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(Date)

MISSION NARRATIVE - JOLLY GREEN 53 AND 37 - 3 AUG 67

(S)(GP-4) On 3 August 1967, Jolly Green 53 (low aircraft) and 37 (high aircraft) were on alert at Lima 36. At approximately 0810Z, a transmission was made on the SAR HF frequency, indicating that two Marlin aircraft were involved in a mid-air collision and were down at a position 277°/26NM from Channel 79. Two good chutes had been observed and two Pony Express aircraft were being launched from Channel 86 for the rescue effort. At 0824Z Compress, through Crown 2, instructed JG 53 to launch for the scene of the downed Marlin aircraft, and JG 37 to remain on station. Sandys' 3 and 4 were enroute to the scene of the downed aircraft. We scrambled and were airborne at 0830Z, estimating the scene at 0910Z. Enroute weather was good. Contact was established with Sandy 3, who advised he was in the area and had contact with Marlin 2. Marlin 2 was in a good area, 5500 feet MSL and had a suspected broken ankle. At this time (approximately 0855Z) neither beeper nor voice contact were established with Marlin 1. At approximately 0900Z, Sandy 3 reported he was receiving a continuous beeper from Marlin 1, and had him located within a general area. He was located in mountainous terrain, with low hanging clouds, and the area appeared not to be hostile. As we approached the area at 0910Z, voice contact had been established with Marlin 1. He reported himself to have two broken legs and to be in trees on the north slope of a ridge line. We had visual contact with Sandy 3, and as we crossed a ridge-line, Marlin 1 said that he heard the Jolly overhead "now". We descended and began a low-level search of the valley we were crossing at the time. Sandy 3 had lost visual contact with us, and later advised that he felt Marlin 1 had mistaken him for us. He still had intermittent voice contact with Marlin 1. We proceeded to the area which Sandy 3 was orbiting. We were receiving a beeper at this time, but getting erratic indications on our UHF/DF, most probably because Marlin 1 was actually located about 30 yards down on the steep wall of a ravine. Sandy 3 was apparently getting more reliable indications and led us into the area where he felt Marlin 1 was located. This proved to be reasonably accurate, and Marlin 1 was located at approximately 0920Z, after several minutes of low-level search. It was noted from the air that a swath had been torn through the trees which lined the rim of the ravine. In actuality, it looked more as if a piece of the aircraft had gone in there, but we had spotted an orange canopy down the slope. At least two trees, one of which was reportedly five inches in diameter, had been felled. This had apparently occurred as a result of Marlin 1's parachute descent through the trees. The actual elevation at the crest of the ridge was 4400 feet MSL. A hover was established, and the Pararescueman was lowered to the ground at 0925Z. Two indigenous persons (an elderly couple) had been noted in the area, apparently beckoning us to come down and pointing to the downed pilot. NOTE: At the time of departure from the area, five persons were reported to be in the immediate vicinity. When he was on the ground, the Pararescueman reported that he was having great difficulty clinging to the steep ravine wall, due to our rotor wash. Consequently, we moved out of the area and orbited nearby. Radio communications with the Pararescueman were poor. Sometimes it was necessary to position ourselves close in and directly opposite him before we could understand his transmissions. He advised Marlin 1's condition was critical, and that he was far down on the side of the ravine. He further advised that the area was inaccessible for a stokes

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GROUP 4

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litter, that the downed pilot was massive in build and that he would require an additional man on the ground to move him. Due to their precarious position and the hazardous nature of our rotor wash, I decided to attempt a landing on the grassy slope just above their position and to put my Flight Engineer on the ground to lend assistance. A landing could not be made, due to the extreme slope of the terrain and the fact that the grass covering the slope was at least six feet tall. It was necessary to send the Co-Pilot from the cockpit to the rear of the aircraft, where he lowered the Flight Engineer to the ground on the tree penetrator. It required several minutes before the Flight Engineer could reach the area of the downed pilot. The tree penetrator was later lowered through the trees and Marlin 1 and the Pararescueman were retrieved simultaneously. Marlin 1 was unconscious during his ascent to the helicopter. The retrieval was complicated by the nature of the terrain, which sloped away to the front and right, producing poor hover references, and by tall trees below and to the left of the aircraft. Once Marlin 1 was aboard, the Pararescueman reported his condition to be extremely critical. We elected to proceed immediately to Lima 20, where medical facilities were available, and let Pony Express 21, which was in the immediate area, retrieve our Flight Engineer. The Pararescueman administered continuous mouth to mouth artificial respiration to Marlin 1 until we landed at Lima 20 at 1021Z and turned him over to medical authorities. We had advised Crown 2 that we were too limited on fuel to take him from that point directly to Channel 86, and they had J.G. 37 proceeding to Lima 20 to pick him up. While we were waiting for their arrival, an Army Captain (a medical doctor) boarded the aircraft and informed us that Marlin 1 had been alive when he was removed from the aircraft and placed aboard the stretcher, but was dead on arrival inside the hospital. We reported his condition to Crown 2 and departed for Lima 98 to refuel after J.G. 37 had arrived. J.G. 37 later transported Marlin 1's body to Channel 86.

Jolly Green - 53

Jolly Green - 37

RCC Capt Robert E. Dowdy
RCWP Maj Edward B. Russell
FE SSgt Vincent D. Androwsky
RS A2C David W. Sliger

RCC Capt Douglas L. May
RCWP 1/Lt James Barton
FE A1C John W. Whisenhunt Jr.
RS A2C John Pighini

Robert E. Dowdy

ROBERT E. DOWDY, Capt, USAF
RCC

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CONF AFR 203-2

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398

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

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CHRONOLOGY

- 3 Jul 67 - Capt Etzel, Capt Bradley, ALC Cotter and A2C Pighini made pickup number 182.
- 6 Jul 67 - Maj Lloyd, Lt Gonos, ALC 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, ALC Malone(Basic & 1st OLC), Capt Orsini (1st OLC) and ALC Bonno(1st OLC).
- 23 Aug 67 - Capt Greer, Lt Gonos, ALC Graham and MSgt Hawkins made pickups numbers 195 and 196.

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404

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

2. (S)(GP 4) Maj William Lloyd, Lieutenant Andrew Gonos, ALC 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 Fechser, 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, ALC 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, ALC William Jaynes, and ALC 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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