

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

SUPPORTING DOCUMENT #4

48

MISSION NARRATIVE 1-3-84 15 Nov 69

(U) At 1410Z the Bravo Alert crews were launched, with Jolly Green 42 as low aircraft and Jolly Green 31 as the high aircraft. Takeoff was made at 1425Z by Jolly Green 31 with Jolly Green 42 approximately two minutes behind. A call was made to Queen by JG 42 and the survivor was located on the 342/22/Channel 69. His call sign was Charger 413. Charger 407 the wingman, was on the scene and Spooky 12, a flare ship was dispatched to the area from Channel 103. Radio contact was established on GCI frequency with Spooky 12 by JG 31 at approximately 1435Z and Spooky 12 requested to know if the JGs desired assistance. He was requested to standby until the JGs arrived on the scene and could evaluate the situation. Panama GCI was vectoring the JGs to the location of survivor, and with 22 NM to go, JG 31 departed GCI frequency for 282.8, the reported frequency Charger 413 was using on his survival radio. Radio contact was established at 1455Z by JG 31 with Charger 413. Weather conditions in the area were 2000 broken, visibility was one mile, winds 100 at 15 knots, and the sea state was 6 to 8 feet from the southeast with no moon illumination. JG 31 requested that Charger 413 transmit for a DF steer. Charger 413 transmitted and his bearing was 60 degrees from the heading of JG 31 who was now at the 342/22/Channel 69. JG 31 turned and started tracking inbound to Charger 413 by DF. Charger 413 requested a light from JG 31. The request was complied with and visual contact by Charger 413 was established. His position was fixed to be the 345 degree radial for 25 miles from Channel 69. Charger 413 directed JG 31 over him and a smoke was dropped when the survivor called that the aircraft was directly overhead. At 1503Z the position of Charger 413 was confirmed. JG 42 arrived and took over as On Scene Commander. Charger 413 directed JG 42 over him and another smoke was dropped which failed to ignite. JG 42 made another pattern with the final approach heading of 150 degrees and dropped another smoke over Charger 413 which ignited. JG 42 requested assistance of the flare ship Spooky 12. Spooky 12 finally came up on frequency and stated that he had been released, and was on his fragged mission. To our knowledge Spooky 12 had not been released. The time was now approximately 1520Z. Crossbill 834 another flareship arrived on the scene and JG 42 requested that Crossbill 834 commence his flare drops. JG 42 commenced an approach to the survivor on approximate heading of 150 degrees. The wind was from 100 degrees at 15 knots with the sea waves at 6 to 8 feet. JG 42 made a sea landing and attempted to taxi to Charger 413, but his life raft was blown too far away. JG 42 brought the aircraft into a hover and started moving forward. About the same time JG 42 reported flames from his number one engine and that he was departing and climbing. Immediately JG 31 commenced descent and JG 42 reported he had shut down number one engine and the situation was well in hand and he was proceeding to Channel 69. The

49

time was now 1536Z. JG 31 continued descent and established final approach to the survivor. A water landing was made, an unsuccessful attempt to taxi to Charger 413 was made. The aircraft was raised into a hover, and an air taxi was started toward the survivor. Approximately 25 yards from the survivor the Rescue Specialist was deployed to assist the survivor. The aircraft was landed again and a successful recovery was accomplished. The survivor was brought aboard JG 31 at 1545Z. After takeoff the Rescue Specialist reported the survivor to be in good condition. JG 31 departed the area for Channel 91, and contacted Queen. Queen, after determining the status of the survivor, requested that JG 31 proceed to Channel 69 to pick-up the crew from JG 42. JG 31 landed at Channel 69 at 1610Z. The crew of JG 42 was loaded and takeoff was accomplished. Final landing at Channel 91 was made at 1655Z.

(U) The survivor was Lt(JG) Jess A. Dawkins, VA27, USS Constellation.

(U) Crews involved:

JOLLY GREEN 42

AC	Capt	Charles P. Lowry
CP	Maj	John A. Raper
FE	Sgt	David M. Southward
RS	Sgt	Harry C. Chalmers
RS	Sgt	John H. Bullock Jr.

JOLLY GREEN 31

AC	Lt(JG)	Robert T. Ritchie
CP	Capt	Jimmie Blackwood
FE	Sgt	Robert J.P. Laframboise
RS	TSgt	William C. Sutton
RS	SSgt	Luther E. Davis

FROM: 370

17 Nov 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-084) 15 Nov 69

TO: 370
3RD ABRGP (JRCC)
IN TURN

1. This report is submitted IAW ABRSM 55-2/3 ABRGP Sup 1 dated 15 June 1969.
2. At 1410Z the Bravo Alert crews were launched, with Jolly Green 42 as low aircraft and Jolly Green 31 as the high aircraft. Takeoff was made at 1425Z by Jolly Green 31 with Jolly Green 42 approximately two minutes behind. A call was made to Queen by JG 42 and the survivor was located on the 342°/22/Channel 69, whose call sign was charger 413. Charger 407 the wingman was on scene and Spooky 12 a flare ship was dispatched to the area from Channel 103. Radio contact was established on GCI frequency with Spooky 12 by JG 31 at approximately 1435Z and Spooky 12 requested to know if the JG's desired assistance. He was requested to standby until the JG's arrived on scene and could evaluate the situation. Panama GCI was vectoring the JG's to the location of survivor, and with 22 NM to go JG 31 departed GCI frequency for 282.8 the reported frequency Charger 413 was using on his survival radio. Radio contact was established at 1455Z by JG 31 with Charger 413. Weather conditions in the area were 2000 broken, visibility one mile, winds 100°/15 kts, sea state 6 to 8 feet from southeast with no moon illumination. JG 31 requested that Charger 413 transmit for DF steer. Charger 413 transmitted and his bearing was 60° from the heading of JG 31 who was now at the 342°/22/Channel 69. JG 31 turned and started tracking inbound to Charger 413 by DF. Charger 413 requested a light from JG 31, request was complied with and visual contact by Charger 413 was established. His position was fixed to be the 345°/25 from Channel 69. Charger 413 directed JG 31 over him and a smoke was dropped when survivor called that aircraft was directly overhead. At 1503Z the position of Charger 413 was confirmed. JG 42 arrived and took over as on scene commander. Charger 413 directed JG 42 over him and another smoke was dropped which failed to ignite. JG 42 made another pattern with the final approach heading of 150° and dropped another smoke over Charger 413 which ignited. JG 42 requested assistance of the flare ship Spooky 12. Spooky 12 finally came up on frequency and stated that he had been released, and was on his fragg mission. To our knowledge Spooky 12 had not been released. Time approximately 1520Z. Crossbill 834 another flareship arrived on scene and JG 42 requested that crossbill 834 commence his flare drops. JG 42 commenced an approach to the survivor on approximate heading of 150°. The wind was from 100°/15 kts with sea waves of 6 to 8 feet. JG 42 made a sea landing and attempted to taxi to Charger 413, and his life raft was blown too far away. JG 42 brought the aircraft into a hover and started moving forward. About the same time JG 42 reported flames from his no. 1 engine and that he was departing and climbing. Immediately JG 31 commenced descent and JG 42 reported he had shut down no. 1 engine and the situation was well in hand and he was proceeding to Channel 69. Time 1536Z. JG 31 continued descent and established final approach to survivor. A water landing was made, an unsuccessful attempt to taxi to Charger 413 was

made. Aircraft was raised into a hover, and air taxi was started toward survivor. Approximately 25 yds from survivor the Pararescueman was deployed to assist the survivor. The aircraft was landed again and a successful recovery was accomplished. The survivor was brought aboard JG 31 at 1545Z. After takeoff the Pararescueman reported the survivor to be in good condition. JG 31 departed the area for Channel 91, and contacted Queen. Queen after determining the status of survivor, requested that JG 31 proceed to Channel 69 to pick-up the crew from JG 42. JG 31 landed at Channel 69 at 1610Z. The crew of JG 42 was loaded and takeoff was accomplished. Final landing at Channel 91 was made at 1655Z.

3. Survivor: Lt(jg) Jess A. Dawkins, VA27, USS Constellation.

4. Jolly Green Crew Members:

JOLLY GREEN 42

AC	CAPT	CHARLES P. LOWRY
CP	MAJ	JOHN A. RAPER
FE	SGT	DAVID M. SOUTHWARD
RS	SGT	HARRY C. CHALMERS
RS	SGT	JOHN H. BULLOCK JR.

JOLLY GREEN 31

AC	LT(jg)	ROBERT T. RITCHIE
CP	CAPT	JIMMIE BLACKWOOD
FE	SGT	ROBERT J.P. LAFRAMBOISE
RS	TSGT	WILLIAM C. SUTTON
RE	SSGT	LUTHER E. DAVIS


ROBERT T. RITCHIE, Lt(jg), USCG
Aircraft Commander