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MISSION NARRATIVE REPORT

DATE: 13, 14 April 1970

MISSION NUMBER: 1-3-027

FLIGHT DESIGNATION: Jolly Green 22, 07, 27, and 21.

MISSION OBJECTIVE: Rescue Recovery of Brandy 22.

LOCATION: 16° 18'N 107° 58'E

SAVES: Seven Saves

Classified by DA 1 3000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 71

1. (C) SUMMARY OF SAR ACTIONS:

- a. At 1010Z on 13 April Jolly Green 27 and 21 were scrambled after a UH-1 that had crash landed on the side of a mountain. Jolly Green 27 and 21 arrived on scene at 1045Z and Jolly Green 27 was appointed on scene commander by Spad 11 who had determined the area was apparently secure. Jolly Green 27 began a search and was able to locate Brandy 22's approximate position by radio contact and vectors from Brandy 22. The weather was overcast at 500', later lifting to 1100' but covered the survivors who were at approximately 1300'. The condition of the survivors was received and Jolly Green 27 decided to make an attempt to reach the survivors. Several attempts were made, just prior to and after full darkness. Jolly Green 27 was able to hover to within approximately 150' downhill of the survivors before the weather and darkness prevented him from getting any higher. Because of the severity of the terrain and the extent of the survivors injuries they were unable to work downhill to the helicopter hover point. The pickup attempt was terminated and because of darkness Jolly Green 27 and 21 returned to base, 1215Z. Jolly Green 27 and 21 landed at 1232Z.
- b. On 14/2200Z Jolly Green 22 and 07 were launched on a first light attempt to rescue the survivors. The weather in the area was 1000' broken to overcast. Jolly Green 22 arrived in the area at 2225Z and established immediate contact with Brandy 22. All survivors were cold and damp but survived the night and were in good spirits. The weather in the area was 1000' overcast but in the survivors immediate position on the down wind side of the mountain the clouds were spilling over down to 700'. Spad 11/12 arrived in the area at 2230Z and Spad 11 took over on scene command. King 04 was mission commander. Brandy 22's exact position was established by the use of voice vectors and flare firing. Throughout the entire rescue mission Brandy 22 did an exceptional job of aiding the rescue forces. He remained calm, gave accurate reports of his position and the condition of his people. He wisely conserved his radio and he also made no attempt to have the SAR forces try a hasty but unsafe rescue. Brandy 51 came on scene as airborne Army Liaison and the decision was made to insert an Army

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ground team and the Pararescuemen on the side of the hill. They were to climb to the survivors. At 0050Z ten Army troops were deployed from two UH-1's. Jolly Green 22 then inserted two P.J.'s using the hoist and Jolly Green 07 put one P.J. down using the hoist. Downdrafts complicated the insertion. Jolly Green 22 and 07 then flew to Channel 69 to refuel at 0120Z. The P.J.'s had to negotiate an extremely steep slope, dense with trees, and they were traveling with medical equipment and litters. At 0210Z both Jollies returned from refueling and we noticed that the clouds had lifted to near the 1200 foot level. Jolly Green 07 made a pass up the side of the hill and spotted the survivors standing near the wreckage at the 1350 foot level. The last 150 feet of the pass was IFR. Jolly Green 22 then dropped his tanks and flew in to extract his P.J.'s who were then still 200 meters below the survivors. He made a second pass and Jolly Green 07 led him in to the survivors. The hovering pickup over the survivors was conducted in IFR conditions with downdrafts and turbulence. Jolly Green 22 was blown out of his hover and had to re-enter. The work of the Flight Engineers and Pararescue men on both Jolly Green 22 and 07 was outstanding. The F.E.'s did an extremely fine job controlling the hover. Jolly Green 22 picked up five survivors, the last at 0355Z. Jolly Green 07 picked up the last two survivors and three pararescuemen. Both helicopters then flew to Channel 69 to off load survivors. The altitude of the crash was 1350 MSL and the temperature 16°C. Both helicopters weighed approximately 18,500 pounds during the pickup. The Stokes litter was used for all the survivors. As each was brought on board, he was transferred from the Stokes to a stretcher and the Stokes was sent back down. Both aircraft landed at Da Nang AB, RVN at 0540Z 15 April 1970.

2. 8/17.8/HH-3E/37 ARRS

3. One Army team, 10 personnel.

4. None.

5. Three pararescuemen were involved in the actual recovery. They were deployed on the hoist using the forest penetrator and recovered the same way. All seven survivors required medical treatment. No medical treatment was given by the pararescuemen due to the proximity of the hospital. All appeared to have broken bones and lacerations. The Army hospital at Hue Phu Bai was the evacuation point. All survivors were conscious and none were in severe shock when we arrived at Hue.

6. JOLLY GREEN CREW:

Jolly Green 27

AC Charles W. Bond, Maj
CP John A. Raper, Maj
FE Frank Gaydos Jr. TSgt.
RS Terry L. Wetzel, Sgt

Jolly Green 21

AC Miguel Garcia, Capt.
CP Joseph M. Nall, Capt
FE Gerald L. Hartzel, TSgt
RS Edward K. Rendle, Sgt.

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Jolly Green 22

AC Lewis E. Garrett, Maj.
CP Travis Wofford, Maj.
FE Jimmie D. Rash, Sgt.
RS Stephen V. Samo, Sgt.
RS Luther E. Davis, SSgt.



LEWIS E. GARRETT, Major, USAF
Aircraft Commander

Jolly Green 07

AC David E. Vaughan, Maj.
CP Jimmie Blackwood, Capt.
FE Claude C. Franks, TSgt.
RS Dennis T. Duffy, SSgt



DAVID E. VAUGHAN, Major, USAF
Aircraft Commander

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DATE: 14 APR 70

18 April 1970

MISSION NUMBER: 1-3-027-13 APR 70 (Part 2)

AIRCRAFT DESIGNATION: KING 4

LOCATION: 319/22/77

DISTRESSED AIRCRAFT: BRANDY 22 (UH-1)

SAVES: 7 Combat

Classified by Det 1 3ANAP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 71

1. (C) Briefing at Squadron Intelligence revealed that a UH-1, Brandy 22, went down the previous day; King 4 was instructed to launch as soon as possible. At 2210Z King 4 arrived on scene over the SAR objective. Crossbill 3-1, C-117, who had been monitoring through out the night was released. Jolly Green 22 & 07 arrived in the area at 2220Z. Weather was 3 hundred scattered and 9 hundred overcast with 7 miles visibility. Spad 11 & 12 arrived in the area at 2230Z and Spad 11 was appointed On-Scene Commander (OSC).

2. (C) Radio contact with survivor revealed that several persons were injured, mainly broken bones and bad bruises. No ground fire or troop movement was reported in the area. The party had 7 flares, pen-gun type, a flash light, and plenty of drinking water; however they were wet and cold. The weather was preventing immediate recovery. Spad 11 recommended that the Army put in a ground team to escort 3 pararescue personnel to the site. At 0020Z two Army helicopters with 5 personnel each began rappelling into an area approximately 100 - 125 meters from the crash site. This was time consuming since the Army personnel were not proficient in rappelling. At 0113Z Jolly Green 22 deployed two PJs into the area, and Jolly Green 07 deployed his PJ in at 0118Z. This gave a moral lift to the survivors.

3. (C) Jolly Green 22 & 07 were RTB to Channel 69 for fuel, A/R could have been performed by King 4; however the decision was made to land and refuel at Channel 69. Spad 12 was RTB to Channel 77 for fuel. It was necessary to stagger the SAR forces due to no additional resources. Spad 11 RTB when Spad 12 replaced him as OSC at 0300Z. *why*

4. (U) At 0300Z the weather began to improve greatly, Jolly Green 22 dumped fuel, recovered his PJs and made a visual contact with the survivors. At 0315Z Jolly Green 22 began extracting the survivors. He extracted 5 survivors, leaving his 2 PJs and 2 survivors. for Jolly Green 07. Jolly Green 07 began extracting the remainder of personnel at 0400Z.

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37 ARRSq History, Apr-Jun 1970

SUPPORTING DOCUMENT #1

<u>SAVE</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>DATE</u>	<u>MISSION NUMBER</u>
526	R.L. Campbell	1/Lt-USMC	5 Apr	1-3-025
527	L.J. Zilka	Maj-USMC	5 Apr	1-3-025
528	J.E. Kelly	L/CPL-USMC	5 Apr	1-3-025
529	C.H. Silver	1/Lt-USMC	5 Apr	1-3-025
530	S.D. Erxleben	L/CPL-USMC	5 Apr	1-3-025
531	F.E. Smiley	L/CPL-USMC	5 Apr	1-3-025
532	J.A. Bowling	CPL-USMC	5 Apr	1-3-025
533	A.A. Morelli	CPL-USMC	5 Apr	1-3-025
534	Vo-Ba	CPL-RVN	5 Apr	1-3-025
535	E.E. Jarrell	Sgt-USMC	5 Apr	1-3-025
536	A.R. Kendall	L/CPL-USMC	5 Apr	1-3-025
537	R.P. Fornal	CPL-USMC	5 Apr	1-3-025
538	D.V. Delozier	PFC-USMC	5 Apr	1-3-025
539	Nguyen-Minh	CPL-RVN	5 Apr	1-3-025
540	M.P. Hamilton	Lt(JG)--USN	7 Apr	1-3-026
541	Pickett	LtCol-A	14 Apr	1-3-027
542	Khoa	1/Lt-A	14 Apr	1-3-027
543	Waltz	CWO-A	14 Apr	1-3-027
544	Ulmer	SP4-A	14 Apr	1-3-027
545	Burke	SP4-A	14 Apr	1-3-027
546	Bonwette	Maj-A	14 Apr	1-3-027
547	Welty	WO-A	14 Apr	1-3-027

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DATE: 13 APR 70

15 April 1970

MISSION NUMBER: 1-3-027-13 APR 70 (Part 1)

AIRCRAFT DESIGNATION: KING 6

LOCATION: 319/22/77

DISTRESSED AIRCRAFT: BRANDY 22 (UH-1H)

SAVES: None

Classified by *BB 1 3 NRlp*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *3/26/76*

1. (C) At 0915Z, Queen informed King 6 that Brandy 22 was down in the vicinity of Hue. No emergency transmissions had been heard prior to this initial notification. After several calls on Guard, we established voice communication with the survivors. The aircraft had crashed into the side of a mountain after inadvertently entering the weather. Brandy 22 believed he was in the 1407 grid square, north of Fire Support Base Tomahawk. He reported his position obscured by overhanging clouds and the visibility extremely poor. There were seven survivors, one of whom was seriously injured. The remaining survivors had varying degrees of injuries. No enemy activity was reported in the crash area. Brandy 22 had one emergency radio and pen gun flares.

2. (C) Several Army helicopters were directed to the combat aircrew recovery (ACR) area. Hawk 33 was appointed On-Scene Commander, and established contact with Brandy 22. There was a great deal of difficulty in pinpointing the crash site due to weather - 400 foot ceiling with the visibility down to one mile. King 6 took several DF cuts, and established the position as 310/26/77. The Jollies and Spads were requested to be launched.

3. (C) Jolly Green 27 was appointed On-Scene Commander after arriving in the area and being briefed by Hawk 33. By utilizing UHF/DF, both Jolly Green 27 and Spad 12 were able to refine the ACR area as 319/22/77.

4. (C) The effort was terminated because of darkness and weather, and Brandy 22 was advised of first light procedures.

5. (U) No aerial refueling was required.

6. (C) Resources:

Jolly Green 27 & 21
Roadrunner 17

Spad 11 & 12
Brandy 23

Hawk 33

7. (U) King 6 Crewmembers:

AC/AMC CPT EPSTEIN
CP MAJ MAZACHEK
N LTC LUURTSEMA

RO A1C WARE
FE MSG KILGORE

FE TSG BRANNAN
IM SGT HATTON

Howard M. Epstein
HOWARD M. EPSTEIN, Captain
Aircraft Commander/Airborne Mission Commander

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