

JOPREP JIFFY – The Air Force codeword for operational messages destined for the Joint Chief of Staff's operational reporting system (JOPREP) command post.

0 160430Z APR 70

FM 37 ARRS DANANG AB RVN

SECRET/JOPREP JIFFY/37 (0C)/OPREP-3 BEELINE SUPPLEMENTAL REPORT
REFERENCE 37 ARRS OPREP 3 BEELINE 004, 160954ZAPR70. AND 37 ARRS OPREP3
BEELINE 003, 151140ZAPR70.

AT 0705Z, AS JG 27 WENT IN TO MAKE HIS THIRD ATTEMPT AT PICKING
UP THE SURVIVORS, HE REPORTED GROUND FIRE AND THAT HIS AUXILIARY
SERVO SYSTEM WAS OUT. JG 27 EXITED THE SMOKE GOING SOUTH. HE
WAS OBSERVED TO BE ON FIRE FROM THE APU SECTION AND GYRATING WILDLY.

SECONDS LATER JG 27 CRASHED IN A DEPRESSION CAUSED BY AN OLD
STREAM BED. JG 21 WAS IN A HOVER 25 FT. OVER THE CRASH AFTER
APPROXIMATELY TWO MINUTES. THE PJ WAS AFTER WHICH IT WAS
NECESSARY TO MAKE A 180 DEGREE HOVER TURN TO PUT THE FE IN POSITION
TO SEE AND OPERATE THE HOIST OVER THE SURVIVORS. AS A RESULT JG
21 WAS NOW IN A DOWNWIND HOVER. WIND VELOCITY WAS APPROXIMATELY
FIVE KNOTS. THE POSITION OF THE SURVIVORS IN RELATION TO THE FIRE
AND THE CONFINED AREA OF THE CRASH SITE, PRECLUDED ANY OTHER POSITION
FOR THE RESCUE HELICOPTER. AFTER ONE SURVIVOR WAS BROUGHT ABOARD,
THE NUMBER TWO FIRE WARNING LIGHT CAME ON. ENGINE INSTRUMENTS DID
NOT INDICATE A FIRE AND WERE STABLE EXCEPT TURBINE TEMPERATURE WAS
750 DEG C. NOT HOT ENOUGH TO INDICATE AN ENGINE FIRE. HOVER POWER RE-
MAINE BETWEEN 90 AND 95 PERCENT TORQUE. TWO MORE SURVIVORS WERE

BROUGHT ABOARD, THE NUMBER ONE FIRE WARNING LIGHT THEN ILLUMINATED.
BEFORE THE PJ FROM JG 21 COULD BE HOISTED ABOARD, THE AIRCRAFT
STARTED TO SETTLE. POWER AT THAT TIME WAS APPROXIMATELY 100 PER
CENT TORQUE AND 97 PERCENT ROTOR SPEED. THE AIRCRAFT SETTLED IN A
LEVEL ATTITUDE AND TOUCHED DOWN. THE PJ SCRAMBLED ABOARD. AFTER
APPROXIMATELY 30 SECONDS, ROTOR SPEED BUILT BACK UP TO 107 PERCENT
AND JOLLY GREEN 21 EXITED THE AREA. ATTEMPTS WERE MADE TO CUT THE
FOREST PENETRATOR. WHICH WAS OUT ON ABOUT 25 FEET OF CABLE, FREE
FROM THE AIRCRAFT. THE ATTEMPTS WERE UNSUCCESSFUL.
JG EXITED THE AREA WITH M-60 MACHINE GUNS FIRING TO KEEP
UNFRIENDLY HEADS DOWN. ENROUTE TO PLEIKU AB, EXCESSIVE TORQUE WAS
REQUIRED TO MAINTAIN DESIRED AIRSPEED, AFTER LANDING AND DEPOSITING

SURVIVORS AT THE HOSPITAL, DAMAGE WAS NOTED TO ALL FIVE TAIL ROTOR
BLADES DUE TO BLADES STRIKING TREES WHEN THE AIRCRAFT SETTELED.
PROBABLE ENGINE DAMAGE DUE TO HIGH TEMPERATURE ENCOUNTERED OVER
THE CRASH SITE AND A NORMAL LOSS OF ENGINE POWER UNDER HIGH
TEMPERATURE CONDITIONS COMBINED TO CAUSE THE AIRCRAFT TO SETTLE.

JOPREP JIFFY – The Air Force codeword for operational messages destined for the Joint Chief of Staff's operational reporting system (JOPREP) command post.

THIS CONCLUSION IS SUBSTANTIATED BY HIGH POWER, LOW AIRSPEED PROBLEM ENROUTE TO PLEIKU AB. TECHNICAL ORDER TEMPERATURE TIME LIMITATIONS FOR THE ENGINES WAS EXCEEDED. MAINTENANCE PERSONNEL FROM 37 ARRS INSTALLED NEW ENGINES AND TAIL ROTORS AT PLEIKU AB. THE AIRCRAFT WAS TEST FLOWN AND RETURNED TO DANANG AB ON 17 APR 70.