

DECLASSIFIED

~~CONFIDENTIAL~~
MISSION NARRATIVE REPORT

DATE: 15 April 1970

MISSION NUMBER: 1-3-028

FLIGHT DESIGNATION: Jolly Green 27 And Jolly Green 21

MISSION OBJECTIVE: Rescue of Survivors from Army UH-1 Helicopter

LOCATION: 14°52'N 107°42'E

SAVES: Three Combat Saves

DOWNGRADED TO
CONFIDENTIAL
IAW EX. ORDER 11652

Classified by Net 13 Melp
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Mar 78

1. (S) SUMMARY OF SAR ACTIONS: Jolly Greens 27 and 21 were scrambled at 1330L to proceed to a fix of 340/53/107 for the rescue of four survivors of a Army UH-1 helicopter. Initial takeoff was made to the South and climbout to altitude was made on a heading of 150° to 6000' MSL. Jolly Green 27 obtained artillery clearance from Da Nang DASC, then our heading was changed to 210° to proceed direct to the area. ETA was passed to King 06 of 1425L. Enroute we were monitoring frequency 255.1 for the local area FAC, Tum 25. Prior to our arrival on scene, frequency was changed to 282.9. Initial holding point of 320/14/94 was relayed to Jolly Green 27 and 21. Spad 11 and 12 arrived on scene and changed the holding point to a position NNE of the survivors position. During the interim, Tum 25 was directing fast-mover strikes into the area around the survivors. Spads 03 and 04 were also on scene. Spad 11 encountered UHF radio problems and Spad 03 was directed to take over as On-Scene Commander. Jolly Green 27 and 21 were holding at 7500' MSL in the area specified. An inbound heading from the NNE was decided upon due to the terrain rising faster from that direction to the survivors, thus exposing Jolly Green 27 to a lesser amount of ground fire. The plan was briefed that the Spads would lay a double corridor of smoke to the survivors position. Spad 11 and 12 were to daisy chain to the right of Jolly Green 27 and two Huey Cobras were to daisy chain to the left. Elevation was 2450', temperature 24°C, broken cloud layer from 8000' MSL with thunderstorm activity in the area. Jolly Green 27 proceeded in to attempt the rescue. He received ground fire going in and exited to the South, both because of the ground fire and smoke being too intense to see the survivors. Jolly Green 27 made a climbing left turn, reported that they had received five hits, everything operational and were proceeding back to make a second attempt. The second attempt was commenced on the same heading as the first. Again Jolly Green 27 was repelled by intense ground fire and exited the area to the South. Jolly Green 21 had moved from the NNE holding position to a

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after 10 years

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point over the area of the survivors at 5000' MSL to maintain visual contact on Jolly Green 27. After the second attempt Jolly Green 27 reported his aircraft and crew were still capable of making the pickup. The Spads and Cobras were making fire suppression passes while Jolly Green 27 made ready for his third attempt. This time Jolly Green 27 was able to establish a momentary hover near the survivors location before being driven off by intense ground fire. While egressing, Jolly Green 27 reported the loss of his aux-servo system. The crew of Jolly Green 21 saw fluid and flames from the engine area of Jolly Green 27 as he emerged from the smoke toward the South. Jolly Green 27 radioed that they would have to put the helicopter down. The crew of Jolly Green 21 observed wild aircraft gyrations just before Jolly Green 27 crashed, about one-half mile Southwest of the location of the original survivors. The co-pilot of Jolly Green 27 later described the rolls the aircraft was undergoing passed 90° left and right. He also said both he and the pilot were on the controls trying to right the aircraft. The aircraft crashed in a nearly level attitude, right side up, in a flat spin to the right with little forward speed. The aircraft impacted in a gully. The Co-Pilot exited through the broken front windscreen. He then attempted to remove the aircraft commander from his seat. The Co-Pilot observed bleeding from all cavities of the Aircraft Commander's face. Unable to free the Aircraft Commander, the Co-Pilot then saw the Flight Engineer and Pararescuer on fire in the rear of the aircraft. The Co-Pilot then ran to the cargo door where he found the Flight Engineer who had fallen from the aircraft. The Co-Pilot then pulled the Pararescuer from the aircraft. After the Pararescuer hit the ground he started rolling and the Co-Pilot beat the fire out with his hands. The Co-Pilot returned to where the Flight Engineer was lying ablaze and beat the fire out. He started pulling the Flight Engineer from the immediate area when he observed the Pararescuer was on fire again. He ran and put the fire out on the Pararescuer once again. The Pararescuer then went with the Co-Pilot to the Flight Engineer and together they moved him to a position approximately five yards from the aircraft. Approximately two minutes after the crash, Jolly Green 21 was in a hover into the wind over the crash site. The Pararescuer from Jolly Green 21 was deployed and as he passed the burning wreckage he observed the cockpit to be completely engulfed by fire. He then moved the three survivors another five yards from the wreckage. The location of the trees, the flaming wreckage and the survivors required that Jolly Green 21 hover downwind to effect the pickups. The aircraft was lifted out of the depression and turned 180° to downwind and then lowered into position to begin hoist operations. The fire and survivors were now on the right of the aircraft in view of the Flight Engineer. The survivors were located approximately 10 yards from the wreckage which was being totally consumed by flames. At this time, the ammunition aboard the wreckage began cooking off. The first survivor was hoisted aboard. Then the number two engine fire warning light came on. Hover power was still good, the engine instruments were stable except that engine turbine temperature was up to 750° C, hot, but not hot enough to indicate a fire in the engine compartment. Two more survivors came up on one hoist load. The number one engine fire warning light came on at this time. The hoist was lowered to pickup Jolly Green 21's Pararescuer. The aircraft lost power and slowly settled to the ground. Normal

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loss of engine power at high ambient temperature and probable engine damage due to prolonged operation in an extremely hot environment combined to cause aircraft settling as rotor rpm dropped. Technical order temperature/time limits on the engines were exceeded. The Pararescueman on the ground scrambled aside and then leaped aboard as the aircraft settled to the ground. The main rotor blades were just nicking a tree at the ten o'clock position. Tail rotor damage was also being sustained at this time. After about 30 seconds on the ground the rotor rpm suddenly increased enough to allow takeoff. Jolly Green 21 took off with M-60 machine guns firing to keep unfriendly heads down. The fire warning lights went out as forward speed was gained. Jolly Green 21 was over the survivors for approximately 10 minutes total. Throughout the rescue effort an Army Cobra gunship was laying down suppressive fire 360° around the crash site. A heading to Pleiku AB was obtained from the Spads. Enroute, an excessive amount of torque was required to maintain a desired airspeed, substantiating that the aircraft engines had been damaged. After depositing the survivors in the hospital at Pleiku AB, an inspection of the aircraft revealed moderate damage to all five tail rotor blades. Jolly Green 21 landed at Pleiku AB at 1600L, 15 Apr 70. At 1710L, 17 Apr 70, Jolly Green 21 after a double engine change, five new tail rotor blades installed and an FCF flight, departed Pleiku AB enroute to Da Nang AB, landing at 1900L. Jolly Green 22 and 07 were scrambled from Channel 77 at 1510L when word was received of Jolly Green 27's crash. Also Jolly Green 33 and 42 were scrambled from NKP. Upon arrival on scene Jolly Green 22 and 07 were directed to hold over DAK TO. Jolly Green 33 and 42 arrived on scene just before dark, however no further attempts were made on the original SAR objective and all forces were RTB'd at 1910L to Channel 77.

2. 7 Sorties/20.3hrs/HH-3E/37 ARRS; 8 Sorties/28.0hrs/A1E/OLAA 56 SOW; 2 Sorties/10.3hrs/HC-130P/39 ARRS 8 Sorties/30.6hrs/A1E/56 SOW

3. None

4. None

5. MEDICAL TREATMENT OF SURVIVORS

- a. One Pararescueman
- b. Hoist
- c. Three survivors required medical treatment.
- d. Two survivors with 2nd and 3rd degree burns and cuts and abrasions. One survivor with cuts and abrasions.
- e. Survivors treated for shock and one burn patient given an IV.
- f. 71st Medical Evacuation Hospital Pleiku AB, RVN.
- g. One ambulatory, condition good; two litter patients, condition poor.

6. JOLLY GREEN CREWS:

Jolly Green 27

AC Capt. Travis H. Scott Jr.
CP Maj. Travis Wofford
FE TSgt. Gerald L. Hartzel
RS SSgt. Luther E. Davis

Jolly Green 21

AC Maj. Lewis E. Garrett
CP Capt. Jimmie Blackwood
FE SSgt. Thayer D. Pope
RS Sgt. Gary T. Osborne

Lewis E. Garrett
LEWIS E. GARRETT, Major, USAF
Aircraft Commander

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escorted Jolly Green 21 to Channel 107, which was closest hospital. Jolly Green 21 reported 3 survivors, copilot suffering from cuts and abrasions, flight engineer and PJ with possible internal injuries and severe burns, pilot KIA and left with aircraft.

5. (C) Spad 11 was appointed OSC and fast moving recourses were cycled into area for next two hours using Tum 15, Mike 83 & 87 as FAC's, with Elliot 15 & 16 obtaining recourses. King 6 requested CBU 30 & 52 if available, and additional fast movers with soft ordinance and high drag bombs. During this time period Sandy 1, 2, 3 & 4, Hobo 34 & 35, King 7, and Jolly Green 22 & 07 arrived in area with Jolly Green 47 & 33 inbound.

6. (C) Sandy 1 was appointed On-Scene Commander at 0840 and Spad 11 & 12 RTB. Sandy requested a radio drop be made to survivors of Bikini 28 in an attempt to establish radio contact. After determining that the Army, had no dropable radios, King 7 was directed to drop 2 radios to a waiting helicopter at Channel 94. The drop was successful and the helicopter (Bishop 13) escorted by the A-1's dropped the radio to the survivors position at 0954. King 7 then proceeded to Channel 72 to refuel Jolly Green 47 & 33 so they would have sufficient fuel for a pick up attempt. Jolly Green 22 and 07 were directed to refuel at Channel 94 as a pick up attempt was not contemplated at this time.

7. (C) At 1000Z Spad 01 & 02 arrived and Spad 01 was appointed On-Scene Commander with Sandys RTB'd due to fuel. A further pickup attempt was called off due to deteriorating weather, and impending darkness. All forces were released at 1050Z. King 6 confirmed with the Army that an attempt to extract pilot of Jolly Green 27 and crew of Bikini 28 and ARVN would be attempted at first light. All forces were accounted for at 1200Z and King 6 terminated mission.

8. (U) Air Refueling: King 7 - Jolly Green 47 & 33

9. (C) Resources:

<u>FAC's</u>	<u>SANDY's</u>	<u>JOLLY GREEN's</u>	<u>SPAD's</u>
Tum 15, 25	1 thru 6	27 & 21	01 & 02
Elliot 15, 16		22 & 07	03 & 04
Mike 87, 83		42 & 33	11 & 12

HELICOPTERS: Pamper Gunships: 13 & 14, 15 & 16
Gladiator 10, 21, 25
Bishop 13 plus 2

Fast moving resources were handled efficiently by Army in country FAC's and King did not have job of controlling them.

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DATE: 15 APR 70

18 April 1970

Classified by *Ref 1 3Mclly*
SUBJECT TO GENERAL DECLASSIFICATION

MISSION NUMBER: 1-3-028-15 APR 70

AIRCRAFT DESIGNATION: KING 6 ~~CONFIDENTIAL~~ *DOWNGRADED TO*

LOCATION: 320/14/94 ~~CONFIDENTIAL~~ *ON 11 APR 73*

DISTRESSED AIRCRAFT: BIKINI 28 (Army UH-1), JOLLY GREEN 27

(S) SAVES: 3 Combat, 1 KIA (JG 27), Unknown Number MIA (Bikini 18 & ARVN unit)

1. (S) King 6 departed Tuy Hoa at 0930Z and proceeded to orbit. We were informed by King 4 that an Army helicopter had been shot down at 320/14/94 and the Army was working the mission and did not request Air Force assistance. We initially established orbit at 360/18/87 as we had a voice contact on guard who was requesting help. Vectored a FAC - Elliot 13 into the area.

2. (C) At 0527Z Joker advised King 6 that Jolly Green 27 & 21 and Spads 3, 4, 11, & 12 were launched in support of the Army mission and we proceeded to Channel 94, informing Elliot 13 of the frequencies he could contact us on if Rescue assistance was required.

3. (C) At 0545Z established contact with Elliot 16, who was working as Mission Control for cycling fighters into the area and Tum 25 who was On-Scene Commander and who was in the process of putting strikes into the area. The mission initially was very confused as we were informed that Bikini 28 (UH-1) had been shot down, with 4 POB. The Army had lost 2 other helicopters in an attempt to insert a bright light (ARVN ground team) to extract the survivors. Reports varied as to the number of ARVN and Americans in the area and finally determined there were 2 or 3 Americans and an unknown number of ARVN at the crash sight, and the ground fire was being taken from 360° through out the area.

4. (S) King 6 requested the use of 2 more helicopters and one more flight of A-1's, also smoke. At 0610 Spad 03 & 04 arrived in the area and Spad 03 was appointed On-Scene Commander. Jolly Green 27 & 21 and Spad 11 & 12 arrived on scene and Spad 03 decided to make a pickup attempt. At 0650 Jolly Green 27 was led into the area with Spads laying down a smoke screen and huey gunships providing additional fire suppression. At 0700Z Jolly Green 27 reported receiving ground fire and pulling out, at 0703, Jolly Green 27 reported no damage and was returning to area 0707 Jolly Green 27 reported ground fire, severe damage to hydraulics and smoke in cockpit, copilot was hit and he was pulling out of area, but aircraft was too damaged to sustain further flight and went down at 0710Z. Jolly Green 21 entered area and with cover of Spads and Gunships extracted survivors of Jolly Green 27. Spad 03 & 04

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for more information*

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10. (U) King 6 Crewmembers:

AC/AMC	CPT ADELMAN
CP	1LT FREILEY
N	CPT FRANCIS
RC	A1C SCUDER
FE	TSG EMBREY
FE	SSG REAVES
LM	SSG CREPEAU

Ronald K Stegatt

PHILIP J. ADELMAN, Captain, USAF
Aircraft Commander/Airborne Mission Commander

[Signature]
39-70-2443
1944-70-1043

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EXECUTIVE ORDER 11652
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ED ON 21 Dec 76

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14. UNKNOWN/UNKNOWN/3/3/UNKNOWN/0
15. SURVIVORS TAKEN TO THE HOSPITAL AT PLEIKU AB RVN.
16. 2/10.3/HC130P/39ARRSQ 6/18.6/HH-3E/37ARRSQ 8/28.0/A1E/ 2 10.3
OL-AA, 56 SOW 8/30.6/A-1E/56 SOW 6 18.6
17. 0/0/0/0/UNK/0/UNK/0
18. A. P- MAJ LEWIS GRRETT, CP/CAPT JIMMY BLACKWOOD, FE- SSGT
THAYER V. POPE, PJ- SGT GARY T. OSBORNE, ALL OF 37 ARRSQ 16 58.4
B. CP- MAJ TRAVIS WOFFORD, FE- TSGT GERRLD L. HARTZELL, PJ-
SSGT LUTHER E. DAVIS, ALL OF 37 ARRSQ
19. A. 1450N- 10742E, 100 PERCENT EFFECTIVE B. S/E C. S/E D. 4 HH-3E,
37 ARRSQ; 4A-1E, OL-AA, 56 SOW; 4 A-1E, 56 SOW; 2HC-130P, 39ARRSQ;
US ARMY HELOS, USAF FACS AND JET FIGHTER ACFT. E. N/A H. 3
ARRS USAF AIR CREW MEMBER, COMBAT SAVES/2 AIR REFUELINGS/BOTH
AIRCRAFT DOWNED BY HOSTILE FIRE/6CREW MEMBERS AND UNDETERMINED
NUMBER OF ARVN/1 PJ DEPLOYMENT (THIS RESCUE MISSION BEGAN AS YESTERDAY
AND EFFORT TO RECOVER TWO AMERICAN AIRCREW MEMBERS FROM A DOWNED

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ARMY/HELICOPTER WITH THE CALL SIGN BIKINI 28. THE INITIAL SAR
FORCE CONSISTED OF SPADS 03, 04, 11, 12, JOLLY GREEN 27, 21, 3 COBRA
GUNSHIPS, A FAC, AND KING 6. AS THIS FORCE ARRIVED SPAD 03 WAS
BRIEFED BY THE ON-SCENE FAC AS TO THE OBJECTIVE AND HOSTILITIES.
AT THIS POINT IT WAS LEARNED THAT THE SURVIVORS WERE IN A BOMB
CRATER ATOP A 2300 FT RIDGE. IN ADDITION TO THE TWO SURVIVORS THERE
WERE AN UNDETERMINED NUMBER OF ARVN ALSO IN THE BOMB CRATER. THE
SURVIVAL RADIO HAD FAILED. AN UNSUCCESSFUL EFFORT WAS MADE TO DROP
THE SURVIVORS A KIT RADIO. ONE OF THE AMERICAN SURVIVORS WAS IN
CRITICAL CONDITION, THE OTHER AMERICAN WAS INJURED; THE EXTENT OF HIS
INJURIES WAS UNKNOWN. THERE WERE UNFRIENDLY FORCES IN THE IMMEDIATE
VICINITY. FAST MOVERS WITH SOFT ORDNANCE AND HIGH DRAG BOMBS WERE
EXPENDED ON THE HOSTILE FORCES UNDER THE DIRECTION OF THE FAC. WHEN
THE FAC AND SPAD 03 DETERMINED SUFFICIENT SUPPRESSION OF THE HOSTILE
FORCES, JOLLY GREEN 27 AND 21 WERE BROUGHT IN FOR THE PICK-UP
ESCORTED BY SPADS 03, 04 AND COBRA GUNSHIPS. JOLLY GREEN 27
ENCOUNTERED GROUND FIRE WHILE PROCEEDING IN FOR THE PICK-UP. AS
JOLLY GREEN 27 APPROACHED THE SCENE OF THE SURVIVORS JOLLY GREEN 27 HE
SUSTAINED HEAVY GROUND FIRE. THE FORCES BEGAN AN IMMEDIATE DEPARTURE
FROM THE AREA. JOLLY GREEN 27 TURNED TOWARD THE SOUTH AND SUBSEQUENTLY

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CRASHED AND BEGAN BURNING. JOLLY GREEN 21 IMMEDIATELY BEGAN THE
RECOVERY OF JOLLY GREEN 27 CREW. THE JOLLY GREENS WERE SURROUNDED BY
HELICOPTER GUNSHIPS. RECOVERY WAS MADE VIA JUNGLE PENETRATOR AND
THE PJ'S ASSISTANCE. THE PILOT OF JOLLY 27 WAS NOT RECOVERED. THE
CO-PILOT SUSTAINED CUTS AND ABRASIONS; THE FLIGHT ENGINEER AND PJ
FROM JOLLY GREEN 27 SUSTAINED 2ND TO 3RD DEGREE BURNS. AS THE RECOVERY
OF THE THREE AIR CREW MEMBERS FROM JOLLY GREEN 27 WAS BEING
COMPLETED, JOLLY GREEN 21 ENCOUNTERED POWER LOSS ACCOMPANIED BY
BOTH ENGINE FIRE WARNING LIGHTS ILLUMINATING. JOLLY GREEN 21
HIT THE GROUND DAMAGING THE AIRCRAFT BUT IMMEDIATELY RECOVERED AND

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PT 00573

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~~THEREAFTER WAS ESCORTED TO PLEIKU AB BY SPADS 03 AND 04. THE EXTENT OF THE DAMAGE TO JOLLY GREEN 21 IS NOT YET BEEN FULLY DETERMINED. THE EFFORT TO RECOVER THE SURVIVORS IN THE CRATER CONTINUED. SOME OF THE ADDITIONAL FORCE EMPLOYED IN AN EFFORT TO EFFECT A RECOVERY INCLUDED FOUR JOLLY GREEN'S, SIX SPADS, SIX SANDY'S, A KING SERVING AS A TANKER, SEVERAL FAC'S AND AN UNDETERMINED NUMBER OF ARMY GUNSHIPS AND FAST MOVER AIRCRAFT. THE HOSTILITIES AND RESISTANCE CONTINUED UNTIL DARKNESS AT WHICH TIME ALL FORCES WERE RTB'D. A FIRST LIGHT EFFORT IS BEING PLANNED FOR TOMORROW.~~

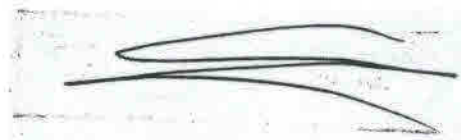
GP-4.

WAS PLANNED FOR TODAY.

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TO RUEFHQA/CSAF/AFXOTZB

~~BUCELA/HQ ARRS/AROC/SCOTT AFB ILL~~

RUHHABA/41ARRWG/PROCP/HICKAM AFB HAWAII

RUSQSNA/3ARRGP/TAN SON NHUT AB RVN

INFO RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

RUCPAAA/MAC/MCP/SCOTT AFB ILL

RUCIEUA/MAOCDA/SCOTT AFB ILL

RUSQSNA/7AF/DO/DP/DI/BDPMP/TACC/CC/TSN AB RVN

RUKLAAA/TAC/DCOSLR/LANGLEY AFB VA

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEXAS

RUHHHQA/CINCPAC/CC H M SMITH HAWAII

RHMSMVA/MACV/SAIGON RVN

RUEOGDA/ARDC/ABERDEEN PROVING GROUND MD

RUEKHZ/AFEOC/FT RICHIE MD

RUHJPM/CTF SEVEN SEVEN PT ZERO

RUMLJHA/39ARRS/TUY HOA AB" classified by 01 DECLASSIFICATION

RUMLJBA/38ARRS/DANANG AB ~~REJECT~~ TO GENERAL DECLASSIFICATION ORDER 11652

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YEAR INTERVALS.

PAGE 2 RUMLJBB0102 C O N F

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~~CONFIDENTIAL~~/JOPREP JIFFY/OL-1.3ARRGP/RESCUE 1-3-02B

1. RESCUE SUPPLEMENTAL REPORT TO OL-1 MISSION NUMBER 1-3-028

15 APR 70.

19. H. THIS NARRATIVE SUPPLEMENTS THE NARRATIVE OF THE CITED MESSAGE. AS A DIRECT RESULT OF INTENSE GROUND FIRE JOLLY GREEN 27 CRASHED APPROXIMATELY 1/4 MILE SOUTH OF THE DOWNED BIKINI 28 SURVIVORS. JOLLY GREEN 21, FLYING COVER, IMMEDIATELY INITIATED RECOVERY OF JOLLY GREEN 27'S CREW. ALTHOUGH INJURED, THE COPILOT OF JOLLY GREEN 27 EXTINGUISHED THE FLAMES ENVELOPING THE FLIGHT ENGINEER AND PARARESCUE MAN AND EXTRACTED THEM FROM THE BURNING AIRCRAFT. THE PILOT OF JOLLY GREEN 27 WAS UNCONSCIOUS, PINNED IN THE WRECKAGE AND APPEARED TO HAVE SUSTAINED MASS INJURIES. HE WAS NOT RECOVERED. JOLLY GREEN 21 WAS ON SCENE WITHIN SECONDS, DEPLOYING HIS PARARESCUE MAN TO ASSIST IN THE RECOVERY OF JOLLY GREEN 27 BRAVO, CHARLIE AND DELTA. ARMY GUNSHIPS WERE IN HOVER WITH JOLLY GREEN 21 AS THE RESCUE WAS MADE. WHEN THE RESCUE WAS COMPLETED JOLLY GREEN 21 SUSTAINED POWER LOSS ON

PAGE 3 RUMJBB0102 ~~CONFIDENTIAL~~

BOTH ENGINES ACCOMPANIED BY ILLUMINATION OF BOTH ENGINE FIRE WARNING LITES. ROTOR RPM DROPPED TO 96 PERCENT. JOLLY GREEN 21 SETTLED TO THE GROUND. THE PILOT OF JOLLY GREEN 21 STATED THAT ALMOST IMMEDIATELY UPON CONTACT WITH THE GROUND, 'A COOL BREEZE RESULTED IN BECOMING AIRBORNE AGAIN.' WITH THIS ASSIST THE PILOT 'FLEW THE AIRCRAFT OUT.' 750 DEGREES T-5, OF FIVE

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MESSAGE NOTIFICATION

Individual *May Milan*
Contacted:

Local Time *0705 L*
and Date: *16 Apr 20*

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16 APR 78 10 52z

[illegible]

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MESSAGE NOTIFICATION

Individual *Ray Mikes*
Contacted:

2/28 Local time *0500 L*
and Date: *16 Apr 70*

NOTIFICATION

Classified by 62122
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 71

Individual Contacted: *P. J. [illegible]*

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and Date: 16 Apr 70
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MINUTES DURATION WAS NOTED DURING THE FLY OUT. JOLLY GREEN
21 THEREAFTER PROCEEDED TO PLEIKY AB; ESCORTED BY SPAD 03
AND 04. PRELIMINARY INVESTIGATION OF JG-21 REVEALED DAMAGE
TO ALL TAIL ROTORS BLADES AND THE CHIP DETECTOR SYSTEM ON THE
INTERMEDIATE GEAR BOX. GP-4

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PT 00149

OT CZYUW RUMJBA1211 1060950-CCCC--RUCIEUA.

Z CCCCC

Q 160930Z APR 70

FM 37 ARRSQ DA NANG AB RVN

TO RUEFHQA/CSAF

INFO RUEKAAA/AFE0C FT RITCHIE MD

RUCEAAA/HQ USAF ALT CP MAXWELL AFB ALA

RUCIEUA/MAC/CP

RUCIEUA/ARRS/AROCB SCOTT AFB ILL

RUHHABA/41 ARRWG/OC/HICKAM AFB HAWAII

RUSQSN/3ARRGP/3/0/TSN AB RVN

RUHHABA/CINCPACAF/CC

RUSQSN/7AF/CC/TSN AB RVN

ZEN/366 TAC FTR WG/TUOC/DA NANG AB RVN

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CONFIDENTIAL/JIPREP JIFFY/37(0)/OPREP-3 BEELINE 004

A. 37 ARRSQ (MAC), DA NANG AB RVN

B. N/A

C. RESCUE MSN NR 1-3-028, 15 APR 70

D. 37 ARRS OPREP-3 BEELINE 003. 15/1140Z APR 70.

E. HELICOPTER DAMAGED DURING AIR CREW RECOVERY.

PAGE 2 RUMJBA1211 CONFIDENTIAL

150724Z APR 70, APPROXIMATELY 15 NM NW OF DAKTO, RVN

(UTM YB 895455)

G. HH-3E SER NO 67-14708, 37 ARRS, WHILE ENGAGED IN RECOVERING AIRCREW FROM HH-3E 66-13280, EXPERIENCED MOMENTARY POWER LOSS, CAUSING AIRCRAFT TO SETTLE INTO GROUND. DAMAGE WAS SUSTAINED TO ALL FIVE TAIL ROTOR BLADES. IN ADDITION, BOTH ENGINES WERE OVERTEMPED FOR APPROXIMATELY FIVE MINUTES. CREW SUCCEEDING IN GETTING AIRCRAFT AIRBORNE AGAIN AND FLEW TO PLEIKU AB RVN. TO OBTAIN MEDICAL TREATMENT FOR RECOVERED AIRCREW. FULL ASSESSMENT OF DAMAGE UNKNOWN PENDING EVALUATION BY MAINTENANCE PERSONNEL. FOLLOW ON REPORT WILL BE SUBMITTED AS ADDITIONAL INFORMATION BECOMES AVAILABLE.

GP-4

BT

#1211

NNNN

ODC/MDC
NOS

Classified by 37 ARRSQ
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

MESSAGE NOTIFICATION	
Individual Contacted:	My Shubi
Local Time and Date:	0500L 16 Apr 70

DECLASSIFIED

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IMMEDIATE

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DECLASSIFIED

180845

1970 66 192

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02397

CONFIDENTIAL

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
* AUTOMATICALLY DOWNGRADED AT TWO
* YEAR INTERVALS.
DECLASSIFIED ON 7/2/00 *RB*

1cy Ref. Tued by DOCK FOR MAC INTERNATIONAL 27 Mar 72

IMMEDIATE

PT 00151

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DECLASSIFIED

02297

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SURVIVORS AT THE HOSPITAL, DAMAGE WAS NOTED TO ALL FIVE TAIL ROTOR
BLADES DUE TO BLADES STRIKING TREES WHEN THE AIRCRAFT SETTLED.
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. 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.

GP-4

BT

#1622

NNNN#

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PT
 OTTCZYUW RUMJBA0199 1051150-CCCC--RUCIEUA.

ZNY CCCCC

O 1140Z APR 70

FM 37ARRSQ DA NANG AB RVN

TO RUEFHQA/CSAF

INFO RUEKAAA/AFECC FT RITCHIE MD

RUCEAAA/HQ USAF ALT CP MAXWELL AFB ALA

RUCIEUA/MAC/CP

RUCIEUA/ARRS/ABOCP/SCOTT AFB ILL

RUHHABA/41 ARRWG/OC/HICKAM AFB HAWAII

RUSQNA/3 ARRG TAN SON NHUT AB RVN

RUHHBBA/CINCPACAF/CC

RUSVBAA/7AF/CC/TAN SON NHUT AB RVN

ZEN/366 TACFTRWG/TUOC/DA NANG AB RVN / COURIER

BT

CONFIDENTIAL/JOPREP JIFFY/37(0)/OPREP-3 BEELINE003

A. 37ARRSQ (MAC), DA NANG AB RVN

B. N/A

C. RESCUE MSN NR 1-3-028, 15 APR 70

D. N/A

E. ACFT COMBAT LOSS

F. 150704Z APR 70, APPROXIMATELY 15 NM NW OF DAK TO, RVN(75.895455

PAGE 2 RUMJBA0199 CONFIDENTIAL

G. APPROXIMATELY 0704Z 15 APR 70, HH-3E - SER NR 66-13280, 37 ARRSQ, WHILE ENGAGED IN A AIRCREW RECOVERY ATTEMPT, SUSTAINED BATTLE DAMAGE FROM ENEMY GROUND FIRE 15 NM NW OF DAT TO, RVN, RESULTING IN LOSS OF THE AIRCRAFT. WEATHER IN THE AREA AT TIME OF LOSS: 3 THOU FT SCATTERED, 6 PLUS MILES VSBY, WIND 160 DEG 10 KTS, GUSTSS TO 18 KTS. FOUR PERSONNEL WERE ABOARD (ALL AIR CREW MEMBERS): ACFT COMDR - MIA, CO-PILOT - SHRAPNEL WOUNDS IN FACE, CUTS ON LEFT LEG AND FOOT, FLT ENGR - 2ND AND 3RD DEGREE BURNS OVER 35 PCT OF BODY, RESCUE SPECL - 2ND AND 3RD DEGREE BURNS OBER 60 PCT OF BODY. ALL CREW WERE RECOVERED EXCEPT FOR ACFT COMDR, AND ARE RECEIVING MEDICAL ATTENTION AT PLEIKU AB RVN. NO SECURITY TEAM WAS PLACED ON CRASH SITE WOWERER, ARVN FORCES ARE REPORTED TO BE IN THE GENERAL AREA.

GP-4

BT

#0199

NNNN#

ODC/MDC
 NOS
 ASG
 FOI

DECLASSIFIED AT 2 YEAR INTERVALS
 DECLASSIFIED AFTER 10 YEARS

OPR	CYS
MAC	1
INFO	CYS
CS	2
ODC	9
SJA	1
FOI	1
IG	1
OID	1
DDC	2
ARRS	1

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