

DECLASSIFIED

~~SECRET~~

MISSION NARRATIVE 14 Jan 1986

~~CONFIDENTIAL~~ 9

Full name 02

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Jolly Green's 53 (Low Bird and 54 (High Bird) were placed on cockpit alert at 0205Z at Lima Site 98. The order to scramble was given at 0210Z and both choppers were airborne at 0214Z. Almost a direct route was flown to the coordinates 19°05' N 104°43' E, with deviations being made to avoid the heaviest gun concentrations. No sandy cover was provided enroute to the scene, but numerous Sandy aircraft were on the scene when we arrived at 0302Z. Sandy 3 did a fine job of marking the area of the downed pilot, Chicago 3. He was located halfway up a moderately sloping mountain a few miles south of a heavily populated valley containing numerous gun sites. To further pinpoint his position, Jolly Green 53 made voice contact with Chicago 3. He said he could hear and see us and was very helpful in vectoring us precisely to his spot. Although his parachute was nearby it came to rest below the tops of the trees and could not be seen until during the hover.

Trees in the pickup area were irregular in height, with the tallest ones about 200 feet. It was necessary to hover very near the tallest trees to permit the hoist cable to reach the ground, which was extended almost to its limit. The survivor reached the tree penetrator almost immediately but when attempts to raise him were made, the cable became entangled in a huge clump of bamboo. Several attempts at moving the helicopter and retracting and extending the cable were made before the survivor could be reeled up.

We departed the area at 0320Z in-bound to Udon RTAFB. Upon arriving there at 0440Z no ambulance met the helicopter. This seemed less than desirable even though the downed pilot showed no evidence of serious injury.

Enemy groundfire was encountered during the pickup as evidenced by several bullet holes in each sponson when the helicopter was examined on ground inspection.

Coordination between all SAR forces, the Sandy's, Crown 1, and the Jolly Green's was extremely good. As a result the mission was quickly and successfully accomplished.

JOLLY GREEN 53 (LOW BIRD)

JOLLY GREEN 54 (HIGH BIRD)

Pilot, Youngblood, Adrian D. Major
Co-pilot, Burford, Edward G. 1st Lt
FM, Ely, Roger A. SSgt
PJ, Hunt, George E. SSgt

Pilot, Murphy, Kenneth D. Capt
Co-pilot, Silvis, John W. Capt
FM, Cottor, Robert G. A2C
PJ, Brotton, William B. A2C

CLASSIFICATION CANCELLED

Or changed to UNCLAS
By Authority of GDS

By *[Signature]* (Date) 12 May 81

for *[Signature]*
ADRIAN D. YOUNGBLOOD, Major, USAF
Rescue Crew Commander

DOWNGRADED

IAW AFR-205-2

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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66-AD-1342
665-00260

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3d ARRGp Hist, Oct-Dec 1966

Weather enroute was the same with the ceiling approximately 150 feet and 1/4 mile visibility. Spooky 77 and Lopez 27 were in the vicinity and aiding with the search. While searching, Pedro 95 received ground fire from a hamlet below. During this evasive action the wreckage was sighted on a sand bar in the Song Yen River at 1748 hrs. A circling approach was made to the wreckage and the helicopter set down in the sand. The rescue specialist got out and retrieved the injured pilot from the wreckage. He was unable to assist him because of a sucking chest wound above his heart. He was brought aboard the aircraft and administered firstaid. Pedro 95 departed the crash site at 1755 and landed at DaNang at 1801 where an ambulance and a doctor were waiting. The Doctor advised taking the pilot to Danang East Hospital. Takeoff time was 1801 and Pedro 95 landed at the hospital at 1806 hrs. Pedro 95 returned to DaNang at 1811 to close out the mission. The entire mission took place in heavy rain showers.

Det 2-3-116-14 Oct (RCC Narrative)

(C) (GP-4) Jolly Green 53 (Low Bird) and 54 (High Bird) were placed on cockpit alert at 0205Z. The order to scramble was given at 0210Z and both choppers were airborne at 0214Z. Almost a direct route was flown to the coordinates 19°05 N 104°43E, with deviations being made to avoid the heaviest gun concentrations. No Sandy cover was provided enroute to the scene, but numerous Sandy aircraft were on the scene when we arrived at 0302Z. Sandy 3 did a fine job of marking the area of the downed pilot, (F-105) Chicago 3. He was located halfway up a moderately sloping mountain a few miles south of a heavily populated valley containing numerous gun sites. To further pinpoint his position, Jolly Green 53 made voice contact with Chicago 3. He said he could hear and see us and was very helpful in vectoring us precisely to his spot. Although his parachute was nearby it came to rest below the tops of the trees and could not be seen until during the hover. Trees in the pickup area were irregular in height, with the tallest ones about 200 feet. It was necessary to hover very near the tallest trees to permit the hoist cable to reach the ground, which was extended almost to its limit. The survivor reached the tree penetrator almost immediately but when attempts to raise him were made, the cable became entangled in a huge clump of bamboo. Several attempts at moving the helicopter and retracting and extending the cable were made before the survivor could be reeled up. We departed the area at 0320Z for home base. Enemy groundfire was encountered during the pickup as evidenced by several bullet holes in each sponson when the helicopter was examined on ground inspection. Coordination between all SAR forces, the Sandys, Crown 1, and the Jolly Greens was extremely good. As a result the mission was quickly and successfully accomplished.

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F-105 Pilot Rescued From Bamboo Jungle

"We've got a lot of confidence in the rescue operations over here—I knew they'd get me out."

So spoke Maj. Robert Taylor of Wenatchee, Wash., in praise of Air Force search and rescue (SAR) procedures in North Vietnam. He had just been plucked out of a dense bamboo jungle deep in enemy territory by an HH-3 "Jolly Green Giant" helicopter.

The F-105 Thunderchief pilot was pulling out of a dive bomb run when his aircraft was hit by Communist ground fire.

"I felt a jolt, the aircraft 'pitched up', and one of the other pilots in the flight warned me that my plane was on fire," said Major Taylor.

He started a climb for a altitude, but the Thunderchief's cockpit filled with smoke and the engine quit.

"The smoke got so thick I couldn't see the instrument panel," Major Taylor continued, "I radioed—I've got to go—and ejected."

His chute operated perfectly, but Taylor suffered painful bruises to both thighs in landing in the dense forest.

"A little later an Air Force Skyraider flew overhead and I was able to talk to him on my survival radio transceiver. My legs hurt so bad I couldn't walk. I could hear gunfire and people yelling."

"When the Jolly Green Giant rescue helicopter arrived and lowered the jungle penetrator, the rotor downwash tangled the penetrator with the bambo—I spent some anxious moments untangling it and climbing onto the metal seat" smiled Major Taylor.

The paramedic aboard the rescue chopper, SSgt George E. Hunt of Leaksville, N.C., was the first to spot Major Taylor. By this time he had been in the jungle slightly over an hour.

The rescue, according to A-1E Skyraider pilot Capt. Charles B. Skelton, Homedale, Idaho, and Maj. Adrian D. Youngblood of Hedley, Tex., helicopter commander, was "just routine."



Two Skyriders (top) protect an Aerospace Rescue and Recovery Service HH-3E over North Vietnam as it answers a recovery call. Once over the enemy's territory (bottom) the HH-3E rescued two pilots who ejected from their jet after it was hit by enemy ground fire.

Pilot Recounts Rescue By 'Jolly Green Giant'

By EDWIN Q. WHITE

Associated Press Writer

SAIGON (AP) — The Jolly Green Giant (JGG) Club has a new member in Maj. Robert Taylor of Wenatchee, Wash. He was plucked to safety Friday by a JGG helicopter after his F105 Thunderchief was shot down Friday over North Viet Nam.

"We've got a lot of confidence in the rescue operations over here," the 37-year-old Air Force pilot said Saturday. "I knew they'd get me out."

Taylor said his trouble started when, on a bombing mission deep in North Vietnamese territory, he felt a jolt.

"The aircraft pitched upward and one of the other pilots in the flight warned me my plane was on fire," he said.

He started to climb. But

then the cockpit filled with smoke and the jet engine quit.

"The smoke got so thick I couldn't see the instrument panel," Taylor said. "I radioed 'I've got to go' and ejected."

He parachuted into a jungle that others pinpointed as 70 miles northwest of Vinh. He suffered leg bruises in the fall.

"An Air Force Skyraider flew overhead and I was able to talk to him on my survival radio," Taylor said. "My legs hurt so bad I couldn't walk. I could hear gunfire and people yelling."

"When the Jolly Green Giant helicopter arrived and lowered the jungle penetrator (a weighted lifting cable), the rotor downwash tangled the penetrator in the bamboo. I spent some anxious moments untangling it and climbing into the metal seat."

The first of the helicopter crew to spot Taylor was a paramedic, S Sgt George E. Hunt of Leaksville, N.C. The commander was Maj. Adrian D. Youngblood of Hedley, Tex.

Taylor was one of perhaps 450 pilots who took part in 173 missions Friday against enemy targets in the North. That was a record high, quickly surpassed by the 175 missions flown Saturday.

FRI OCTOBER 14

OCTOBER 15

19 1 DOWN NEAR DMZ. SANDY'S
SCRAMBLED OUT OF HERE. BEEPER STOPPED
CHUTE PICKED UP. NO CONTACT.

105 DOWN 105 MILES NE OF HERE.

19 PILOT HURT - FIGHTERS HAVE VOICE
CONTACT. J.L.'S SCRAMBLED OUT OF 98.
MAJ. YOUNGBLOO AC 4TH BURLFORD CP
S ELY HM GEORGE HUNT P.J. THEY PICKED
19 HIM UP. TOOK 8 HITS DOING IT.
EVERYBODY OKAY

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