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HUB

MISSION NARRATIVE - JOLLY GREEN 27 2 OCT 67 23-75

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(S)(GP-4) Jolly Green 27 was scrambled at 1411 for two downed crew members at 19°10'N 104°4'E. The weather at launch was visual flight condition with cloud coverage increasing as we crossed into Laos. The weather in the area consisted of a top layer of clouds at 11000 feet, middle layer at 8000 feet, and a low layer which covered the mountain tops and settled into the valleys. The ceiling in the pickup area was 400 feet with the sides of the canyon in the clouds.

(U) The only problem encountered in route was pin pointing the site. The UHF direction finding equipment on Jolly Green 27 proved to be unreliable and we missed the area. On one occasion a Sandy aircraft was giving us directions based on visual contact which later proved to be a H-34 instead of Jolly Green 27. Sandy 02 then took over and by taking DF cuts on us, joined up and let Jolly Green 27 into the area.

(C)(GP-4) By this time Jolly Green 15 had attempted to hover at the survivor's location and found it impossible. The H-34 was in the canyon and found it impossible to make the pickup with his aircraft. The area was reported safe from hostile activity and we computed that by removing 500 lbs from the aircraft, we could make the pickup with Jolly Green 27. This was based partly on the fact that from experience every pilot in the unit knew that Jolly Green 27 was the best performing aircraft assigned. All ammunition, flak suits, armor breast plates, tool kits, chocks, and water bottles were thrown off the aircraft. Five parachutes and most of the rescue equipment was also thrown off.

(U) From this point on the teamwork of Jolly Green 15, Hotel 30, Sandys (2, 3, and 4), Compress, and Crown 2 was perfect.

(U)(GP-4) Compress had Air America transport fuel to STOL site 11 for an emergency recovery site and relocated Crown 2 into the pickup area.

(U) When we broke out below the clouds, Sandy 01 saw us and gave us a vector to the canyon. As soon as we crossed a ridge into a large canyon, Jolly Green 15 sighted us and he led us to the smaller canyon where the two survivors were.

(U) When we entered the small canyon, Hotel 30 pin pointed the exact location of the front seat pilot. The tips were jettisoned but the right one did not release. All fuel was transferred from that tank into the main cells and the main tanks dumped to 500 pounds each.

(U) A hover out of ground effect power check was made while inbound to the first pilot. Power was adequate and a hover at 6100 feet was established over the smoke from the front seater. Tree canopy prevented any visual contact with the pilot and he stopped talking to us after the penetrator was fully extended. We raised the hoist after a minute or two and he was on the penetrator.

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DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

Arch 1

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SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS 25 DEC 76

DECLASSIFIED

Downgraded to CONFIDENTIAL

25 DEC 1976

14W APR 205-2

(Date)

ARODC #

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(U) The second man reported he was up the canyon on the same side as the front seat pilot, only in a ravine. We asked for smoke but still flew over him twice before the smoke was seen. The trees on the side of the ravine prevented us from getting low enough for the hoist to reach the ground. Two attempts were made at different angles into the wind but tail rotor clearance could not be maintained. A third approach was made down wind to allow more tail rotor clearance. By lowering the main rotor 20 feet below the trees on each side, we got the cable to the ground, and a normal pickup was made.

(U) We made an immediate exit from the area with 700 pounds showing on the fuel quantity gauges.

(U) Sandy one saw us when we came out of the larger canyon and immediately got a DF bearing on crown two and gave both of us headings to intercept. I rolled out on heading and Crown 2 was at 12 o'clock level for two miles. Crown instructed us to make a 180° turn and took lead 1000 feet below us within two minutes. A hookup was made within three minutes and everything worked perfectly. When our gauges read 1700 pounds we could no longer maintain position and fell off the drog. The altitude was 9500 feet. Crown 2 and Sandy aircraft escorted us to Channel 86 where medical personnel were waiting. Arrival time was 1740.

(U) Both survivors had back injuries. The back seat man appeared to be injured more seriously than the other pilot. Both men got on the hoist and came up alone. Both men had lost their helmets and the front seat man received facial abrasions coming up through the trees.

(U) Lotto 2 was the wing man and assisted greatly in the initial location of the downed pilots. The back seat pilot showed great self discipline while we were recovering the front seater. He did not make one radio transmission until we called him that we had number one and were coming for him. His directions were very precise and his self control as we were forced to pull off on two attempts helped the mission.

(U) Crown 2 did an outstanding job of being available at the right place and completing a join up without loss of time. Compress did an outstanding job of getting fuel into a back up location for us.

(U) We did not have a photographer aboard the aircraft, but had one been aboard, we would have had to land outside the area and off load him for another helicopter to pickup before the mission could have been accomplished.

Gerald C Haynes

GERALD C. HAYNES, Maj, USAF
Rescue Crew Commander

RCC, Maj Gerald C. Haynes,
RCC, 1/Lt James Barton,
FE, SSgt Vincent D. Andrews,
RS, ALC Roy A. Taylor,

Downgraded
25 DEC 1970
25 DEC 1970

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 25 DEC 76

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1967

SUMMARY TABLE OF RESCUES

						JOLLY GREEN CREW
DATE	RESCUE NO.	SURVIVOR	CREW ACFT	SERVICE	LOCATION	
2 Oct	203	Maj Miller	RF4C	USAF	Laos	Maj Haynes Lt Barton
2 Oct	204	Maj Brown	RF4C	USAF	Laos	SSgt Androsky A2C Taylor
3 Oct	205	Maj Moore	F4C	USAF	Laos	Capt Etzel Capt Hall
3 Oct	206	Maj Gulbrandson	F4C	USAF	Laos	SSgt Zerbe Sgt Braboni
23 Oct	207	Capt McLean (Deceased)	F105	USAF	Thailand	Maj Haynes Lt Platt SSgt Keyes Sgt Smith
26 Oct	208	Lt Sanchi	T28	RTAF	Laos	Maj Haynes Lt Platt
26 Oct	209	Unknown	T28	RTAF	Laos	Sgt Allen Sgt Duffy
5 Nov	210	Capt Sparks	F105	USAF	North Vietnam	Capt Walker Lt Col Lowe MSGT Boles TSgt Smith
8 Nov	211	Capt Gordon	F4	USAF	North Vietnam	Capt Richardson Lt Barton SSgt Brooks Sgt Lombard
11 Nov	212	Maj Griffith	A1E	USAF	Laos	Lt Platt Lt Sichterman SSgt Negrette A1C Taylor
18 Nov	213	Lt Col Reed	F105	USAF	Laos	Capt Richardson Lt Privette SSgt Warmack A1C Taylor
20 Nov	214	Lt Col Scholtz	RF4	USAF	North Vietnam	Lt Col Britton Maj Wells
20 Nov	215	Capt Simenero	RF4	USAF	North Vietnam	SSgt Androsky Sgt Duffy
29 Dec	216	Capt Altman	F4	USAF	Laos	Capt Etzel Maj Wells
29 Dec	217	Capt Coburn	F4	USAF	Laos	SSgt Thacker Sgt Sowell

HISTORY DET 1 37 ARRS 1 OCT - 31 DEC 67

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