

DECLASSIFIED

MISSION NARRATIVE - JELLY GREEN'S 36 AND 55 - 9 APRIL 1967 (U)

(S GP-4) AT 1210L, 9 April 1967, Jelly Green's 36 and 55 in place at Lima 36 were notified to launch for Lima 54. Both helicopters were airborne at 1215L and were notified by Crown 2 that they would be briefed by Air America Caribou 430 at Lima 54. Air America 430 briefed Jelly Green's 36 and 55 while overflying L-54 enroute to 62A. [Briefing confirmed a Dornier (81X) had crashed near 62A, two passengers in the crash had been picked up by an H-34. The pilot, badly injured was tied to a tree near the crash, the H-34 was unable to pick him up due to injuries and terrain.] Jelly Green's 36 and 55 arrived at 62A at 1330L and were led to the crash site by a Pilatus Porter (PCI). The Jelly Green's arrived at the crash site at 1340L, coordinates 101° 13' N 19° 42' E (elevation 3500 feet MSL.) Sandies 1, 2, 3 and 4 arrived in the area at 1345L, at the time Jelly Green 36 after dropping the tiptanks, was hovering near the crash site lowering the P.J. to the ground. [Due to the rugged terrain (approximately 45° slope on the side of a box canyon) it was decided to put the P.J. from Jelly Green 55 on the ground to assist in preparing the survivor for the pickup. Jelly Green 55 dropped its tiptanks and at 1350L lowered the P.J. to the ground. At 1410 L Jelly Green 36 made another approach to the crash site and lowered the stokes litter to the P.J.s, then departed. All of the hovering was over a slash and burned area approximately 60 feet from where the survivor was located. At 1425L P.J. 1 (SOT Stemple) called on the survival radio stating that they could not move the survivor into the slash and burned area because of the steep slope and requested Jelly Green 36 to hover over the trees, above the survivor and hoist the stokes litter up through the trees. Jelly Green 36 made another approach to the slash and burned area and brought P.J. 1 into the helicopter on the hoist. It was decided that a hoist pickup of the stokes litter through the trees would be impossible. P.J. 1 advised that it would take another person to drag the survivor into the clearing. The decision was made to lower P.J. 1 and the copilot of Jelly Green 36 to the ground. At 1428L P.J. 1 and the copilot were lowered and Jelly Green 36 remained in the hover. At 1440L the survivor in the stokes litter was dragged to the edge of the clearing but due to exhaustion and slashed bamboo the three personnel on the ground could not move the survivor far enough into the clearing for the pickup. Jelly Green 36 was then hovered to the edge of the clearing towards the survivor, to a point where the rotor blades were hitting the small branches, but was still at least 15 feet from having the hoist directly over the stokes litter. The hoist cable was lowered to the ground and sufficient cable let out to reach the litter. The cable was attached to the litter and the hoist operator proceeded to bring in the cable, this action pulled the litter across the slashed bamboo to a point directly below the hoist. The movement of the litter across the slashed bamboo was guided by the three personnel on the ground. At 1447L the survivor was hoisted aboard Jelly Green 36. P.J. 1, the copilot and P.J. 2 were then brought up on the forest penetrator. At 1450 L Jelly Green 36 departed the area for Lima 54. Jelly Green's 36 and 55 landed at Lima 54 at 1515L and the survivor was transferred to a Caribou and air evacuated.]

DECLASSIFIED

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

67-AD-2612

F25-0057

Reproduced on 27 Jan 65 by ARJ/AC
by 701 ARJ/DC
Reproduced
(S) 11

DECLASSIFIED

~~SECRET~~

(S GP-4) Difficulties encountered:

1. Restricted visibility, 2 miles in haze and smoke.
2. Approximately 45 degree slope made movement of the survivor extremely difficult.
3. 3500 feet elevation in a box canyon made a go around impossible and from a hover the helicopter had to be turned 180 degrees when departing.

JOLLY GREEN 36 (Low Bird)

RCC, Capt James R. Lisko
RCCP, Maj Jim Gardner
FE, Roger L. Graham, AIC
RS, John H. Stemple, SSgt

JOLLY GREEN 55 (High Bird)

RCC, Maj Glen P. York
RCCP, 1/Lt Mark H. Butahler
FE, Raymond Godsey, SSgt
RS, Michael P. Benne, AIC

SURVIVOR: Justin C. Bryant, Continental Airlines

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

DECLASSIFIED

~~SECRET~~

1967
DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~

192

NARRATIVE TABLE OF RESCUE MISSIONS

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stample rescued Justin C. Bryant, a Dornier Pilot for Continental Air Lines in Laos. During this rescue the PJ's from both planes and Capt Lisko's co-pilot were put on the ground.
2. (S)(Gp4) On 14 April Lt Col Fletcher, Maj Moore, SSgt Rogerson, and A2C Bowers rescued Maj Paul R. Graw, an Air Force F-105 pilot in Laos.
3. (S)(Gp4) Maj Lloyd, Lt Mutchler, A2C Malone, and A2C Benno picked up Capt Wallace L. Mekkers, an F4C pilot in North Vietnam.
4. (S)(Gp4) On 24 April Lt James, Maj Shows, SSgt Picklesimer, and A2C Brotton rescued 1/Lt John B. Millhollen, an F4C pilot in North Vietnam.
5. (S)(Gp4) An F-105 pilot, Maj C.C. Vas, was picked-up by Capt O'Mara, Capt Fechsner, SSgt Watson, and AIC Benno on 3 May.
6. (S)(Gp4) Capt Webster, Capt Bradley, SSgt Godsey, and MSgt Williams rescued Maj Glen Wilson, an F-105 pilot in North Vietnam on 14 May.
7. (S)(Gp4) On 21 May Lt Col Fletcher, Capt May, SSgt Rogerson, and A2C Benno rescued Lt Hugh Wisely and Ensign Jim Laing, Navy F4B pilots in Laos. On the same day Capt Svoboda, Lt gonos, SSgt Riley, and A2C Brotton picked up Navy SH-3A crew members, Lt David Georgus, Lt JG Samuel Payne, Dale B. Kome, and Teddy R. Ray, in Laos.
8. (S)(Gp4) Two USAF A1E pilots, Maj Raush and Maj Russel, were rescued by Capt Firse, Capt Hester, SSgt Ely, and A2C Davis in North Vietnam on 11 June: A2C Davis, his PJ, was wounded by ground-fire.
9. (S)(Gp4) Capt Dowdy, Maj Shows, SSgt Andrews, and A2C Pighini picked up Lt Col William L. Janssen, an F-105 pilot, on 16 June in Thailand.
10. (S)(Gp4) On 21 June Capt Firse, Capt Fechsner, SSgt Ely, and A2C Klenovich rescued Capt Robert E. Patterson, an RF-101 pilot, in North Vietnam. During this pick-up SAM's were fired at the high bird.
11. (S)(Gp4) Lt James, Maj Wells, SSgt Picklesimer, and A2C Pighini rescued an F-105 pilot, Maj Ralph Kunster, in Laos on 30 June.

HISTORY DET 2 37TH 1 APR - 30 JUN 67

DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~



AA DORNIER DO-28 BEING REFUELED BY BUCKETS AT
A LWA SITE IN NORTHERN LAOS

PHOTO BY E.C. ECKHOLDT

DECLASSIFIED ~~SECRET~~

modified, and manned to perform the ACR mission with a Pararescueman as designated aircrew. Later to be armed with M-60 machine guns, this aircraft could extract USAF's most valuable and irreplaceable asset from deep inside enemy held territory. Survivability was programmed, and the pararescue capability enabled ARRS to recover personnel who could not assist themselves. Mission number 2-3-26 on 9 April 1967, illustrates several aspects of the need for physical assistance:⁸

. . . Briefing confirmed a dornier (83 X) had crashed near 62A, two passengers in the crash had been picked up by a H-34. The pilot, badly injured, was tied to a tree near the crash. The H-34 was unable to pick him up due to injuries and terrain. . . . elevation 3,500 ft. MSL. . . . Due to the rugged terrain (approximately 45 degrees slope on the side of a box canyon) it was decided to put the P.J. from Jolly Green 55 on the ground to assist in preparing the survivor for the pick-up. Jolly Green 55 dropped its tip tanks and at 1350L lowered the P.J. to the ground. At 1410L Jolly Green 36 made another approach to the crash site and lowered the Stokes litter to the P.J.'s, then departed. All of the hovering was over a slash and burned area approximately 60 ft. from where the survivor was located. . . . P.J. 1 advised that it would take another person to drag the survivor into the clearing. The decision was made to lower P.J. 1 (JG 36) and the copilot of Jolly Green 36 to the ground. . . . At 1440L the survivor in the Stokes litter was dragged to the edge of the clearing, but due to exhaustion and slashed bamboo, the three personnel on the ground could not move the survivor far enough into the clearing for the pick-up. Jolly Green 36 was then hovered to the edge of the clearing toward the survivor, to a point where the rotor blades were hitting the small branches, but was still at least 15 ft. from having the hoist directly over the Stokes litter.

9 APR 67

DECLASSIFIED ~~SECRET~~

COFO AND HARVEST
SFA SAR 1954-31 MAR 62

DECLASSIFIED
~~SECRET~~

The hoist cable was lowered to the ground and sufficient cable let out to reach the litter. The cable was attached to the litter and the hoist operator proceeded to bring in the cable, this action pulled the litter across the slashed bamboo to a point directly below the hoist. The movement of the litter across the slashed bamboo was guided by the three personnel on the ground. At 1447L, the survivor was hoisted aboard Jolly Green 36. . . . Jolly Green's 36 and 55 landed at Lima 54 at 1515L and the survivor was transferred to a caribou and air evacuated.

This mission required not only both Paraescumens, but a copilot as well in order to physically handle the survivor. Had hostile action been encountered, the long hover required and the absence of the copilot from his duty station probably could not have been risked. An example of a recovery made possible by the pararescue capability under hostile environment is found in the following Mission Narrative Report (2-3-078-8348, 12 December 1968):⁹

. . . . A Yellowbird aircraft (B 57) with a two-man crew and a Candlestick 44 (C-123) with a crew of seven were both down with only one survivor on his emergency radio talking to NAIL 36, ANO-2 working the area. . . . The area was known to be hostile and ground fire from 37mm and 23mm guns was attracted. . . . A smoke screen of white phosphorous bombs was laid down to the west of the survivor and Sandy 1 called for a Jolly Green at 0100Z. . . . Small arms fire was sighted by the Sandies and they delivered ordnance from their "Daisy Chain" position during the approach. At approximately 0110Z the rescue specialist was lowered to the survivor to disentangle him from the tree where he was suspended. Recovery was completed at 0115Z and Jolly Green 16 exited the area by reverse course.

DECLASSIFIED
~~SECRET~~

DECLASSIFIED

2-1-26

MISSION NARRATIVE - JOLLY GREEN'S 36 AND 55 - 9 APRIL 1967 (U)

(S OP-4) AT 1210L, 9 April 1967, Jolly Green's 36 and 55 in place at Lima 36 were notified to launch for Lima 54. Both helicopters were airborne at 1215L and were notified by Crown 2 that they would be briefed by Air America Caribou 430 at Lima 54. Air America 430 briefed Jolly Green's 36 and 55 while overflying L-54 enroute to 62A. [Briefing confirmed a Dornier (831) had crashed near 62A, two passengers in the crash had been picked up by an M-34. The pilot, badly injured was tied to a tree near the crash, the M-34 was unable to pick him up due to injuries and terrain.] Jolly Green's 36 and 55 arrived at 62A at 1330L and were led to the crash site by a Pilatus Porter (PCI). The Jolly Green's arrived at the crash site at 1340L, coordinates 101° 13' N 19° 42' E [elevation 3500 feet MSL.] Sandies 1, 2, 3 and 4 arrived in the area at 1345L, at the time Jolly Green 36 after dropping the tiptanks, was hovering near the crash site lowering the P.J. to the ground. [Due to the rugged terrain (approximately 45° slope on the side of a box canyon) it was decided to put the P.J. from Jolly Green 55 on the ground to assist in preparing the survivor for the pickup. Jolly Green 55 dropped its tiptanks and at 1350L lowered the P.J. to the ground. At 1410 L Jolly Green 36 made another approach to the crash site and lowered the stokes litter to the P.J.s, then departed. All of the hovering was over a slash and burned area approximately 60 feet from where the survivor was located. At 1425L P.J. 1 (SGT Stemple) Called on the survival radio stating that they could not move the survivor into the slash and burned area because of the steep slope and requested Jolly Green 36 to hover over the trees, above the survivor and hoist the stokes litter up through the trees. Jolly Green 36 made another approach to the slash and burned area and brought P.J. 1 into the helicopter on the hoist. It was decided that a hoist pickup of the stokes litter through the trees would be impossible. P.J. 1 advised that it would take another person to drag the survivor into the clearing. The decision was made to lower P.J. 1 and the copilot of Jolly Green 36 to the ground. At 1428L P.J. 1 and the copilot were lowered and Jolly Green 36 remained in the hover. At 1440L the survivor in the stokes litter was dragged to the edge of the clearing but due to exhaustion and slashed bamboo the three personnel on the ground could not move the survivor far enough into the clearing for the pickup. Jolly Green 36 was then hovered to the edge of the clearing towards the survivor, to a point where the rotor blades were hitting the small branches, but was still at least 15 feet from having the hoist directly over the stokes litter. The hoist cable was lowered to the ground and sufficient cable let out to reach the litter. The cable was attached to the litter and the hoist operator proceeded to bring in the cable, this action pulled the litter across the slashed bamboo to a point directly below the hoist. The movement of the litter across the slashed bamboo was guided by the three personnel on the ground. At 1447L the survivor was hoisted aboard Jolly Green 36. P.J. 1, the copilot and P.J. 2 were then brought up on the forest penetrator. At 1450 L Jolly Green 36 departed the area for Lima 54. Jolly Green's 36 and 55 landed at Lima 54 at 1515L and the survivor was transferred to a Caribou and air evacuated.

Reproduced on 27 Jan 65 by ARJ/CC
 by 701 ARJ/CC. Reproduced

670537

DECLASSIFIED

 DOWNGRADED AT 3 YEAR INTERVALS
 DECLASSIFIED AFTER 12 YEARS

SECRET

DDI DIR 5200.10

67-AD-2617

F25-0037

DECLASSIFIED
~~SECRET~~

(S OP-4) Difficulties encountered:

1. Restricted visibility, 2 miles in haze and smoke.
2. Approximately 45 degree slope made movement of the survivor extremely difficult.
3. 3500 feet elevation in a box canyon made a go around impossible and from a hover the helicopter had to be turned 180 degrees when departing.

JOLLY GREEN 36 (Low Bird)

RCC, Capt James R. Lisko
RCCP, Maj Jim Gardner
FE, Roger L. Graham, ALC
RS, John H. Stemple, SSgt

JOLLY GREEN 55 (High Bird)

RCC, Maj Glen P. York
RCCP, 1/Lt Mark H. Mutchler
FE, Raymond Godsey, SSgt
RS, Michael P. Bennet, ALC

SURVIVOR: Justin C. Bryant, Continental Airlines

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

DECLASSIFIED
~~SECRET~~

APRIL 9

Colly Green - Jeffers, Duffey
43 Alert - Bagis

The 43's had nine med.
evacs. Recos took 4 and
Sobey took 5, seriously burned
from NSA to south Ramp area.

Bagis had 6 more, with
Sorcery flying secondary.

A Marine ~~UH~~ ~~HH~~ - UH-1E
Crashed on take-off at Q.T.
Two injured, but not serious.

APRIL 10

J.G.'s - Flower, Sobey

43 Alert - Sorcery

Hu-16 Alpha - Gabound

Sobey & Flower scrambled into
N.V. for a downed pilot in mu. 600
pass. We tried to cross mu 600
but were forced to turn back due
to 51 mm flak. We went south about
5 miles and made it that time. After
reaching the area we went into an
orbit pattern while search aircraft
tried to locate pilot. While there
we had a transmission and fuselage
light come on. Deciding that North
Vietnam was no place to land we
headed for the closest U.S. air base, in
Thailand - spending the night in
Nakhon Phanom and moving on to Udorn
the next day, and on home the next.
No contact was ever made with the pilot.
~~What A Handover!!~~

DECLASSIFIED

~~SECRET~~

modified, and manned to perform the ACR mission with a Pararescueman as designated aircrew. Later to be armed with M-60 machine guns, this aircraft could extract USAF's most valuable and irreplaceable asset from deep inside enemy held territory. Survivability was programmed, and the pararescue capability enabled ARRS to recover personnel who could not assist themselves. Mission number 2-3-26 on 9 April 1967, illustrates several aspects of the need for physical assistance:⁸

. . . Briefing confirmed a dornier (83 X) had crashed near 62A, two passengers in the crash had been picked up by a H-34. The pilot, badly injured, was tied to a tree near the crash. The H-34 was unable to pick him up due to injuries and terrain. . . . elevation 3,500 ft. MSL. . . . Due to the rugged terrain (approximately 45 degrees slope on the side of a box canyon) it was decided to put the P.J. from Jolly Green 55 on the ground to assist in preparing the survivor for the pick-up. Jolly Green 55 dropped its tip tanks and at 1350L lowered the P.J. to the ground. At 1410L Jolly Green 36 made another approach to the crash site and lowered the Stokes litter to the P.J.'s, then departed. All of the hovering was over a slash and burned area approximately 60 ft. from where the survivor was located. . . . P.J. 1 advised that it would take another person to drag the survivor into the clearing. The decision was made to lower P.J. 1 (JG 36) and the copilot of Jolly Green 36 to the ground. . . . At 1440L the survivor in the Stokes litter was dragged to the edge of the clearing, but due to exhaustion and slashed bamboo, the three personnel on the ground could not move the survivor far enough into the clearing for the pick-up. Jolly Green 36 was then hovered to the edge of the clearing toward the survivor, to a point where the rotor blades were hitting the small branches, but was still at least 15 ft. from having the hoist directly over the Stokes litter.

DECLASSIFIED

~~SECRET~~

CORONA HARVEST SEA SAR 1954-31 MAR 62

DECLASSIFIED

~~SECRET~~

The hoist cable was lowered to the ground and sufficient cable let out to reach the litter. The cable was attached to the litter and the hoist operator proceeded to bring in the cable, this action pulled the litter across the slashed bamboo to a point directly below the hoist. The movement of the litter across the slashed bamboo was guided by the three personnel on the ground. At 1447 L, the survivor was hoisted aboard Jolly Green 36. . . . Jolly Green's 36 and 55 landed at Lima 54 at 1515 L and the survivor was transferred to a caribou and air evacuated.

This mission required not only both Pararescumen, but a copilot as well in order to physically handle the survivor. Had hostile action been encountered, the long hover required and the absence of the copilot from his duty station probably could not have been risked. An example of a recovery made possible by the pararescue capability under hostile environment is found in the following Mission Narrative Report (2-3-078-8348, 12 December 1968):⁹

. . . . A Yellowbird aircraft (B 57) with a two-man crew and a Candlestick 44 (C-123) with a crew of seven were both down with only one survivor on his emergency radio talking to NAIL 36, ANO-2 working the area. . . . The area was known to be hostile and ground fire from 37mm and 23mm guns was attracted. . . . A smoke screen of white phosphorous bombs was laid down to the west of the survivor and Sandy 1 called for a Jolly Green at 0100Z. . . . Small arms fire was sighted by the Sandies and they delivered ordnance from their "Daisy Chain" position during the approach. At approximately 0110Z the rescue specialist was lowered to the survivor to disentangle him from the tree where he was suspended. Recovery was completed at 0115Z and Jolly Green 16 exited the area by reverse course.

DECLASSIFIED

~~SECRET~~