

DECLASSIFIED

2-3-25-2APR

MISSION NARRATIVE - JOLLY GREEN 36 AND 37 - 2 APRIL 1967

(S GP-4) JOLLY GREEN's 36 and 37 were notified of a downed aircraft and were scrambled from Nakhon Phanom RTAFB by Compress, at 1445L. Airborne at 1450L, they were directed to proceed to a location 101 miles on the 082° radial of channel 89. No difficulty was encountered enroute. On scene aircraft were reporting "Launch lights" and ground fire. While holding in an area close to the downed airman a MIG alert was also sounded. During low level search by Sandy 5, Jolly Green 36 observed 37mm and automatic weapons fire directed at Sandy 5. At one point during holding orbit, ground fire was observed from the junction of two roads. No battle damage was encountered by either Jolly Green.

(U) Weather at launch and enroute was approximately 7000' scattered, visibility about 3 miles. Though the cloud coverage remained about the same in the target area, the visibility improved to approximately 6 miles.

(S GP-4) Coordination and cooperation of all concerned elements was excellent. Though radio communications were at their normal feverish pitch, radio discipline was very good. Though voice and visual contact had been made by the downed pilots wingman, no contact could be made by any SAR forces. From prior contact it was known that the downed pilot was uninjured. He directed suppressing fire from RESCAP aircraft, against enemy positions, prior to the arrival forces. The survivor then decided to leave his impact area and proceed to the top of a ridge. He was receiving ground fire from two points at this time. This was the last contact made. Jolly Green's and Sandy's remained in the area for a period of three hours, landing at Nakhon Phanom RTAFB at 1950L. This completed a five hour, unsuccessful mission.

JOLLY GREEN 36 (LOW)

RCC, A. E. WEBSTER, Captain
RCCP, B.N. PRIVETTE, 1st Lt
FM, R. GODSEY, SSgt
RS, M.P. BENNO, ALC

Billy N. Privette

For ARLYN E. WEBSTER, Capt, USAF
Rescue Crew Commander

JOLLY GREEN 37 (HIGH)

RCC, G. P. YORK, Major
RCCP, E. G. THOMPSON, Captain
FM, J.R. JOHNSON, SSgt
RS, R. D. BOWERS, A2C

Classification (cancelled) (changed to) **UNCLAS**
effective on 3-11-75, under the authority of

Downgraded to **CONFIDENTIAL** by MSg 10/8562
12 MAY 1970 (Date) IAW AFR 205-2
Apr 75

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

ARODC # 670616

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67-AD-2723

675-0058

552	25 Mar 1967	O-1E	SVN	Mower J. W.	1Lt	KIA		Files A. C. Jr	Lt	KIA
553	26 Mar 1967	F-105D	SVN	Spillers J. C.	Maj	Rescued	USAF Helo			
554	26 Mar 1967	F-4C	NVN	Crow F. A. Jr	LtCol	POW (returned)		Fowler H. P. Jr	1Lt	POW (retur
555	28 Mar 1967	AC-47	SVN	Hosea W. H.	Capt	KIA		Rice H. C.	Capt	KIA
556	30 Mar 1967	F-100D	SVN	Lindberg D. C.	Capt	Rescued	USAF Helo			
557	31 Mar 1967	F-105D	NVN	Hennigar H. J.	Capt	Rescued	USAF Helo			
558	1 Apr 1967	F-4C	SVN	Jourdenais G. H.	Capt	KIA		Stanley R. W.	1Lt	KIA
559	1 Apr 1967	T-28D	LAOS	Williams D. R.	Maj	MIA		Govan R. A.	Maj	MIA
560	2 Apr 1967	F-105D	NVN	Dramesi J. A.	Capt	POW (returned)				
561	6 Apr 1967	O-1E	SVN	Sipos W. G.	Capt	KIA		Minntoni J. R.	Capt	KIA
562	10 Apr 1967	F-105D	NVN	OGrady J. F.	Maj	MIA				
563	14 Apr 1967	F-105D	LAOS	Craw P. R.	Maj	Rescued	USAF Helo			
564	19 Apr 1967	F-105F	NVN	Madison T. M.	Maj	POW (returned)		Sterling T. J.	Maj	POW (retur
565	19 Apr 1967	A-1E	NVN	Hamilton J. S.	Maj	MIA				
566	22 Apr 1967	B-57	SVN	Oxley J. E.	Maj	KIA		Estabrooks W. E.	Capt	Rescued
567	23 Apr 1967	O-1G	SVN	Vandeventer J. W.	1Lt	KIA		Britton S. A.	Cpt	KIA
568	23 Apr 1967	F-4C	NVN	Mekkers W. L. Jr	Capt	Rescued	USAF Helo	Millhollon J. B.	1Lt	Rescued
569	24 Apr 1967	F-4C	NVN	Knapp H. L.	Maj	MIA		Austin C. D.	1Lt	MIA
570	25 Apr 1967	F-105D	NVN	Weskamp R. L.	1Lt	KIA				
571	26 Apr 1967	F-105F	NVN	Dudash J. F.	Maj	KIA		Meyer A. B.	Capt	POW (retur
572	26 Apr 1967	F-105D	NVN	Meyer W. M.	Capt					
573	28 Apr 1967	O-1G	Sea	Cotner M. A.	Maj	KIA		Muscara C.	TSgt	KIA
574	28 Apr 1967	F-105D	NVN	Caras F. A.	Capt	MIA				
575	29 Apr 1967	F-4C	NVN	Torkleson L. H.	1Lt	POW (returned)		Pollin G. J.	1Lt	MIA

UNIT HISTORY

38 ARRS Local Base Rescue Section

1. Period of history - 1 April 1967 to 30 June 1967.
2. Assignment - 38th Aerospace Rescue & Recovery Squadron, Local Base Rescue Section Tan Son Nhut Air Base, Republic of Vietnam.
3. OIC - Major Richard H. Smith.
4. Mission - To operate and maintain search and rescue equipment to accomplish Local Base Rescue and/or Aircrew Recovery missions as directed; provide a capability for prompt recovery of personnel involved in aircraft/missile accidents, incidents, or similar occurrences on, or in the vicinity of, an air base, including the suppression of fires, to evacuate personnel.
5. Resources:
 - a. Personnel:
 - (1) Authorized - 6 officers and 13 airmen.
 - (2) Assigned - 6 officers and 13 airmen.
 - b. Aircraft - 2 HH-43B's, serial numbers 59-1571 and 62-4515.
6. Summary of maintenance performed - During this period three phase inspections were conducted on the two assigned HH-43B helicopters. The most extensive maintenance work output occurred during April. An aircraft incident, resulting from engine failure necessitated the replacement of the right hand rotor blades, both rotor hubs, the engine, the right main strut, and the right auxiliary strut. Several man hours were spent on minor sheet metal and body repair work which resulted from the incident. Due to the lack of readily available rotor system parts this unit experienced the high NORS rate of 26% with a resulting low OR rate of 68% for April. May saw no improvement on NORS or OR rates. Lack of parts for the damaged helicopter forced the NORS rate up to a high of 37.5% and the OR rate to 50.0%. Another blade change was necessary, due to damage occurring to one blade, and added increased man hours expended as unscheduled maintenance. Near the end of May both aircraft were in very good maintenance condition. During June the NORS rate dropped to 2% with a high 95.4% OR rate. Maintenance was very light, with the only major item being the change of a blade flap damaged by a bird strike.
7. Summary of operational achievements: 2 APR 67
 - a. Intercept Mission - 4 sorties/0 + 30. The alert crew was advised by JSARC at 1455Z 2 Apr 67 that a USAF F-102 had flamed out 20 miles Southeast of Tan Son Nhut. The aircraft was configured for an Aircrew

Recovery mission and was airborne in three minutes. At a point just south of the perimeter of the base, the crew overheard a radio transmission on guard that the emergency aircraft was in a flameout pattern for Tan Son Nhut. The RCC elected then to return to launch point for the FSK and two Rescue Specialists who were not part of the crew launched for aircrew recovery. By this time the F-102 was on base leg of the flame out pattern, and the RCC elected to intercept without the fire suppression kit. The aircraft landed fast and long, went through both runway arresting barriers, and broke up 100 feet past a ditch near the far end of the runway OTR. There was no fire. The copilot, medical technician, and two firemen helped the F-102 pilot break the canopy and escape from his aircraft. The pilot, apparently uninjured, was taken to base operations.

b. Aircrew Recovery Mission - 6 sorties/3 + 30. The alert crew was advised by JSARC at 0230Z 5 Apr 67 that a crewmember fell from Hades 33, a USAF C-123, on departure from Tan Son Nhut Runway 25, climbing out on a heading of 222°. The alert aircraft, airborne on a training mission, responded to the search area almost immediately and the secondary aircraft launched shortly afterwards. Joined by two Army Hueys (UH-1's), the aircraft began a creeping line search. Soon, the C-123 side door was located, and a more concentrated search of the immediate area was made for the body. While the alert aircraft was refueling, the secondary aircraft crew located and recovered the body.

c. Recovery Mission - 6 sorties/0 + 25. The alert crew was notified by Central Security Control that two Vietnamese, one injured by a mine explosion, were trapped in a mine field at the east perimeter of Tan Son Nhut. The alert crew launched in Pedro 79 and arrived on the scene at 0908Z 17 Apr 67. The MA-1 basket was lowered to the survivors and the uninjured man loaded the injured man into the basket. After transporting the injured man to safety, the crew returned and hoisted the uninjured man into the aircraft using the forest penetrator. Both were released to a Vietnamese ambulance at the scene.

d. Recovery Mission - 2 sorties/0 + 20. The fire station notified the alert crew at 1340Z 22 May 67 that a Vietnamese boy was trapped in a mine field on the east perimeter of Tan Son Nhut. The crew launched in Pedro 46 and recovered the boy from the mine field using the MA-1 basket. The Medical Technician was lowered in the basket and pulled the boy into it. The boy, had tripped on an anti-personnel mine which severed his right foot and inflicted multiple scrapnel wounds. The boy was turned over to hospital personnel for treatment at Tan Son Nhut.

e. Search and Recovery - 5 sorties/3 + 00. At 1320Z 22 Jun 67 the alert crew was notified that an airborne aircraft had seen a mid-air collision 3 miles east of Tan Son Nhut. Pedro 46 was launched with normal

Detachment 9, 38th Aerospace Rescue & Recovery Squadron, with two HH-43F helicopters assigned, had two significant operational rescue missions during this reporting period. The first occurred on 6 April 1967, when a U.S. Army UH-1D helicopter made a forced landing in known hostile territory, 18 miles south of Pleiku Air Base, Vietnam.¹ Three Army crewmembers were recovered by one of the detachment's HH-43F and returned to Holloway Army Air Field, located two miles southeast of Pleiku Air Base. The second significant mission occurred on 21 May 1967, when the injured pilot of an A1E "Skyraider" fighter was recovered by this detachment.² The A1E was enroute on a tactical mission when it encountered engine failure, caused by suspected hostile small arms ground fire, seven miles northwest of Pleiku Air Base. The pilot ejected at about 1000 feet altitude, but broke both ankles in landing. This was the first ejection from an A1E in Vietnam and utilized the only recently installed "Yankee" rocket ejection system. The injured pilot was aboard the detachment's HH-43F helicopter 20 minutes after ejection from the aircraft.

During the reporting period, Detachment 9, flew a total of 56 local base rescue precautionary scrambles in support of aircraft landing at Pleiku with declared emergencies. 200 total flying hours were accumulated during this three month period on the two HH-43F's. Most of this flying time was flown as training missions for the upgrade and continuation training of our 19 aircrew members.

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1. Mission Narrative 9-38-8-6 Apr 67.
 2. Mission Narrative 9-38-9-21 May 67.

2-3-26

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 34. Both helicopters were airborne at 1215L and were notified by Crown 2 that they would be briefed by Air America Caribou 430 at Lima 34. 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 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.] 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 34. Jolly Green's 36 and 55 landed at Lima 34 at 1515L and the survivor was transferred to a Caribou and air evacuated.

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67-AD-2612
F25-0057

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(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, ALC
RS, John H. Stemple, SSgt

JOLLY GREEN 55 (High Bird)

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

SURVIVOR: Justin C. Bryant, Continental Airlines

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

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1967

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NARRATIVE TABLE OF RESCUE MISSIONS

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stemple 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. Gray, 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 Fechser, 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 Fechser, 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

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

PHOTO BY E.C. ECKHOLDT

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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

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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 Paraescumen, 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.

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 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5200.10
SECRET

67-AD-2612
 67-61-7

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(S GP-4) Difficulties encountered:

1. Restricted visibility, 2 miles in base 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. Matchler
FE, Raymond Godsey, SSgt
RS, Michael P. Benne, ALC

SURVIVOR: Justin C. Bryant, Continental Airlines

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

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Recovery mission and was airborne in three minutes. At a point just south of the perimeter of the base, the crew overheard a radio transmission on guard that the emergency aircraft was in a flameout pattern for Tan Son Nhut. The RCC elected then to return to launch point for the FSK and two Rescue Specialists who were not part of the crew launched for aircrew recovery. By this time the F-102 was on base leg of the flame out pattern, and the RCC elected to intercept without the fire suppression kit. The aircraft landed fast and long, went through both runway arresting barriers, and broke up 100 feet past a ditch near the far end of the runway 07R. There was no fire. The copilot, medical technician, and two firemen helped the F-102 pilot break the canopy and escape from his aircraft. The pilot, apparently uninjured, was taken to base operations.

b. Aircrew Recovery Mission - 6 sorties/3 + 30. The alert crew was advised by JSARC at 0230Z 5 Apr 67 that a crewmember fell from Hades 33, a USAF C-123, on departure from Tan Son Nhut Runway 25, climbing out on a heading of 222°. The alert aircraft, airborne on a training mission, responded to the search area almost immediately and the secondary aircraft launched shortly afterwards. Joined by two Army Hueys (UH-1's), the aircraft began a creeping line search. Soon, the C-123 side door was located, and a more concentrated search of the immediate area was made for the body. While the alert aircraft was refueling, the secondary aircraft crew located and recovered the body.

c. Recovery Mission - 6 sorties/0 + 25. The alert crew was notified by Central Security Control that two Vietnamese, one injured by a mine explosion, were trapped in a mine field at the east perimeter of Tan Son Nhut. The alert crew launched in Pedro 79 and arrived on the scene at 0908Z 17 Apr 67. The MA-1 basket was lowered to the survivors and the uninjured man loaded the injured man into the basket. After transporting the injured man to safety, the crew returned and hoisted the uninjured man into the aircraft using the forest penetrator. Both were released to a Vietnamese ambulance at the scene.

d. Recovery Mission - 2 sorties/0 + 20. The fire station notified the alert crew at 1340Z 22 May 67 that a Vietnamese boy was trapped in a mine field on the east perimeter of Tan Son Nhut. The crew launched in Pedro 46 and recovered the boy from the mine field using the MA-1 basket. The Medical Technician was lowered in the basket and pulled the boy into it. The boy, had tripped on an anti-personnel mine which severed his right foot and inflicted multiple scrapnel wounds. The boy was turned over to hospital personnel for treatment at Tan Son Nhut.

e. Search and Recovery - 5 sorties/3 + 00. At 1320Z 22 Jun 67 the alert crew was notified that an airborne aircraft had seen a mid-air collision 3 miles east of Tan Son Nhut. Pedro 46 was launched with normal

Det 7, 38ARMS, Hist, Apr-Jun 67

During the month of May maintenance personnel spent 200 manhours on a self help project, building huts for their use, to replace the conex boxes that had been in use previously as maintenance working space.

The detachment was visited by Colonel Smith, Commander of Pacific Aerospace Rescue and Recovery Center, Colonel Lovelady, Commander of 3rd Aerospace Rescue and Recovery Group, and Mister William R. Murray, a Kaman Representative. During his visit Mister Murray presented several Kaman scrolls to aircrew members who had earned them.

During the quarter LtCol Shafer was TDY to replace Major John J. Hoyer, who was medically evacuated to the Conus following the combat loss of aircraft 63-9715. Also TDY were Major Lee and Captain Belina who ferried an aircraft from Nha Trang and AlC Morzenti, a fireman from Tan Son Nhut.

No pararescuemen are assigned to Detachment 7, therefore we are continuing to utilize those assigned to the 37th ARMS.

b. Missions.

(1) Mission 1-3-60, 18 Apr 67. Pedro 95 scrambled from DaNang, RVN on a downed F4B 21 miles east of DaNang. Pilot was recovered and returned to DaNang.

(2) Mission 1-3-63, 1 May 67. Pedro 95 and 96 scrambled from DaNang, RVN on a downed CH-46. Mission discontinued when Marine helicopters from Chu Lai, RVN took over.

(3) Mission 1-3-66, 7 May 67. Pedro 96 scrambled from DaNang, RVN to aid a Marine that needed medical evacuation from the jungle 12 miles west of DaNang. Survivor was returned to the Marine 1st Medical

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NARRATIVE TABLE OF RESCUE MISSIONS

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stemple 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. Caw, 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 Fechser, 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 Fechser, 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.

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