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FROM: Det 2, 37ARRS/Capt Montrem/2787

SUBJECT: Mission Narrative Report (2-3-12, ~~8 Feb 68~~) (U)

TO: Det 2, 37ARRS (O)  
Det 2, 37ARRS (C)  
3RD ARRG (JSARC)  
IN TURN

1. (U) This report is submitted in accordance with ARRS 55-2/3rd ARRG Supplement 1, dated 15 Jun 67.

2. (C) At 1515L on 8 February 1968 Jolly Green 71 (low) and 70 (high), two HH-53B rescue helicopters of Det 2, 37ARRS were in a strike time precautionary orbit over a forward operating site. At 1545L, Oxford One (an F-4C) who had radioed battle damage and low fuel, was reported to have ejected approximately 10 miles ESE of the helicopter orbit position. Oxford Two witnessed the successful deployment of two chutes and followed them to the ground. Sandy One and Two proceeded direct from their orbit to the survivors' position while Sandy Three and Four were instructed to join with the Jolly Greens as they proceeded to the area. While enroute, beepers were momentarily heard. Upon reaching the survivors TACAN position, as received from Oxford Two, it was found that he had departed the area to receive tanker fuel. Approaching the area Sandy One and Two commenced an electronic search. The Jolly Greens and their Sandy escort were directed to remain a safe distance from the search area which was extremely close to a heavily traveled and highly dangerous roadway. By 1605 Oxford Two had refueled and returned to aid the Sandy search for the survivors. Oxford Two had the survivors position pinpointed and was able to lead the Sandy aircraft to the exact location where radio contact was established with the pilots on the ground. Oxford Two, while following the chutes to the ground, had observed ground fire in the rescue area, but since none was observed by the search force Sandy One called Jolly Green 71 in for the pickup. Jolly Green 70 and escort remained at altitude and outside the area. Jolly Green 71 was directed along a ridge line toward the survivors position and when extremely close, radio voice contact was established with both pilots. Two quick tight patterns were made over the general position and a hover was established (time 1610L) when one of the survivors radioed that the helicopter was directly over him. The helicopter Copilot and Flight Engineer (Hoist Operator) spotted a chute entangled in the dense foliage on the steep side of the 4000 foot MSL ridge. The Flight Engineer directed the helicopter over a break in the foliage and lowered the Forest Penetrator through the hole. The entire length of cable was extended and the helicopter was lowered several feet until the Forest Penetrator was on the ground as evidenced by slack in the rescue hoist cable. Due to the denseness of the jungle, the survivor could not be seen. The hoist cable was left slack for several seconds and then retrieved at a slow rate until the Forest Penetrator with survivor emerged through the jungle canopy. The survivor was straddling two blades of the Forest Penetrator and when he broke out through the jungle canopy he was turning at a rapid rate. As the cable was reeled

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in, the spin increased and by the time he had reached the helicopter the rescue cable was badly birdcaged just above the hook. The Flight Engineer, being afraid that the birdcaged cable was also frayed, stopped the hoist a few feet prior to the hook reaching the hoist. This placed the survivor just above the helicopter's floor level. The two extra Forest Penetrator Safety Straps were loose and flapping during the spinning and it was uncertain if the survivor had secured himself with the third strap. In an attempt to stop the spinning, the Flight Engineer reached for the cable hook and Penetrator, thus twisting and badly spraining his wrist. Even with the sprain he was able to haul the survivor through the door (time 1620L) as Jolly Green 71 pulled off the target. Immediately upon moving out of the hover Jolly Green 70 was notified of the hoist difficulty and called in for the second pick up. While diving toward the pick up area Jolly Green 70 dumped 1000 pounds of fuel to establish hover weight. The second survivor had been instructed to ignite a signal flare and the smoke was visible above the foliage as Jolly Green 70 approached the area. The dense vegetation again precluded location of the survivor although the helicopter came to a hover directly above the smoke. The survivor was momentarily observed and the Penetrator sent down. Adverse hover conditions were caused by smoke from a fire started by the flare and fanned by the helicopter downwash. The hoist operator had extreme difficulty in seeing the survivor through the smoke and the hovering helicopter was soon filled with smoke and ashes. The Forest Penetrator was snaked through the trees to the survivor who climbed aboard and gave the lift signal. Voice contact ceased when the survivor had stowed his radio prior to climbing on the Forest Penetrator. As the hoist was reeled in a resistance was felt and the hoist was stopped since visual contact of the survivor had again been lost due to the smoke. A slow retrieval was again attempted and the survivor covered with branches and leaves was observed coming through the jungle canopy. The survivor was pulled on board at 1635L and the rescue force climbed out for home base 1+30 hours distant. Jolly Green 71 did not dump or receive tanker fuel for this mission and power requirements were exactly computed. Hover power requirements were in the engine continuous operating range. Jolly Green 70 was at approximately the same weight for hover after dumping his fuel. No air refueling was required. One of the survivors was quoted as having heard sporadic ground fire while he was on the ground. Ground fire was not observed by the rescue force. The rescue aircraft did not take any hits. The Sandy aircraft thoroughly sanitized the nearby roadway (on the opposing slope,  $\frac{1}{2}$  mile across the valley) while both rescue pick ups were in progress. The helicopters did not expend ordinance on this mission. An investigation, Incident Report and URs concerning the malfunction and spinning of the survivor on Jolly Green 71 are being prepared. Weather during this operation was VFR and no factor. The only survivor injuries were slight scratches.

3. (C) The survivors recovered by:

a. Jolly Green 71 (low) - Captain John A. Corder,  
Ubun, Thailand.

555TFSq.,

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b. Jolly Green 70 (high) - Captain Tracey K. Dorsett,  
555TFSq., Ubon, Thailand.

4. (U) Jolly Green crews:

a. Jolly Green 71:

- |                                       |                  |
|---------------------------------------|------------------|
| (1) RCC, Alfred C. Montrem, Captain,  | Det 2, 37ARRS.   |
| (2) RCCP, Robert E. Ruddick, Captain, | Det 2, 37ARRS.   |
| (3) FE, Gene A. Sellers, SSgt,        | Det 2, 37ARRS.   |
| (4) RS, Dennis C. O'Connor, Sgt,      | Det 2, 37ARRS.   |
| (5) RS, James J. Rogers, Sgt,         | Det 2, 37ARRS.   |
| (6) AP, Stanley J. Nagrocki, Sgt,     | 601st Photo Flt. |

b. Jolly Green 70:

- |                                    |                         |
|------------------------------------|-------------------------|
| (1) RCC, James R. Mears, Captain,  | Det 2, 37ARRS.          |
| (2) RCCP, Aharon Aharonian, Major, | Det 2, 37ARRS.          |
| (3) FE, Junior Cazares, SSgt,      | Det 2, 37ARRS.          |
| (4) RS, Thomas Devine, Sgt,        | Det 2, 37ARRS.          |
| (5) RS, David A. Kratz, Sgt,       | Det 2, 37ARRS.          |
| (6) AP, Stephen Jacobs, A1C,       | Det 9, 601st Photo Flt. |
| (7) FS, Hugo Paulson, Captain,     | 432d USAF Dispensary.   |

*Alfred C. Montrem*  
ALFRED C. MONTREM, Captain, USAF  
Rescue Crew Commander

*James R. Mears*  
JAMES R. MEARS, Captain, USAF  
Rescue Crew Commander

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Mission Narrative 2-3-12

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8 February 1968

JG-70 & 71

Sandy 3 & 4

Oxford 1 flame out due to lack of fuel 1 mile from tanker #2 man reported position 180/25/97 at 1645Z

Sandy & JG alerted at 1640Z

Sandy & JG over area at approx 1700L

Voice contact at approx 1710L by Sandys

JG-71 picked up back seater at 1720L

JG-71 had a bad hoist

JG-70 called in at this time

Front seat picked up at 1730L by JG-70

Both pilots OK

Oxford 2 did a excellent job of directing the Sandys ~~with~~ into area. Crew returned to Udorn by JG's

MigCap Hornet/Pancho

*John P. Lee*

Svec John P. Capt

Dillman Marvin O. Maj

Howard Robert G. Capt

Tyler Billie R. SGT

Suiter Harold B. TSGT

Hogan R.L. JR. SMSGT

Stanton Eugene T. TSGT

~~SECRET~~