

Reg # 37428

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FROM: Det 7, 38th ARRS APO 96337

22 Dec 1966

SUBJECT: Mission Narrative Report 1-3-94 20 December 1966 (U)

TO: 3rd ARRGp APO 96307

(C) (Gp-4) The crews of Jolly Green 24 (Low) and 15 (High) received orders to scramble at 1025L from a forward operating at Quang Tri on 20 December 1966. Both helicopters were airborne at 1030L and enroute to the downed aircraft reported at 260°/30NM from channel 46. We flew a direct course to the crash site, but enroute the position was revised to 260°/44NM. Arrival at the crash scene was 1100L and an orbit was established at a safe altitude to await the Sandys from Nakhon Phanom. Smoke from the crash was seen one mile northeast of a major highway, with two white parachutes near the wreckage. Several small villages surrounded the vicinity. An AF FAC aircraft and an Army Mohawk, Iron Spud 05, were providing cover over the downed airman. Spud 05 made voice contact and the pilot on the ground stated he was not seriously injured. Finally, at 1120L, Sandys 5 & 7 arrived, and made a low pass to check the area for groundfire. Ground fire from the nearby road was encountered, so on the next pass they dropped ordinances to discourage hostile activity. In the meantime, the survivor popped his flare, even though he was advised to wait until the chopper was ready to come in for the pickup too avoid giving his position away to the enemy. Immediately after the Sandys cleared the area, Jolly Green 24 descended for the rescue attempt. The survivors approximate location was known, but he was not pinpointed. Despite repeated calls on guard, he would not reply or give instructions toward his position. We came to a hover at about 50 feet altitude and scanned the area. After about 2 minutes of low level searching, the downed pilot was seen waving his arms at us. He was standing in waist high brush, surrounded by a few scattered trees in an area of moderately rolling hills. We hovered over to him and ALC William T. Lowe, Jr, the flight mechanic, lowered the hoist with a jungle penetrator attached. The survivor encountered trouble getting onto the penetrator, evidently as a result of not being familiar with it's operation. He finally managed to wrap the straps around his arms and held on while being raised into the helicopter. As soon as he was safely on board, we departed the area, detouring around the numerous nearby villages and climbed to a safe altitude. After interrogation the rescued pilot stated that a total of two pilots were on board the downed aircraft, but that he doubted the other pilot bailed out before the crash. Sandy 5 was advised, and he again went in for a low recon to check the second parachute earlier seen in the area. He reported it appeared to be a flare chute and could see no sign of the second pilot. This information was passed on to "Crown", who RTB'd the rescue forces.

(C) (Gp-4) Enroute back to channel 46, the rescued pilot was thoroughly checked over by the paramedic ALC William J. Flower. The only apparent injuries appeared to be a bruised arm. He was off-loaded at Dong Ha, where a C-123 flew him to DaNang for medical treatment.

Classification (cancelled) (changed to UNCLASS)
effective on 14-5-85, under the authority of 945, by 11

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Det #7 38th ARRS
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(U) Weather at the time of scramble was 2000 feet broken, which became clear at the scene of the crash.

(U) Radio discipline was relatively good throughout the mission.

(U) Crew coordination on Jolly Green 24 was excellent, which contributed greatly to the fast and effecient recovery operation.

(C) (Gp-4) A better understanding of rescue procedures and techniques by the downed airman would have aided the rescue. To remedy this situation a briefing team from Det 7, 38th ARRS has already been sent to the survivors unit, to provide a better understanding of the rescue mission and specifically the use of the jungle penetrator.

(U) Survivor: Captain Joseph L. Kulmayer (US Army)
131st Aviation Company (AS)
APO 96308

(U) Jolly Green 24

Major Adrian D. Youngblood RCC
1stLt John E. Halligan RCCP
A1C William T. Lowe HM
A1C William J. Flower RS

(U) Jolly Green 15

Major William O. Mayfield RCC
2ndLt Jerrold D. Ward RCCP
A1C Francis E. Grenier HM
A2C John C. Jeffers RS

Adrian D. Youngblood
ADRIAN D. YOUNGBLOOD, MAJOR, USAF
Rescue Crew Commander

Gp-4 DOWNGRADE AT 3 YEAR INTERVALS DECLASSIFIED
AFTER 12 YEARS.

(2)

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3d ARRGp Hist, Oct-Dec 66

hoist/forest penetrator and flown to Bien Hoa AB.

Det 2-3-139(140)-14 Dec

(C) (GP-4) Orbiting HC-130 (Crown 2) reported that an F-105 had been shot down 43NM WSW of Hanoi and the wingman reported a good chute and beeper. Two Jolly Greens and four Sandys were launched and MIG CAP was provided the SAR Task Force. On arriving in the area the Sandies established voice contact with the pilot. At 1743 local Jolly Green 36 recovered the downed airman using the hoist forest penetrator. Surprisingly, no ground fire was experienced; however, both helicopters were fired upon at three different points enroute to recovery base. As the SARTF was in the process of returning to base from the above mission, Compress Control advised that an A-26 with three crewmembers aboard crashed SW of Dong Hoi. At 1927 local, Jolly Green 55 was instructed to overfly his recovery base and proceed to the crash scene. Crown 2 reported voice contact with one crewmember, beeper contact with the second and nothing with the third; however, three people were observed firing flares in the vicinity. At 2009 local time with the aid of a flare ship, Jolly Green 55 rescued the pilot of the A-26 after considerable difficulty. The delays encountered and difficulties experienced were apparently caused by the fact that the A-26 crew expended all of their flares prior to the arrival of the helicopter. No flares to fire coupled with the darkness made visual acquisition of the survivors difficult. The second crew member was finally located and recovered by Jolly Green 55 at 2059L; Jolly Green 55 was then forced to retire from the area due to low fuel state. A UH-1F helicopter made the third pickup at 2116L. No hostile fire was encountered although unfriendlies were in close proximity. This is believed to be one of the first night combat rescues in Southeast Asia.

Det 1-3-94-20 Dec

(U) SAR Objective: Two crew members of a US Army O-1A aircraft which crashed near the DMZ. Two HH-3E helicopters were launched along with Rescort A-1Es. Communication with the downed pilot was made through his survival radio (RT-10); the pilot fired a smoke flare as a signalling device and a hoist recovery was made by Jolly Greens using the forest penetrator thirty minutes after launch. The rescued pilot reported that after he ejected, he observed the aircraft going down into the ground. He reported that he saw no chute and did not think the other crewmember had a chance to get out of the aircraft. After a search of the immediate area around the crash site, the SAR mission was suspended because no additional sightings or leads were discovered. Survivor was flown to Dong Ha medical facility.

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AF TIMES

18 JAN 67

ARRS Saves Exceed 600

HQ. MAC, SCOTT AFB, Ill.—
The Aerospace Rescue and Recovery Service recorded its 600th world-wide save of 1966 on Christmas Eve in Vietnam.

The 1966 total jumped from 599 to 612 on one mission, December 24, after a civilian CL-44 crashed into a Vietnamese village and burst into flames. Two Rescue HH-43Fs removed 13 injured Vietnamese villagers from the burning crash site to a marine field hospital for treatment.

Of its 600 plus rescues during 1966, more than 400 have been saves under combat conditions. A save is recorded when a person is removed from an environment where death or capture is imminent.

Crew members for the Christmas Eve mission were 1st Lts. David R. Steveson, Alfred R. Jacox Jr., A1Cs Wayne L. Boteler and Russell W. Price on the primary aircraft. Crewing the second helicopter were Capt. Lawrence F. Marcom, 1st Lt. Donald D. Sams, SSgt Hubert O. Marsh, and A1C John F. Tobey.

24 DEC 66