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UNCLASSIFIED

FROM: 370

18 January 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-01061755 Jan 69)

TO: 370 P
3rd ARRGp (JSARC) *JS*
IN TURN

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 31 Dec 75
DECLASSIFIED ON 31 Dec 75

1. (U) This report is submitted IAW ARRSR 55-2/3 ARRGp Sup 1 dated 15 June 1968.
2. (C) On 17 Jan 69, at 0645Z Jolly Green 33 and Jolly Green 21 were launched from a BaMang alert status to the scene of a downed U.S. Army O-1 aircraft. Two survivors had been spotted by friendly aircraft in the area and radio contact had been established with them. Both crewmembers of the O-1 had survived the crash and advised the circling aircraft that they had sustained serious injuries and required medical attention. Jolly Green 33 was advised by Crown 7 that the call sign of the downed aircraft was Black Ace 23 and was located at 270/11/50. On scene were Seaworthy 98-1 and 98-2, a flight of OV-10's, Hostage Sierra and Juliet, a flight of UH-1 gunships and Minuteman 458 and Musket 36, also UH-1 gunships. Jolly Green 33 joined up with Jolly Green 21 abeam Hoi An and proceeded south over water until 10nm north of Chu Lai. The Jolly Green flight then proceeded due west to the rescue scene. While proceeding to the scene Jolly Green 33 established contact with Seaworthy 98-1 and was advised that the position of the survivor was 269/10/50. 98-1 further advised that the survivors were out of the wreckage and the area appeared to be clear of unfriendly troops. Enroute Jolly Green 33 jettisoned its tip tanks and reduced fuel to an acceptable level. Weather conditions enroute and at the crash site were approximately 1700' broken to overcast, 5 miles visibility and scattered rain showers throughout the area. Jolly Green 33 arrived at the scene at approximately 0715Z and after pinpointing the survivors' position, lowered the Rescue Specialist to the ground to administer medical aid and prepare the survivors for hoisting. The Rescue Specialist advised Jolly Green 33 that his radio was inoperative but would use the survivor's survival radio for further communication. He requested Jolly Green 33 orbit the area until he called us back in due to the difficulty he was encountering from our rotor down wash. After orbiting the crash scene for approximately 5 minutes, the Rescue Specialist advised that the survivors were prepared for hoisting and Jolly Green 33 established a 30' hover over the survivors. The first survivor hoisted was the observer who had sustained a broken ankle and possible broken back. The Aerial Photographer assisted the Flight Engineer in recovering the survivor and placing him in a litter. The second survivor, the pilot, who had sustained two broken ankles was recovered with little difficulty. The Rescue Specialist was then hoisted aboard Jolly Green 33 and Jolly Green 33 departed the area. The hoisting operation took approximately 15 minutes, most of the time in light showers. Throughout the operation Jolly Green 21 maintained an orbit of the area, providing radio relay assistance and standby emergency assistance if required.

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GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

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After departing the crash scene the Rescue Specialist advised the pilot that due to the extent of the survivors' injuries, he thought that the best medical attention could be received at the Naval Support Activity Hospital at DaNang. Jolly Green 33 and Jolly Green 21 proceeded over water direct to the NSA Hospital and after advising the medical authorities there of the ETA discharged the survivors at approximately 0825Z.

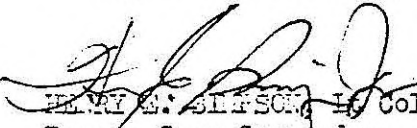
3. (U) The names of the survivors were:

Pilot - John C. Chatterton, WO, USA
Observer - Sallette, First name and rank unknown.)

3. (U) Crews of the Jolly Greens:

<u>JOLLY GREEN 33</u>			<u>JOLLY GREEN 21</u>		
RCC	LTCOL	HENRY E. SETHSON JR.	RCC	CAPT.	BILL M. CAMPBELL
RCCP	CAPT	VINCENT A. ZICCARDI	RCCP	LTCOL	HOMER H. HOWELL JR.
FE	A1C	JAMES A. THIBODEAU	FE	A1C	HOYLE L. SYKES JR.
RS	SGT	STEPHEN T. WHITE	RS	A1C	ROBERT H. FIELDS

4. (U) NOTE: Crew coordination was outstanding. Queen provided Huey gunships without request; outstanding. Radio traffic was held to a minimum during actual recovery; exceptional.


HENRY E. SETHSON, Jr., Col, USAF
Rescue Crew Commander

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Atch 2²