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117A

FROM: 370

16 November 1967

SUBJECT: MISSION NARRATIVE REPORT (1-3-184, 14 Nov 67) (U)

TO: 37C *YB*
3rd ARRGp (JSARC)
IN TURN

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

2. (C) While standing alert at DaNang AB, the crew of Jolly Green 25 was instructed to scramble and pick up a man who had been bitten by a poisonous snake. The position of the pickup was plotted to be 113° at 17 miles off Channel 94, DaNang Tacan, an island off the coast. The landing area was unknown except that it would be outlined by lighted pots. The crew arrived at Jolly Green 25 at 1545Z; however, they were unable to start the Number 1 engine. After three attempts the alert crew switched to Jolly Green 28, the backup aircraft. Takeoff was at 1625Z after some difficulty obtaining a tug to pull the aircraft out from the revetment. Contact was made with Queen on HF; however, shortly thereafter, Jolly Green's HF radio went completely out. Contact was to have been made with the ground party on HF. Queen was then contacted on VHF. The ceiling was approximately 1200' and ragged, making it difficult to spot the island. Jolly Green 28 arrived on the scene at 1705Z. By this time the alert back up crew had started Jolly Green 25 and took off at 1635Z. Queen was able to contact the ground party on the island and relayed information to Jolly Green 28. At 1740Z a landing was made on the beach of the island. No light pots were available and the only guidance was a man holding two flashlights. The area was quite small and it was necessary for the rear of the aircraft to remain out over the surf. The man was quickly put aboard. A 180° turn from the landing position in a hover was required as the beach turned into a steep mountain approximately 75 yards away. Takeoff was made with no difficulty and Queen directed Jolly Green 28 to take the victim to NSA hospital. Jolly Green 25 had arrived on the scene and escorted Jolly Green 28. Approximately four miles from NSA, over DaNang Bay, the intermediate gear box chip detector light came on in Jolly Green 28. A landing was made at Marble Mountain Field adjacent to the NSA Hospital Helicopter Pad at 1800Z. Jolly Green 25 landed behind Jolly Green 28 on the runway. The patient was transferred to Jolly Green 25 and arrived at NSA at 1810Z. Jolly Green 25 remained at Marble Mountain with Jolly Green 28 until the maintenance problem was cleared. Takeoff was at 1900Z with landing at DaNang at 1910Z. Weather was a factor since the low clouds made the islands difficult to pick out in the night. Queen did an outstanding job of relaying information and coordinating with the ground party after Jolly Green 28's HF radio went out.

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON **31 DEC 1973**

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5100.10

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3. (U) The name of the victim is unknown.

4. (U) Crew members of Jolly Greens:

a. Jolly Green 28:

RCC	Capt William E. Brennan
RCCP	Capt John S. Baughman
FE	SSgt Windell L. Stumbaugh
RS	Sgt Michael B. Gallasch
RS	A1C Richard H. Garlie

b. Jolly Green 25:

RCC	Capt Thomas E. Bair
RCCP	Capt Robert Levins III
FE	TSgt Robert Q. Rector
RS	Sgt Joseph S. Stanaland

William E. Brennan
WILLIAM E. BRENNAN, Captain, USAF
Rescue Crew Commander

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which had crashed the previous night. Jolly Green 04 arrived on scene at 0030Z and held at a safe altitude while Sandy 5, 6, 7, and 8 (USAF A-1Es), a USAF O-2, and USAF F-4Cs were conducting the search. At approximately 0130Z two possible survivors were spotted and Jolly Green 04 made a pass over the area. The pickup was not attempted at this time by order of the Commander, 7th AF. At 0720Z Jolly Green 04 was given permission to attempt the pickup, but no survivors could be sighted. Jolly Green 04 was returned to base at 0815Z and upon landing an automatic weapons hit was found in the tail of the aircraft. Jolly Green 04 was on scene for eight hours and 10 minutes and made three air refuelings.

(21) (U) 1-3-183, 12 Nov 1967, at 0245Z Jolly Green 25 was diverted from orbit to assist the US Navy in evacuating personnel from a floundering boat, Greenfish, at 18°10'N/106°45'E. Jolly Green 25 transported damage control equipment from Killer Whale, a USN destroyer to Greenfish. Since it was determined Greenfish was in no danger of sinking no survivors needed to be evacuated.

(22) (U) 1-3-184, 14 Nov 1967, at 1625Z Jolly Green 28 and 25 were scrambled to 113°/17/94, 17 miles East South-East of Da Nang, to medivac a snakebit victim. Jolly Green 28 made the pickup at 1715Z and evacuated the victim, name unknown, to Marble Mountain AB, RVN.

(23) (U) 1-3-185, 20 Nov 1967, at 0145Z Jolly Green 04 was diverted from orbit to attempt the pickup of the crew of a USAF F-4C at 340°/20/109, 20 miles North-West of Dong Ha. Jolly Green 04 arrived on the

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GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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