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Mission Narrative - 7 Jul 67

(S)(GP-4) At 1215 on 7 Jul 67, Jolly Green 53 and JG 09 were launched from Lima 98 to investigate the report of a downed Air America helicopter. The approximate position was given as 210/35 off Channel 79. With JG 53 as the low bird, the two helicopters proceeded to the area at all possible speed.

(S)(GP-4) Enroute, the call sign of the downed helicopter was confirmed as Hotel 50 and it was reported by Air America aircraft in the area, that ground fire might have been responsible for bringing down the helicopter. It was also reported that six persons were on board Hotel 50. Since the Jolly Greens were only a short distance from the scene of the crash, it was decided to orbit North of the place until Sandy aircraft from Channel 86 could reach the area.

(S)(GP-4) At 1248, the Jolly Green's began their orbit awaiting the Sandy's. In orbit with Jolly Green 53 and JG 09, were an Air America Caribou and two more H-34 type helicopters. The weather over the intended recovery area was marginal. Cloud cover was broken cumulus type obscuring most all of the upper portions of the higher mountains. Generally, the elevation was between 2 and 4 thousand feet.

(S)(GP-4) At 1305, JG 53 received word from Compress that the area was in friendly hands. JG 53 decided to begin a search for the downed helicopter using JG 09 and the two Air America H-34's to help provide maximum area coverage in the shortest possible time. With some difficulty, because of weather and terrain elevation, the SAR Forces were able to get below the broken clouds and begin their contour search.

(S)(GP-4) At approximately 1330, the Sandy's arrived and attempted to assist in the search, but the confined nature of the area precluded their extensive use.

(S)(GP-4) At 1335, Hotel 51, one of the search helicopters, located the site of the crash. The downed helicopter was located just below the top of a high mountain by the side of a small village. The area was invisible for most of the time because it was almost completely in the clouds. Hotel 51 had fortunately glimpsed the area through a break in the overcast. Following Hotel 50, JG 53 made an approach as close to the area as possible to ascertain what measures could be taken to land at the place. Elevation was estimated at 4500 ft pressure altitude. The most difficult aspect of the situation was the fact that an approach has to be made from beneath the clouds. JG 53 made several more approaches to the area and was relatively sure that a safe landing could be made even though the visibility over the crash site was no more than 1/8 of a mile. A landing site was chosen about one hundred yards from the crash scene. As JG 53 made its' last approach, the survivors could be seen on the ground. Because of the number of persons on board the downed helicopter, JG 53 dumped fuel and jettisoned external tanks to insure a lightened condition for landing and take-off from the high place.

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 7 FEB 1977

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GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
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ARODC #

670888
67-AD-3414

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(S)(GP-4) While Jolly Green 09 orbited nearby, JG 53 began its final approach to the survivors at 1345. JG 53 remained below the clouds until the very last seconds of the approach. The rescue helicopter entered the clouds just as it reached its intended landing area. Very quickly the Flight Engineer and Pararescue Specialist secured the three survivors on JG 53. At this time, it was learned that two indigenous persons had been killed in the crash and one, unhurt, had wandered away. The condition of the three survivors on board JG 53 was critical. JG 53 determined that the nearest suitable hospital was located at Lima 20, some 35 miles from the crash scene.

(S)(GP-4) At 1352, JG 53 carefully exited the cloud covered mountain and at maximum speed proceeded to Lima 20. At 1410, JG 53 landed at Lima 20 and turned the survivors over to medical personnel at the site. At 1430, JG 53 landed at Lima 98 to resume alert.

(S)(GP-4) During the mission, cooperation between Air America aircraft and all of the SAR aircraft was excellent. Radio communications, despite the use of uncommon frequencies (By Air America Birds), was outstanding. Without Hotel 51, the survivors most assuredly would not have been located so quickly. Unfortunately, the survivors did not carry any signalling device what-so-ever, making it impossible to locate them by conventional SAR methods.

Jolly Green 53 - Low Bird

RCC - Capt Robert J. Svoboda
RCCP - Capt Richard A. Orsini
HM - SSgt Jerry R. Johnson
PJ - A2C Patrick F. Allaire

Jolly Green 09 - High Bird

RCC - Maj William H. Lloyd
RCCP - 1st Lt Andrew J. Gonos
HM - A1C Ronald F. Malone
PJ - A2C Luther E. Davis

! AMAZING FOR
OLD
AA
heads

for Richard A. Orsini Capt USAF
ROBERT J. SVOBODA, Capt., USAF
RCC

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25 JUN 1971 IAW AFR 205-2
(Date)

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Det 1, 37th ARRS, History, Jul - Sep 67.

2. (S)(GP 4) Maj William Lloyd, Lieutenant Andrew Gonos, A1C Ronald Malone, and A2C Luther Davis picked up Capt Robert Bennett, an Air Force F-105 pilot, in Thailand, on 6 July.
3. (S)(GP 4) On July 7, Capt Robert Svoboda, Capt Richard Orsini, SSgt Jerry Johnson, and A2C Patrick Allaire, picked up Mr. Rainville, Mr. Parker, and a Laotian Lieutenant from an Air America H-34, in Laos.
4. (S)(GP 4) Capt John Firse, Capt Clyde Fehser, SSgt Floyd Watson, and A2C Michael Fraboni, picked up Major Maurice Seavers, an Air Force F-105 pilot, in Laos, under fire, on 10 July.
5. (S)(GP 4) On 18 July, Major Glen York, Lieutenant Billy Privett, SSgt Theodore Zerbe, and A2C Randy McComb, rescued Lt. J. G. Larry J. Duthie, an Navy A-4 Pilot, under fire.
6. (S)(GP 4) Lt Col Warner A. Britton, Capt Harold Bradley, SSgt Floyd Watson, SSgt Harvey Keyes, and A2C Luther Davis, picked up Major Joseph Holder and SSgt Albert Sellers from an OLE, in Laos, on 21 July.
7. (S)(GP 4) On 28 July, Capt Evan Thompson, Lieutenant Edward Sichterman, SSgt Floyd Watson, TSgt Charley Smith, picked up Lt. Karl Richter, an Air Force F-105 pilot, in Laos.
8. (S)(GP 4) Capt Robert Dowdy, Major Edward Russell, SSgt Vincent Androwsky, and A2C David Sliger, picked up Capt John Bischoff, an Air Force F-105 pilot, in Laos, on 3 August.
9. (S)(GP 4) Capt Richard Orsini, Major Powell Moore, SSgt Vincent Quinn, and A2C David Sliger, picked up Capt Joseph Otto and Capt Loy Meeks, USAF RF-4C pilots, in Laos, on 7 August.
10. (S)(GP 4) Capt Robert Greer, Lieutenant Andrew Gonos, A1C Roger Graham, and MSgt Ted Hawkins, picked up Maj DeMarque and Lieutenant Piet, USAF F-4C pilots, in Thailand, on 23 August.
11. (S)(GP 4) Major Gerald Haynes, Major Richard Wagner, A1C William Jaynes, and A1C John Pighini, picked up Capt Shanon, an Air Force F-105 pilot, at night, in Thailand.
12. (S)(GP 4) Capt Evan Thompson, Major Powell Moore, SSgt James Brooks, and A2C Michael Fraboni, picked up Capt Patterson, an Air Force F-101 pilot, and McComb, a Jolly Green, Para-rescue Specialist, in Laos, under fire.

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MISSION NARRATIVE

CROWN 02

7 JULY 67

CROWN 02 was in orbit over Paxxane when, at 0520Z COMPRESS called on VHF (123.1) to advise that an Air America helicopter (H51) had gone down. H51 had crashed on the 210/35 from CH 79 (350/78 CH 86) and from all reports three were known dead and two were believed to be injured. At that time two other customer helios were enroute (H50 and H44) as well as Caribou 389.

JOCKY GREEN's 09 and 53 were launched from L-98 with J.G. 53 being the low bird. Their ETA on scene was 0548 and they had 4+30 before BINGO.

SANDYs 1,2,3,&4 were scrambled from CH 86 with an ETA of 0630 and 5+30 before BINGO.

CROWN 02 arrived at the crash site at 0548 and established an orbit at FL220 overhead. COMPRESS advised that the area had both friendly and hostile forces. CROWN advised both the JG's and the SANDYs that no pick-up was to be made until the SANDYs were in the area.

CROWN requested and received permission for the SAR forces to proceed through the Magic Circle.

While the SANDYs were enroute, H50 began searching the area while JG 09 and 53 remained a safe distance away. H50 had no success in locating the wreckage.

At ⁰⁶⁴⁵~~0555~~ COMPRESS advised (from STONE CHERRY) that friendlies were in the immediate area and the JG's could make the pick-up. It was up to the pilot of JG 53.

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SANDYs revised ETA to 0615 and were advised that friendly ground troops had secured the wreckage. (From STONE CHERRY and COMPRESS)

At 0615 H50 landed at a local site to get more information. He picked up a guide and proceeded to wreckage area. He advised that there may have been six POB rather than five.

At 0626, while all SANDYs, JOLLYs and Air America Helios were searching, COMPRESS advised again that the JG's could not make the pick-up alone and that there were unfriendlies in the area.

The wreckage was sighted by H50 at 0635 and he called it a "total". While he went in for a better look, COMPRESS advised that the survivors had been moved to TF6373.

JOLLY GREEN 53 requested permission to land and pick up the survivors. This was granted at 0640 and he dropped his tip tanks and went in. Seven minutes later he was off again, with three survivors. (Two round eye and One native). ~~Two~~ Two of the survivors needed immediate medical attention. They were taken to L-20 (landed at 0710) to be off-loaded and treated.

The SANDYs were RTB'd at ~~0655~~ 0654 with 0435 to Pancake.

JOLLY GREENs 09 and 53 off loaded at L-20 and proceeded to L-98 for fuel and new tip tanks. (JG 53 only)

CROWN 02 returned to orbit over Paxsane at 0720.

INFORMATION:

1. At no time was there voice or sight contact with the survivors from the air.
2. It was not known what caused H51 to go down until the pilot was recovered. (It was Mech)

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3. There were four survivors, The fourth, a native, wandered away from the wreckage (with minor burns) and was not seen again.
4. Two men (origin unknown) died in the crash and could not be recovered.

ROGER F. ARNDT
1/Lt USAF
Rescue Crew Commander

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Det , 37th ARRS, History, Jul-Sep 67.

CHRONOLOGY

- 3 Jul 67 - Capt Etzel, Capt Bradley, A1C Cotter and A2C Pighini made pickup number 182.
- 6 Jul 67 - Maj Lloyd, Lt Gonos, A1C Malone and A2C Davis made pickup number 183.
- 7 Jul 67 - Capt Svobada, Capt Orsini, SSgt Johnson, and A2C Allaire made pickups numbers 184, 185 and 186. General Benjamin Davis visited Jolly Greens.
- 10 Jul 67 - Capt Firse, Capt Fechser, SSgt Watson and A2C Fraboni made pickup number 187.
- 18 Jul 67 - Maj York, Lt Privette, SSgt Zerbe and A2C McCombe made pickup number 188.
- 20 Jul 67 - Capt Thompson and Capt Walker set up a static display for the Air America Wives.
- 21 Jul 67 - Lt Col Britton, Capt Bradley, SSgt Watson, SSgt Keyes and A2C Davis made pickups 189 and 190.
- 27 Jul 67 - Capt Thompson and Lt Sichterman set up a static display at Nakhon Phanom for Thai Intelligence Officers.
- 28 Jul 67 - Capt Thompson and Lt Sichterman, SSgt Watson and TSgt Smith made pickup number 191.
- 3 Aug 67 - Capt Dowdy, Maj Russell, SSgt Androwsky and A2C Sliger made pickup number 192.
- 7 Aug 67 - Capt Orsini, Maj Moore, SSgt Quinn and A2C Sliger made pickups numbers 193 and 194.
- 18 Aug 67 - Col Lovelady, ComMander, 3d ARRGp and Maj Ewing of PACAF Jungle Survival School arrived at Udorn.
- 20 Aug 67 - Col Lovelady presented DFC's to Maj Moore, Lt James, A2C Pighini, A1C Malone(Basic & 1st OLC), Capt Orsini (1st OLC) and A2C Banno(1st OLC).
- 23 Aug 67 - Capt Greer, Lt Gonos, A1C Graham and MSgt Hawkins made pickups numbers 195 and 196.

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