survivor near the parachute. The hoist was dropped to him and a normal pickup completed. As I was flying out of the hover I spotted a day flare one hundred yards up the ravine. I reported this to Jolly Green 09 and informed him that I was going to investigate. Someone asked if I had the pilot or a member of the ground party that had been dropped in to find the pilot. My Rescue Specialist checked the recovered man and found he was from the ground party.

(U) A hover was established over the day flare. The hoist was lowered to the pilot and a fire warning light for number one engine came on while the pilot was getting in the penetrator. By the time he was in the penetrator, the light had gone out. As we were flying out of the ravine I called Jolly Green 09 and asked if he had received clearance to dump fuel and pick up the other three members of the ground party

(C)(GP-4) Crown 2 informed me that Compress had directed that Jolly Green 09 not dump fuel to a level requiring air refueling for recovery. Compress had directed that if Jolly Green 37 could pick up the other three, we were cleared to do so. I was at 600 lbs of fuel and informed Crown 2 that I needed a safe area very close by to drop off the two survivors we had recovered, then I could get the other three, but that I could not pick up 600 more pounds at 5500 feet elevation, without off loading some weight. Raven 40 was the Chief of the ground party and he informed me there was a Lima site two miles from our position. I saw the site and started a rapid descent to a down-wind leg. I called for the copilot to retard speed selectors and monitor rotor and NF tachometers.

Downgrade to CONFIDENTIAL

~~CONFIDENTIAL~~
GROUP 1
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

Classified by 1-370ps 67-31 [redacted] 1970
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652 (JUL 1970)
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 25 Jul 76

~~SECRET~~

67-12-5362

ARODC # 671397 9/6/71

atch 2

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~~CONFIDENTIAL~~

(U) When I was about 500 feet above the ground, my copilot called that number two had flamed out. I confirmed this by torque and NF indication, checked fuel panel and found cross-feed on, four boost pumps on, 200 lbs of fuel in forward tanks, and 350 lbs in the aft tank. I directed a restart attempt and the start looked normal as I leveled off on down-wind. The copilot called that the engine had flamed out again. I was topped out on number one engine and the rotor speed was dropped to 96%. I lowered the collective to regain RPM and directed a restart attempt. The second restart looked normal at first and the aircraft was flying at 80 knots, one hundred feet above the rice paddys when the T-5 raised above 1100 degrees and the engine again flamed out. At this time, I was approximately one hundred feet below the runway elevation and had over-flown a turn to final.

(U) I informed Jolly Green 09 that I was going to swing on down-wind for a down-wind single engine landing. By giving up thirty knots of airspeed I attained an altitude fifty feet above the approach end of the runway and started an approach. The landing was normal and Jolly Green 09 landed behind us. Jolly Green 37 was secured in an area clear of the runway and all weapons and folders removed from the aircraft. The equipment, crew, and rescued pilot were loaded onto Jolly Green 09 which grossed his aircraft for operation at a 4850 foot field. Jolly Green 09 received air refueling from Crown 2, dropped the recovered pilot at Channel 86, and returned to Channel 89.

(C)(GP-4) No further attempt to recover the three ground party members was possible because darkness had arrived and Jolly Green 09 had five recovered crew members to return to Thailand.

Gerald C Haynes
GERALD C. HAYNES, Maj, USAF
Rescue Crew Commander

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

JG-37 (Low)

JG-09 (High)

DECLASSIFIED ON 25 JUL 74

RCC, Maj Gerald C. Haynes
RCCP, 1/Lt James H. Platt
FE, ALC Daniel L. Allen
RS, ALC Joseph M. Duffy

RCC, Capt Henry C. Conant
RCCP, Maj Dean H. Williams
FE, SSgt James T. Brooks
RS, ALC John Pighini

~~CONFIDENTIAL~~

25 JUL 1970
(Date)

~~SECRET~~

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~SECRET~~

105

FROM: RCC CAPT PURVIS

7 NOVEMBER 1967

SUBJECT: Mission Narrative (26 Oct 67)

TO: Commander
39 ARRS

At 0905Z a conversation monitored on VHF between Cricket and a FAC, RAVEN 41, indicated that an aircraft under their control was down. More information was requested and it was determined that a T-28, call sign RAVEN, was down. The position was 090/50 from CH 79. The area was friendly, a ground party was enroute to the scene, and RAVEN 41 was overhead. There was hostile activity to the west of the downed pilot.

Jolly Green 09 and 37, at Lima 36, were advised of the situation at 0907 and Compress came on with the usual "Standby." At 0936, Compress cleared Crown 2 to launch the two choppers and Sandy 5 & 6 for the area. The ETA for the four aircraft was 10050Z.

The ground party, four people, call RAVEN 40, was within one hundred yards of the survivor by 0950Z, but rugged terrain made climbing very difficult.

The downed pilot was near the top of a ridge, elevation approximately six thousand feet. There were peaks to eight thousand five hundred within ten miles. Weather in the area was broken with bases at seven thousand five hundred and tops at nine thousand five hundred. This information was passed to the Jolly Greens, Crown 2 was orbiting the area and maintained contact with the ground party, RAVEN 41, and the rescue force.

Jolly Green 37 advised that both choppers would have to dump fuel to make the pickup and would need refueling to proceed to CH 86. Both aircraft were AR equipped and both crews qualified. JG 37 revised ETA on scene to 10400Z.

Compress instructed that only the downed pilot would be picked up. The reason given was concern for both aircraft dumping to a quite low fuel state. Crown 2 had visual contact with JG 37 at 1023Z, position 090/44 of CH 79. Communications were established between JG 37 and RAVEN 49, who was now over the survivor.

The first pickup by JG 37 was a member of the ground party. At 10500Z the downed pilot was onboard and reported in good condition. At 1052Z JG 37 experienced a flameout on #2 engine and started for a friendly site in the immediate area. A safe landing was accomplished and JG 09 also landed. JG 37 was left at the site. The crew and the survivor transferred to the other chopper. At 1123Z JG 09 was airborne and enroute to CH 86. Sandy 5 & 6 had previously returned to CH 89. Crown 2 descended to escort JG 09 until he was ready for fuel. Due to terrain and weather, the first attempt was made at ten thousand feet. The chopper could only indicate eighty knots in level flight, so an attempt was made to hook up in a descent at one hundred knots. This was not successful. On the second attempt our position was somewhat further south. Terrain and weather conditions allowed a refueling altitude of eight thousand feet to be used. A successful fuel transfer was accomplished. JG 09 was escorted by Crown 2 until visual contact with CH 86 was established at 1210Z, and Crown 2 returned to base

MN-26

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SUMMARY TABLE OF RESCUES

1967

DATE	RESCUE NO.	SURVIVOR	CREW	ACFT	SERVICE	LOCATION	JOLLY GREEN CREW
2 Oct	203	Maj Miller		RF4C	USAF	Laos	Maj Haynes Lt Barton
2 Oct	204	Maj Brown		RF4C	USAF	Laos	SSgt Androsky A2C Taylor
3 Oct	205	Maj Moore		F4C	USAF	Laos	Capt Etzel Capt Hall
3 Oct	206	Maj Gulbrandson		F4C	USAF	Laos	SSgt Zerbe Sgt Braboni
23 Oct	207	Capt McLean (Deceased)		F105	USAF	Thailand	Maj Haynes Lt Platt SSgt Keyes Sgt Smith
26 Oct	208	Lt Sanchi		T28	RTAF	Laos	Maj Haynes Lt Platt
26 Oct	209	Unknown		T28	RTAF	Laos	Sgt Allen Sgt Duffy
5 Nov	210	Capt Sparks		F105	USAF	North Vietnam	Capt Walker Lt Col Lowe MSgt Boles TSgt Smith
8 Nov	211	Capt Gordon		F4	USAF	North Vietnam	Capt Richardson Lt Barton SSgt Brooks Sgt Lombard
11 Nov	212	Maj Griffith		A1E	USAF	Laos	Lt Platt Lt Sichterman SSgt Negrette A1C Taylor
18 Nov	213	Lt Col Reed		F105	USAF	Laos	Capt Richardson Lt Privette SSgt Warmack A1C Taylor
20 Nov	214	Lt Col Scholtz		RF4	USAF	North Vietnam	Lt Col Britton Maj Wells
20 Nov	215	Capt Simenero		RF4	USAF	North Vietnam	SSgt Androsky Sgt Duffy
29 Dec	216	Capt Altman		F4	USAF	Laos	Capt Etzel Maj Wells
29 Dec	217	Capt Coburn		F4	USAF	Laos	SSgt Thacker Sgt Sowell

HISTORY DET 1 37 ARRS 1 OCT - 31 DEC 67

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