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4.3J(2)

DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO San Francisco 96337

REPLY TO
ATTN OF: 37 OPS/6104

16 Oct 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-166, 14 Oct 67) (U)

TO: 37C *KOL*
3rd ARRGp (RGRC) APO 96307
IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1967.

2. (1) (C) At 0425Z, Jolly Green Operations was informed by Queen of a possible medical evacuation of 2 wounded and 2 killed-in-action US Marines at 318°/18 DME off DaNang Tacan. At 0450Z, Jolly Green Operations was directed to scramble two helicopters. Jolly Green 03, primary DaNang AB alert helicopter, was airborne at 0505Z with Jolly Green 25, secondary alert aircraft, airborne at 0515Z. While enroute to the area Jolly Green 03 contacted Landshark Alpha on 225.3 UHF and was referred to Blackcoat 11, C-2A, on 262.7 UHF, who was the Airborne Mission Commander. Jolly Green 03 jettisoned the tip tanks over water and was in the rescue area at 0530Z. Two UH-1E gunships, Deadlock 40 and 42, were to act as RESCORT for the Jolly Greens. Information received from War Cloud, the Marine ground party, was that 12 Marines required evacuation and at present there was no ground fire. Purple smoke would be used to mark the ground party's position. It was decided that Jolly Green 03 would recover 6 Marines first with Jolly Green 25 recovering the remaining 6 Marines. Jolly Green 03 turned south on final approach heading at 0545Z with the Marine gunships as RESCORT. As Jolly Green 03 came into a hover the flight engineer informed the pilot that ground fire was being received. Ten seconds later, the flight engineer reported that a round had entered the cabin and severed the utility hydraulic lines. Hydraulic fluid poured over the cabin and cockpit, soaking the flight engineer and pararescue specialist. At this point, 0550Z, Jolly Green 03, with rescue hoist inoperative, departed the area. An emergency was declared for landing at DaNang due to loss of utility hydraulic pressure, Number 1 aft boost pump failure, and other unknown battle damage. The landing gear was lowered using the emergency system but the left main and nose gear showed an unsafe condition. Jolly Green landed safely, after maintenance personnel installed the gear pins with the aircraft in a hover. Weather was not a factor and cooperation and coordination with RESCORT was excellent. Radio discipline was good. Once on the ground, fifteen rifle fire hits were found in the fuselage of

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By *WJH* (Date) *10/15/78*

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Jolly Green 03. No survivors were taken on board by JG 03 due to loss of hydraulic hoist capability and the intense ground fire from all directions.

(2) (C) JG 25 arrived in the area of the ground party at 0534Z and established communication with Blackcoat 11, JG 03 and Deadlock 40 and 42. JG 25 held 2 or 3 miles north of the ground party at 4500 to 5000 feet. After JG 03 was hit and left the area with battle damage, JG 25 moved to a position 5 miles north and held over the bay. Deadlock 40 and 42 expended their ordnance on the reputed enemy position and Deadlock 42 departed the area. Blackcoat 11 then called in four F-4s, Cowood 04-1, 04-2, 05-1, and 05-2, who made air strikes with bombs and napalm against the enemy positions which were very close to War Cloud. War Cloud reported that their grenades were almost all gone and only 5 clips of ammunition remained per man. Deadlock 30 arrived on-scene during the fighter strikes and Deadlock 30 and 40 escorted JG 25 in for the second pickup attempt at 0625Z. The tip tanks were dropped and fuel was dumped as JG 25 departed the holding area. War Cloud was sighted and a hover established over it. Immediately after the hover was established, several small arms hits were heard and the FE and RS advised that JG 25 was taking hits. Within 30 seconds both advised that JG 25 was taking a large number of hits. About 30 seconds later the FE advised that War Cloud had waved JG 25 off. JG 25 left the hover, advised Deadlock 30 and Blackcoat 11 of the wave-off and ground fire and that the origin of the ground fire was very close to War Cloud's position. Damage assessment indicated probable fuel tank puncture from rounds through the floor but no serious leak indicated by fuel quantity gages. Engines and control responses were normal. JG 25 proceeded to Channel 94 and main gear was checked visually before landing at 0645Z. JPU start after landing was aborted because of smoke. Ten hits were taken under the cockpit, in the fuel tank area and in the transmission area. JG 25 was waved off by ground party because of ground fire before survivors could be picked up.

3. (U) Crew members:

JOLLY GREEN 03: RCC Capt William E. Brennan
RCCP 1st Lt Warren E. Walter
FE SSgt Smith Williams Jr
RS A2C Joseph S. Standaland

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(Date) *4/3/75*

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JOLLY GREEN 25: RCC 1st Lt Rodney G. Parks
RCCP Capt Robert E. Hicks Jr
FE SSgt John H. Hazzard Jr
RS A2C Richard H. Garlie

William E. Brennan

WILLIAM E. BRENNAN, Captain, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED

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By Authority of GDS

By WJH (Date) 4/2/75

DOWNGRADED AT 3 YEAR INTERVAL

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(7) -3-158, 7 Oct 1967, Jolly Green 29 was on North Orbit. At 0955Z he was directed to proceed to 21°03'N/107°36'W to attempt the recovery of the pilot of a USAF F-105. Immediately after crossing the coast at 6000! Jolly Green 29 received 37MM AAA fire in the 6 o'clock position, estimated distance $\frac{1}{2}$ mile. At no time was voice contact established and the SAR forces were withdrawn from the area when Red Crown advised that MIGS were heading into the area. No survivor was recovered. JG 29 air refueled on the way back to base.

(8) 1-3-164, 12 Oct 1967, at 0750Z Jolly Green 29 was diverted from an orbit mission to 15 miles East of Hue, 110°/15/69, on a Marine Medivac mission. The objective was a USMC UH-1E crew which had crashed. At 0820Z Jolly Green 29 picked up Lt Col G. B. Garrant, OF106114, 8th RRFS, Maj E. J. Acton, 77th TAS, 2nd Lt T. M. Kenyon, VMO3, USMC, and Col M. W. Miller, VMO3, USMC, and evacuated them to Hue/Phu Bai Airport.

(9) 1-3-166, 14 Oct 1967, Jolly Green 03 and 25 were scrambled at 0510Z on a Marine Medivac 18 Miles North-West of Da Nang, 318°/18/94. Two UH-1E gunships, were RESCORT and an O-2A was Airborne Mission Commander. Jolly Green 03 began his approach at 0545Z after being advised by the Marine groundparty that twelve wounded Marines were in need of air evacuation. As Jolly Green 03 entered the hover it was hit by ground fire which severed the utility hydraulic lines, rendering the hoist inoperative. An emergency landing was made at Da Nang and fifteen rifle fire hits were Jolly Green 03. Jolly Green 25

attempted the pickup at 0625Z after the two UH-1E gunships and 4 USAF F-4Cs made napalm, bomb, and gunnery passes on suspected enemy positions. As Jolly Green 25 came into the hover he started taking a large number of hits and was waved off by the ground party. Jolly Green 25 made an emergency landing at Da Nang and ten hits were found under the cockpit and in the transmission area. No survivors were recovered. No personnel were injured in either of the Jolly Greens.

(10) (U) 1-3-167, 15 Oct 1967, at 0345Z Jolly Green 04 and 26 were scrambled from Quang Tri to 330°/35/109, 35 miles North North-West of Dong Ha to recover the crew of a USAF F-4C. Jolly Green 04 and 26 arrived in the area at 0415Z and recovered Col Robert Malloy, Commander, 366th TFW, and Capt William Paul, 480 TFS.

(11) (U) 1-3-170, 17 Oct 1967, at 0310Z Jolly Green 07 and 10 were scrambled from Quang Tri to recover the crew of a downed US Army UH-1D at 310°/15/69, 15 miles North-West of Hue, RVN. At 0335Z, Jolly Green 07 landed next to the downed helicopter and picked up WO Richard A. Tuke, W3154939, WO James M. Wilbar, PFC Roy L. Larson, and Sp/4 Paul E. Laffler, of the 190th Asslt Helio Co. The survivors were taken to Hue.

(12) (C) 1-3-171, 18 Oct 1967, at 0425Z Jolly Green 07 and 10 were scrambled from Quang Tri to 26 miles North-East of Saravan, Laos to recover the pilot of a USAF RF-101. At approximately 0605Z two USAF A-1Es, arrived in the area and Jolly Green 07 in for the pickup. The survivor was Major Nicholas A. Pishvanov, 20th TRS, NKP.

GROUP 4

Downgraded at 7 year
intervals; declassified
after 12 years