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left rear of JG 21, while the RS effectively manned the gun on the left side of the aircraft where the ground fire was being suppressed. Coordination between Blue Max 03 and JG 21 was excellent and JG 21 received little ground fire until leaving the hover. Upon departing the hover at 0413Z, ground fire was observed by the pilots, but no hits were taken on the aircraft. Jolly Green 28 immediately initiated his approach, dumped fuel, and established his hover over the survivors at 0415Z. The remaining four survivors were quickly rescued by use of the jungle penetrator while Blue Max 03 continued his close cover support along with the Spads. JG 28 completed the rescue at 0422Z while JG 21 held high. JG 22, 23, and 30 held 5 miles east of the area above the clouds at 6,000 feet during the successful rescue attempts in case they were needed. All Jolly Greens exited the area at 0425Z. JG 22 and 23 RTB'd to Ch 103 while JG 30, 21, and 28 RTB'd to Ch 94, landing at 0438Z. Spads 11 and 12 RTB'd at 0430Z leaving Spads 03 and 04 along with Hostage and Alleycat flights to continue their air strikes on the enemy positions. The mission was terminated at 0438Z.

3. (C) The eight U.S. Army crewmembers picked up were:

Capt Jon R. Mills,	A Btry, 2 Btn, 20th Arty, 1st Cav Div
2Lt James R. Hawks,	" " " "
WO1 J. Raymond,	" " " "
WO1 C.R. Gerneck,	" " " "
E-5 Barry Brady,	" " " "
E-4 Larry Smith,	" " " "
SF/4 W.E. Holt Jr.	" " " "
SP/4 R.C. Leroue,	" " " "

4. (U) Crew members of Jolly Greens were:

<u>JOLLY GREEN 20</u>		<u>JOLLY GREEN 21</u>	
Capt William E. Brennan	- RCC	Capt John D. Oliver	
Capt Joseph J. Dillon	- RCCP	Capt Ronald G. Spray	
A1C Hoyle L. Sykes	- FE	SSgt Samuel C. Adams	
A1C Douglas J. McGill	- RS	A1C Ricky D. Windman	

<u>JOLLY GREEN 28</u>		<u>JOLLY GREEN 22</u>	
Capt Henry C. Conant	- RCC	Major Billy J. Wingfield	
Lt (C.G.) Jack C. Rittichier	- RCCP	Lt (C.G.) Lance A. Eagan	
SSgt Gordon T. Greever	- FE	SSgt James A. Bowers	
Sgt Steve M. Northern	- RS	Sgt Peter J. Canun	

JOLLY GREEN 23
RCC LtCol Jacob T. Carwile
RCCP Capt Robert E. Hicks Jr.
FE SSgt Windell L. Stumbaugh
RS Sgt Walter White III

5. (U) Additional aircraft were:

Spad Flight (A1F's) 2
Spad 11 - Pilot: Capt Tommy R. Stroud
Spad 12 - Pilot: Capt Lyn D. Obernier

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39th ARRSq Hist., Apr-Jun 68.

On 21 April 1968, an Army helicopter, Blue Max 27, was reported down southwest of Hue. Crown 4 flew to the reported last known position but found no indications of survivors. While flying over the mountains west of Da Nang they heard a beeper, and using their DF equipment located the exact source of the emergency radio. When the eight survivors of Blue Max 27 saw the Crown aircraft orbiting above them they stopped the beeper and spoke to the listening crew. Though some difficulty was encountered after this in making the pickup, all were rescued without mishap. The survivors had been on the ground over twenty-four hours and were rapidly being pinpointed by the enemy, when Crown found them. It is reasonable to assume that if not located at that time they soon would've been killed or captured.⁸

On 31 May 1968, a Navy A-4, Streetcar 304, was shot down by ground fire near the Ho Chi Minh Trail. The survivor was in good condition, but in an area of a heavy concentration of enemy troops. In the course of "discouraging" the enemy to attempt to capture the survivor, Sandy 7, an ALE Rescap, was shot down, but was safe and moved to a high karst nearby. As night approached the Commander of Seventh Air Force called off the effort until the next morning. At first light the mission resumed, and after an immense effort finally the Jolly Green's went in and

8. Mission Narrative (Blue Max 27) (S) Page 66

~~SECRET~~

DECLASSIFIED

37ARRSq Hist, Apr-Jun 1968

7.

established. The landing was completed approximately thirty yards down wind of the survivor and the survivor was pulled aboard at 1040Z, less than 75 seconds after he had entered the water. There was some difficulty freeing the survivor from the shroud lines which had bound his legs together. As the shroud lines were being cut away, the parachute drifted counter-clockwise around the helicopter and became entangled on the nose gear. The pararescueman entered the water and while holding the flight engineer's hand through the left forward window, the pararescueman freed the parachute from the aircraft. After entering a minimum hover to determine that the parachute had fallen away, JO 21 departed for DaNang at 1052Z. Rescap was a USMC A-4. The survivor was Captain Key Cook, USMC.

(5)(U) 1-3-38, 21 Apr 68. Jolly Green 30 and 21, strip alert at DaNang Air Base, were launched at 0213Z to the objective located 21 miles southwest of DaNang. Spads 11 and 12 had launched at 0200Z and were proceeding to the area to locate eight uninjured survivors from two Huey gunships that were reported down in the vicinity and had been on the ground overnight having been constantly chased by the Viet Cong. Upon arrival at the scene, an orbit was set up at 6000 feet four miles east of the survivors' position. Both Spad 11 and 12 were in contact with the survivors and were directing suppressive strikes with another Huey gunship against ground fire to the south and west of the scene.

37ARRSq Hist, Apr-Jun 1968

8.

At 0245Z, the area had been sufficiently sterilized and an attempted recovery was started. JG 30 and 21 descended and followed Spad 11 to the scene. A call from the survivors warned of continuing ground fire. JG 30 and 21 held to the east, keeping the scene in sight while resupply suppression continued. At 0255Z Jolly Green 30 started his approach and located the survivors near the top of a 100 foot knoll at an altitude of 1000 feet in dense jungle canopy with 100 foot treetops. JG 30 entered a hover only to be driven off by intense ground fire. JG 30 immediately broke off the hover while resupply suppression continued. At 0305Z a second hover by JG 30 was attempted and managed to lower the hoist before again receiving intense ground fire and breaking off. JG 30, uncertain of battle damage and low on fuel, returned to DaNang. JG 21 assumed low bird and requested additional Jolly Greens. Jolly Green 22 and 23 were launched from Quang Tri at 0325Z, JG 28 from DaNang at 0340Z, and 30, having no battle damage, again from DaNang at 0350Z. JG 21 and 28 joined up and were immediately cleared into the area for another rescue attempt. JG 21 came into a hover over the survivors' smoke flare, were spotted by the flight engineer, and the jungle penetrator was lowered. Four of the survivors were rescued, two each time the penetrator was lowered. Fire suppression was continued to the left rear of JG 21 while the rescue specialist effectively

37ARRSq Hist, Apr-Jun 1968

9.

manned the gun on the left side of the aircraft. Upon departing the hover, ground fire was observed by the pilots, but no hits were taken. Jolly Green immediately initiated his approach and established his hover over the survivors. The remaining four survivors were quickly rescued by use of the jungle penetrator while Huey gunships continued close cover support along with the Spads. All Jolly Greens exited the area at 0425Z. The eight US Army crewmembers picked up were all assigned to A Btry, 2nd Bn, 20th Arty, 1st Cav Div.

(6)(U) 1-3-39, 21 Apr 68. At 0630Z JG 23 was notified that a FAC aircraft had crashed off the end of the runway at Khe Sanh and that an emergency medivac was required to bring the pilot and four other critically wounded personnel to NSA Hospital at DaNang. Both pilots were briefed by Marine authorities at Quang Tri on the current enemy positions around Khe Sanh and were advised that the Marine H-53's were being turned back by Khe Sanh Control and were unable to land. JG 23 took off and proceeded to Khe Sanh. During the letdown, Medivac Control advised that there were four ambulatory patients in addition to the five critical litter patients to be taken out immediately. An approach was made to the Medivac Bunker and the patients quickly loaded on board by the flight engineer, rescue specialist and marine medics. Jolly Green took off and proceeded to the coast and then to NSA. Wounded patients were

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318

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MISSION NUMBER 1-3-38

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Crown 4

21 April 1963

Prior to departure Crown 4 was briefed on the possibility of a search mission for Blue Max 27, a flight of 2 US Army HU-1 helicopters, missing on a flight from Channel 69 to Camp Evans. Last known position was SW from Hue city 15 miles out HDG 160 with 20 minutes of fuel remaining. The aircraft had been missing since the previous day, no beepers, no sighting or any other significant information available. Queen advised that they were getting search aircraft and would notify Crown as soon as they were available. Crown 4 was on station at 0747 local, orbiting off Channel 69. At 0910 Crown 4 picked up a beeper, obtained a bearing with ARD-17 Tracker which indicated the general area of Blue Max 27's last known position.

Crown 4 then began a sweep down the coast taking bearings on the beeper on a southerly heading. A rough fix thus obtained indicated a position somewhat south of the last known position. Crown 4 then proceeded inland approximately 30 miles and began tracking the beeper north bound and calling for the survivors to come up on voice. At about this time Blue Max 03 contacted Crown on Guard, announcing that they were searching for Blue Max 27 also and were working the vicinity of his last known position. Blue Max 03 had a force of 9 HU-1 gunships. They were conducting the search according to their knowledge of the original destination and as soon as that was complete they intended to begin search under the control of Crown. A few minutes later at 0920, voice contact was made with Blue Max 27 by Crown 4. He stated his position as SW of Hue City on a heading of 180° from Camp Evans about 10 to 15 miles. They were in continuous contact with enemy forces and needed immediate air cover. Position at time of voice contact was

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319

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253/21mm/Ch 94. This information was immediately passed to Blue Max 03 and Crown requested Spads and Jolly Greens be launched ASAP. At 0950 Blue Max 03 stated he had 2 helos in sight at approximately the given position; they appeared in good shape and he was checking them out. Blue Max 27 had requested that we get any aircraft on FM 63.0 MCS to contact the 1st Air Cavalry Division for assistance; this was also passed to Blue Max 03. His attempts to contact the two helos was unsuccessful but these aircraft proved to be from the 101st Division and in no known difficulty. Blue Max reported that he could proceed no farther south as high terrain and weather blocked his route; thus he could not proceed directly to the position 253/21mm/Ch 94. Crown 4 again passed over the area of the first voice contact and again made voice contact. It was determined that Blue Max 27 had 8 personnel, all in good shape, they were on a hillside in dense jungle some distance from their aircraft and being pursued by enemy forces. Weather was overcast at about 1000 feet above the terrain. Due to the limited reception area and vectors from Blue Max 27 based on Crown 4's engine noise it was now fairly certain that the position 253/21/Ch 94 was reasonably accurate and Spad 11 and 12 were directed to that area. Crown 4 maintained a very close orbit over the position and could maintain almost continuous voice contact with the survivors. Weather north of the position prevented direct routing of supporting forces from Channel 69 and Channel 103 to the scene; routing along the coast to Ch 94 and thence inland was utilized. Spad 11 and 12 were now on the scene but due to his lower altitude and terrain he was unable to receive the survivors radio transmissions. By utilizing a relay from the survivors to Crown to Spad, Spad 11 was quickly vectored over the area by engine noise and finally by sight. Voice contact was established between Spad 11 and the survivors, and Spad 11 sighted the downed aircraft. He immediately began

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DECLASSIFIED ~~SECRET~~

320

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firing runs directed by the survivors; one rocket destroyed one of the downed helos on the first pass. Spad encountered very little opposition and none was now being reported by the survivors. the Jolly Greens 21 and 30 had been scrambled and were holding clear of the scene awaiting instructions to make the pick up. Two flight of gunships were also proceeding to the area as instructed by Crown. At 1045 Spad 11 instructed Jolly Green 30 to enter the area for pickup; Jolly Green 30 to pickup four personnel and Jolly Green 21 to pick up four. Spad 11 escorted Jolly Green 30 to the scene; The survivors were located by smoke through the dense jungle canopy. As Jolly 30 was attempting the pick up he recieved ground fire and left the scene immediately without extracting any personnel. No damage was immediately discernible, however he had dumped fuel in order to hover and needed fuel in order to stay in the area. Crown 4 immediately began a descent for a refueling rendezvous however it was decided to return to Channel 94 for a damage assessment and refueling. The 4 gunships arrived on scene at 1050 and were immediately put into action ssterilizing the area. Jolly Greens 22 and 23 were launched from Channel 103 but could not arrive at the scene before 1230. An attempt to obtain hoist equipped helicopters from Channel 50 was immediately initiated by Crown and approved by the unit at Ch 50; this was the nearest available assistance since Crown was informed that no more Jolly Greens were available at Ch 94 and Jolly 30 could not be relied on for any further help; No high performance aircraft could be used in the ground fire suppression activities due to the low cieling and rugged terrain, although Ringneck 103, 4 F-4's were holding and available in the immediate vicinity, with Brown Anchor tankers also available. None of these resources could be used. For unknown reasons the Marine helicopters were canceled and Crown notified through Channel 50

DECLASSIFIED ~~SECRET~~

68-0053

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this caused no problem because Jolly Green 28 was launched unexpectedly from channel 94 at 1139 and Queen had also obtained 2 more Spads from Channel 107. By now the Gunships and Spads were running low on ordnance and were to be recycled to Marble Mountain for refueling and rearming. At 1200 Jolly Green 30 was airborne again and proceeding back to the scene. The survivors now reported that all movement and firing had ceased from the ground. Jolly Green 21 proceeded to the pickup area escorted by Hostage and Blue Max gunships plus Spad 11 and 12. The gunships continued to make firing passes as Jolly 21 picked up 4 survivors and exited the area without difficulty. Jolly 28 immediately began his pickup under the same conditions and extracted the last 4 personnel; Jolly 28 experienced some difficulty in locating the exact position, fortunately the survivors had an adequate supply of smoke flares and the recovery was performed without further incident, being completed at 1224 local. At 1227 all forces were directed to return to Several gunships which had ordnance remaining remained in the area and provided Forward Air Control for Spad 03 and 07 as they expended their ordnance. Spad 22 and 23 had not yet arrived on the scene and elected to find another target.. Crown 4 remained on the scene until 1250 and then returned to normal orbit.

Summary:

All 8 crew members of the 2 Blue Max HU-1 aircraft were recovered in excellent condition. Ground fire from small arms was moderately heavy and persisted even after many passes by Gunships and AEs. Both Blue Max 27 aircraft were either destroyed or severely damaged. Weather was overcast with good visibility ceiling approximately 1000 feet above terrain, elevation 2000 feet. 36 separate aircraft were involved to various degrees in the course of the mission including 13 HU-1s, 8 F-4s, 6 A-1s, 5 HH-3Es, 1 KC-135 and 1 HC-130P. The work of Spad 11 as on scene commander and the cooperation

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