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MISSION NARRATIVE 4 NOV 1966

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At 1455L, Jolly Green 52 was scrambled from Nakhom Phanom RTAFB, Thailand. Jolly Green 52 was airborne at 1500L and advised that Flapper One (F-105) was leaving the aircraft approximately 34 miles due east of Nakhom Phanom. Accompanied by four Sandy aircraft (A-1E), Jolly Green 52 was in orbit at 5000 feet at 1530L. Sandy 05 located the downed pilot, experienced no ground fire, and escorted Jolly Green 52 into the area. Tip tanks were dropped and transfer of fuel overboard began at 4000 feet and continued throughout the pickup and climbout. Jolly Green 52 passed over the downed pilot at approximately 3000 feet and the decision was made to land the helicopter next to the survivor. The landing was accomplished to a confined area, thirty to forty foot trees within twenty five feet of the helicopter. The pararescueman left the aircraft to retrieve the survivor who was approximately twenty feet from the helicopter and making no effort to come aboard. The survivor was placed aboard the helicopter at 1537L and Jolly Green 52 departed the area. The recovered pilot appeared to have a broken arm (later confirmed) and was suffering from shock. Jolly Green 52 landed at Nakhom Phanom at 1605L and the pilot was transferred to a base ambulance. The coordinates of the pickup point were 105°14'E, 17°18'N. Weather enroute and at pickup was 5000 feet scattered, visibility 15 miles. No radio communications were established with the downed pilot. Much of the success of the mission must be attributed to Sandy 05 for locating the downed pilot and leading Jolly Green 52 in for the pickup.

RECOVERED PILOT: Capt Dean A. Elmer.

JOLLY GREEN 52

RCC, James R. Lisko, Capt
RCCP, Douglas L. May, 1st Lt
HM, Roger L. Graham, A2C
PJ, George E. Hunt, SSgt

James R. Lisko
JAMES R. LISKO, Captain, USAF
Rescue Crew Commander

AROPC 663382

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DOWNGRADED
1/1/70 AFR-205-2

12 MAY 1970

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of GDS
By [Signature] (Date) 12 Aug 77
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

66-AD-1378

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3d ARRGp Hist, Oct-Dec 66

Det 2-3-123-2 Nov (RCC Narrative)

(C) (GP-4) At approximately 0145Z, Jolly Green 54 and 53 were put on cockpit alert. An F-105 had been hit on a strafing pass along the Red River in NVN and was losing engine power. He punched out and Jolly Green 54 (Low Bird) and Jolly Green 53 (High Bird) were scrambled at 0150Z. The Jolly Greens were airborne within two minutes and entered the 1000 ft overcast heading North. After breaking out on top at 6500 ft, they were joined by Sandies 3 and 4. Sandies 1 and 2 had proceeded to the site of the downed pilot and were in voice contact with him. Sandy 1 went down through the overcast and within ten minutes had located the downed pilot on the side of a hill about 100 yds upslope from a small village. The villagers helped the slightly bruised and shaken pilot down the hill to a feasible pickup site. On arriving at the scene at 0215Z the Jolly Greens orbited for approximately five minutes until Sandy 1 directed an approach. Jolly Green 54 dived through a break in the overcast and left 53 to orbit above. An immediate sighting was made of Sandy 1 below the overcast at 4500 ft; 1000 ft above the ground. There was scattered ground fog in the valleys. Sandy 1 directed 54 over the village and five minutes later Jolly Green 54 had punched his tanks and was in a hover over the downed pilot. Radio contact was not established with the survivor because the over-helpful villagers had packed up all his survival gear to carry down the hill for him; however, an easy visual sighting was made. The pickup was made at approximately 3500 ft, MSL and 100 ft of hoist cable was let out. The pilot had no trouble mounting the tree penetrator and was reeled in with 95% torque and 2400 lbs of fuel on board. Because of no communication with the downed pilot it could only be assumed that due to lack of ground fire from the villagers, they were friendly. Since the pilot was extracted without any overt actions on the part of these villagers, this assumption proved correct. Jolly Green 54 exited the area and joined above the overcast with Jolly Green 53, Sandies 2, 3, and 4 and proceeded home. The Sandies did their usual outstanding job in all areas of the mission and greatly enhanced the speed of the rescue. No ground fire or flak was encountered.

Det 1-3-81-3 Nov

(U) Wingman of an RF-101 notified rescue of the bailout of his element leader over the Gulf of Tonkin NNE of Danang. HH-43 (call sign "Pedro") launched and made a hoist pickup of the survivor, returning him to Danang AB. Total time from launch to pickup of downed pilot was thirty minutes.

Det 2-3-125-4 Nov (RCC Narrative)

(C) (GP-4) At 1455L Jolly Green 52 was scrambled; airborne at 1500L it was advised that an F-105 pilot was leaving his aircraft in an area west of Dong Hoi. Accompanied by four Sandy aircraft (ALE), Jolly Green 52 was in orbit at 5000 ft at 1530L. Sandy 5 located the downed pilot, experienced no ground fire and escorted Jolly Green 52 into the area. Tip tanks were dropped and transfer of fuel overboard began at 4000 ft and continued throughout the pickup and climbout. Jolly Green 52 passed over the downed pilot at approximately fifty feet and the decision was made to land the helicopter next to the survivor. The landing was accomplished

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3d ARRGp Hist, Oct-Dec 66

in a confined area, thirty to forty ft trees within twenty five feet of the helicopter. The PJ left the aircraft to retrieve the survivor who was about twenty feet from the helicopter and making no effort to come aboard. The survivor was placed aboard the helicopter at 1537L and Jolly Green 52 departed the area. The recovered pilot appeared to have a broken arm (later confirmed) and was suffering from shock. Jolly Green 52 landed at home station at 1605L and the pilot was transferred to a base ambulance. Weather enroute and at the pickup site was 5000 feet scattered, visibility 15 miles. No radio communications were established with the downed pilot. Much of the success of the mission must be attributed to Sandy 5 for locating the downed pilot and leading Jolly Green 52 in for the pickup.

Det 1-3-82-7 Nov

(U) SAR objective: Two crewmembers of a crashed O-1E NNE of Dak To, SVN. An HH-43 helicopter in conjunction with two A-1Es (RESCORT) located scene through survivor's use of RT-10 radio and flares. Pilot was dead, however, surviving crewmember was recovered by hoist and returned to Danang AB. SAR force unable to recover deceased due to hostile forces surrounding the burning aircraft.

Det 2-3-128-11 Nov

(C) (GP-4) Search and rescue task force (SARTF) objective: Four aircrew members of two downed F-4Cs near the DMZ. The SAR force of HH-3Es, A-1Es, CH-46s and HC-130 heard beepers at the crash sites but were driven off by heavy ground fire. A Sandy A-1E was hit during search of the area and bailed out. Five minutes later Jolly Green 15 (HH-3E) made a successful pickup of the Sandy pilot. During the recovery no known ground fire was received although unfriendly personnel with hand held weapons were observed throughout the area. High altitude electronic search for F-4C pilots was continued for an hour after the Sandy incident with negative results.

Det 2-3-130-15 Nov (RCC Narrative)

(C) (GP-4) At 0140Z the Jolly Greens were scrambled by Compress. The location given for the downed A-1E pilot was an area near the DMZ. Jolly Green 52 (Low Bird) and 56 (High Bird) were airborne shortly and proceeding toward the area. Sandies 5 and 6 went direct to the downed pilot and 7 and 8 escorted the Jolly Greens. The weather enroute was approximately 8000 feet broken to overcast, clear below, with visibility 30 miles plus. After traveling 25 miles Jolly Green 52 experienced a complete loss of transmission oil pressure and made an immediate forced landing from 5000 feet. Jolly Green 56 followed 52 to the ground, determined that a safe landing was made, and began orbit to search for friendly ground troops. Since the cover ships orbiting the downed A-1E pilot's position were experiencing heavy ground fire and a swift pickup was

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NOVEMBER 3

AIR-A

19 Porter crashed on runway
at 36 today. Pilot killed

19 3 of our birds down but
no contact with any of the
pilots

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19

19

NOVEMBER 4

19

DUTY

19 Hunt got a sick-up
today out of NKP

19

19 Heard they lost a #43 out
of Alibek. Don't know if
any dead or hurt.

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