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4. (U) Crewmembers of Jolly Green 70 were:

RCC - Major John V. Allison ✓

RCCP - 1Lt Leone S. Russo

FE - SSgt John B. Mahoney

RS - SSgt Albert W. Foster III

RS - Sgt Jack B. Hoover

AP - A1C Gregory M. Dultz, 601st Photo Flight

John V. Allison

JOHN V. ALLISON, Major, USAF
Rescue Crew Commander

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Mission Narrative 2-3-14

18 Feb 68

76

Sandy 5 and 6 were released from SAR orbit to FAC on some lucrative targets in the L 85 area. Sandy 5 was working Ozark flight, four F-105's, when Ozark Lead was hit by ZPU fire at approximately 1015Z at 101/8/97. He had a fire in the nose section and smoke in the cockpit. Ozark Lead and two started a climb to above 25,000 feet to extinguish the flames and headed south. Sandy five and Crown 2 copied his position and gave him suggested headings to avoid the PDJ. Brigham was contacted and asked to contact Ozark Lead on 364.2. Jolly Green 36 and 70, who were enroute south, were advised and they monitored Ozark's progress along with the Sandies. Udorn was advised that Ozark was inbound through Compress and to have emergency equipment to stand by with negative foam on the runway. Brigham was called again by Crown 2 and asked if he had the emergency IFF, Brigham never did contact Ozark. Ozark 2 brought Lead back and a one frequency radar vectors to a visual final was given by Udorn on guard. On final, Leads gear did not extend and he requested foam. On the next approach his fuel started to feed from one of the tanks as he took it around again. His commander was called and Lead was advised to eject and not try to crash land. Lead was turned over to approach control for a controlled ejection. His back seater went first at 180/12/70 and the front seater at 180/14/70, time 1110Z. Jolly Green 70 and Pedro were vectored to the area but Pedro RTB for radio failure. Voice contact was established and the first man was picked up at 1123Z, and the second at 1141. Both men in good shape and Jolly RTB to Channel 70 and Crown 2 RTB to 83.

Recommend that Helos should have been vectored to the area prior to ejection to monitor the ejection and decent visually.

Don

Donald W. Eichorst, Capt, USAF
Rescue Crew Commander

IF Porter
CP Tollefson
NAV Connell
RO Taylor
FE Clarkson
FE Long
IM Smith
LM Powers

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R. Miers, recovered the other crew member. No injuries occurred to either of the survivors during bailout or recovery other than minor scratches.

On 18 February 1968 Major John V. Allison again made two more recoveries when two pilots of a battle damaged F-105 had to bail out near Udorn Royal Thai Air Force Base. Their landing gear would not extend. This rescue effort was uneventful except that the rescue was accomplished in semi-darkness and the survivors were so close together with their beepers that it was difficult to get an adequate UHF/ADF Bearing.

Another HH-53B sustained battle damage on 27 February 1968 when Jolly Green 67 was launched to a hostile area to search for, locate and rescue any possible survivors of Sophomore 50 with nine (9) crew members. As Major Frederick M. Donohue was making a low pass over the wreckage, he received several hits. He abandoned the area, had another aircraft assess the damage and, when told he was leaking hydraulic fluid, landed at Nakhon Phanom to await maintenance. No rescues were made.

On 11 March 1968 four HH-53Bs were involved in a very difficult evacuation of several Americans and indigenous troops who were under heavy attack at a forward operating site. The evacuation was successful in that one (1) United States Air Force and fifty-nine (59) indigenous personnel were recovered. During the day all Jolly Green aircraft braved heavy enemy fire; however, no injuries were sustained nor were any hits taken by the rescue aircraft. Commanders of the

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21 AUG 1981

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