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3ARRGp Hist., Oct-Dec 1969

18

Aircraft Loss

(S)(GP-4) On 24 October 1969, an HH-3E, SN 66-13281, assigned to the 37ARRSq, Da Nang AB, RVN, was lost as a result of hostile groundfire. The "Jolly Green" was in a hover and had lowered a pararescueman (PJ) to aid an injured pilot. As the injured man and the PJ were being hoisted on the jungle penetrator, intense enemy groundfire severely damaged the helicopter, including the hoist mechanism. The penetrator line was cut free to prevent dragging the pilot and the PJ through a wooded area, as the helicopter could no longer maintain a hover. The HH-3E crash-landed approximately one mile away. The uninjured crew, the injured pilot, and the PJ were all recovered by another "Jolly Green". The remains of the damaged helicopter were subsequently destroyed by friendly strike aircraft to prevent enemy capture of its contents.

Standardization(U) Arrival of Personnel

Major John L. Powell, Jr replaced Major Edward G. Quinlin on 21 September as Chief of Standardization as well as HC-130P Aircrew Standardization Officer.

(U) Standardization Staff Visits

During the quarter, 3ARRGp standardization personnel conducted 17 visits.⁸

8. Appendix 4 lists the units visited, dates, and actions taken.

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37 ARRSq History, Oct-Dec 1969

14

Survivor and the Rescue Specialist were taken to the hospital after Jolly Green 42 returned to DaNang AB. (Supporting Document #2, p 42.)

24 October--Jolly Green 28 and 04 were scrambled from a forward operating base at Channel 103. The SAR effort was initiated in response to a Mayday call from Misty 11, who declared he had experienced an engine flameout and that the two crew members aboard were bailing out. Jolly Green 28 deployed his Rescue Specialist and was bringing the front seater up the hoist with the Rescue Specialist when heavy ground fire was taken. The hoist was shot off and Jolly Green 28 had to pull off. While departing the area it was determined that battle damage was severe enough, that the aircraft was emergency landed. Jolly Green 04 picked up the crew members from Jolly Green 28. After numerous efforts, Jolly Green 15 picked up the Rescue Specialist and the front seater. Jolly Green 19 picked up the backseater. (Supporting Document #3, p 45.)

15 November--Jolly Greens 31 and 42 were launched on a night rescue mission. The pilot of an aircraft, with the call sign of Charger 413, had bailed out feet wet. Numerous flares were dropped to illuminate the area and then Jolly Green 42 made an approach. He landed on the water near the survivor, but the survivor's raft was being blown away. As the aircraft was being hover taxied, engine problems developed. Jolly Green 42 had to leave the area and after several attempts, Jolly Green 31 picked up the survivor. Jolly Green 31 then flew to Channel 69 and