

DECLASSIFIED

MISSION NARRATIVE REPORT

DATE: 28 April 1970

MISSION NUMBER: 1-3-035

FLIGHT DESIGNATION: Jolly Green 33 and Jolly Green 86
Jolly Green 15 and Jolly Green 36

MISSION OBJECTIVE: Search and Rescue of Compromise 45 (UH-1)

LOCATION: 15°55'N; 107°48'E

SAVES: Three Combat Saves

Classified by 132110
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 78

~~CONFIDENTIAL~~ DOWNGRADED TO
CONFIDENTIAL ON 11 Apr 78
BY ORDER 11 52

SUMMARY OF SAR ACTIONS.

1a.(S) Jolly Green 33 and 86 were scrambled from Channel 77 at 0225Z. Jolly Green 33 and 86 proceeded directly to the SAR area, after climbing to 7000 ft to stay clear of weather. Weather in the area was reported at 3800 ft broken and winds calm. Jolly Green 33 and 86 were directed by Hostage Duke, the OSC, to an open area in the clouds and the crash site was spotted. The site was on the side of a steep ridgeline at approximately 2300 feet MSL. The temperature was 24 C. The area was thickly covered by trees and tall grass. There was no reported movement or enemy activity in the area. The crash was due to mechanical failure. At 0300Z Jolly Green 33 started a descent to attempt a pickup. Spads 11 and 12 were in the area but did not expend ordnance. Hostage Duke reported that survivors had burns and one possible back injury. The PJ was told to prepare himself to go down and help the survivors. At 0307Z Jolly Green 33 was in a hover over the crash site and the survivors were spotted. Because of several tall trees in the area Jolly Green 33 was forced to hover at 50 to 60 feet. The PJ was lowered to the ground on the penetrator and while he was helping the first survivor on to the penetrator Jolly Green 33 started experiencing small arms fire from our 3 o'clock position and received several hits. When the first survivor was about six feet from the door the ground fire had reached such intensity that Jolly Green 33 had to pull off. The FE pulled the survivor in the aircraft and secured him in the back of the helicopter. The survivor was in shock and was burned. He was made as comfortable as possible but no first aid was rendered. The PJ and one other survivor were still on the ground. The time at pull off was 0315Z. Jolly Green 86 joined up with Jolly Green 33 who had experienced battle damage, which had rendered the following systems inoperative: Number one transformer rectifier, the J-4 Compass, the co-pilot's attitude indicator, the automatic flight control system

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AD-70-1337 att 3
COPY 1 OF 10 COPIES
CONTROL # 70-37-00057

GROUP 4
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AD-70-1314

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and the forward tanks which would not feed the engines. At 0332Z while enroute to Channel 77 an electrical fire broke out in the radio compartment and started filling the cockpit with smoke. The FE extinguished the fire and Jolly Green 33 requested 86 to assume the formation lead and make all radio communications so that Jolly Green 33 could turn off all radios to reduce the possibility of future fire in the radio compartment. Jolly Green 33 joined on the wing of Jolly Green 86 and Jolly Green 86 lead the formation back to Channel 77. When two miles out from Channel 77 Jolly Green 33 came to a hole in the clouds and made a spiraling descent through the hole. The VHF radio was turned back on and the Tower was contacted. Jolly Green 33 reported that he had battle damage and would be making a straight in approach to parallel taxiway 35. An uneventful shallow approach to a hover was made to the taxiway and a normal landing was made. Jolly Green 33 taxied back to the revetment area and the survivor was taken off of the helicopter on a stretcher and placed in the HH-43. Subsequent rotor and engine shutdown were uneventful.

1b.(S)Jolly Green 15 (Low) and Jolly Green 36 (High) were scrambled and airborne at 0325Z. Mission briefing and progress was obtained from Queen while enroute to holding fix of 253 degrees at 15 nautical miles off Channel 77 (Da Nang AB RVN TACAN). Due to weather enroute, which was broken to overcast with numerous thunderstorms, and above our service ceiling, I elected to remain under the clouds at an altitude of four to five thousand feet indicated. Due to weather and terrain we held an orbit point of 235 degrees/15 to 18 nautical miles off Channel 77, and notified the SAR forces. We arrived at the holding point at 0342Z. From this position I was able to observe the SAR forces visually and I was able to determine an entry route into the immediate area. At 0400Z Hostage Igor became On Scene Commander. At 0409Z Spad 11 directed us into the immediate SAR area and, while in a high orbit, I was given a formal briefing while observing the strikes, pertinent land marks, terrain, and approximate position of the survivors. I was then directed to hold in the valley where no hostile fire was reported and I was briefed on the best "run-in" heading. Enroute to the final holding fix I adjusted my fuel load by dumping fuel and dropping my external fuel tanks to prepare for survivor pick-up. All checklist had been previously accomplished and were rechecked at this time. While positioning my aircraft for the start of the "run-in" for the pick-up, smoke was being laid on both sides of the survivors from the valley to the top of the ridge on the run-in heading. We started our "run-in" at 0416Z. At approximately one mile out the Pararescueman (PJ), that was on the ground with the survivor, released his orange smoke flare and reported on his emergency radio that we were heading directly toward them. The orange smoke gave me an indication that the wind in their immediate area was light and variable. Before I slowed Jolly Green 15 into a hover position the orange smoke had dissipated and the white smoke columns were rapidly closing in. We conducted a visual search in the immediate area for the survivors, and shortly afterwards, my flight engineer spotted

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AA-70-1314

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the PJ approximately thirty yards at three o'clock waving his escape and evasion map. The Flight Engineer directed me towards the survivors and the rescue penetrator was lowered to them. The survivors were in heavy brush, grass and tall trees on a fifty to sixty degree slope. There was a steep incline in front and to the right of us. I established a thirty to forty foot high hover which placed a higher tree directly by my main rotor blades at ten o'clock and another tree at twelve thirty approximately twenty feet in front of the main rotor blades. During the search and hover time the crew also concentrated on visual search for a missing survivor who was reportedly the radio operator of the downed aircraft. No other survivor was seen. Meanwhile the smoke encircled the aircraft, providing excellent cover from hostile forces. I was able to establish a good visual reference with the ground, and the two survivors were hoisted into the aircraft at 0426Z. Throughout the rescue, Cobra gunships and the Spads were strafing on both sides, below, behind, and in front of Jolly Green 15. When the survivors were on board Jolly Green 15, I backed the aircraft and made a 180 degrees climbing turn in IFR conditions. I notified Spad 11 and the SAR forces that we had the two survivors and of my immediate intentions concerning the escape route. During this time the PJ reported hostile gunfire from nine o'clock from the ridge-line. Both PJ's opened return-fire with our M-60 machine guns and we received no-hits. We became VFR and Spad 11 strafed under us clearing a sterilized exit path. Spad 12 and the Cobra gunships assisted in sterilizing the escape route and no further incidents occurred. Enroute to Da Nang my PJ administered aid to the survivor and reported he had first degree burns and that the survivor was in mild shock. He administered an I.V. to the survivor, while I reported the survivors status to Queen and King Four. The PJ who had been with the survivors, was in excellent condition and required no first aid. Queen advised us that an ambulance and doctor were waiting for us at Da Nang. Spad 11 and 12 escorted us back to Da Nang. We landed at 0455Z. The survivor was met by the medics. Rotor and engine shut-down was normal. We assumed Alert status as soon as tip tanks were installed and the aircraft refueled.

2. 4 Sorties/4.9hrs/HH-3/53/37 ARRS; 4 Sorties/11.4hrs/A-1E/OLAA 56 SOW; 1 Sortie /3.4hrs/HC-130P/39 ARRS; 1 Sortie/0.4hr/HH-43/Det 7, 38 ARRS.

3. None

4. None

5. a. 1 PJ
b. Penetrator
c. Two
d. Mild shock-First degree burns.
e. IV. administered to one survivor on Jolly Green 15
f. One survivor to 95th Medevac Hospital; 1 to Da Nang Dispensary
g. Satisfactory

Good mission

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AR-20-1314

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6. JOLLY GREEN CREWS:

Jolly Green 33

AC Capt. Joseph M. Nall
CP Capt. Richard C. Tobin
FE Sgt. Ronnie L. Painter
RS SSgt. Jules C. Smith

Jolly Green 15

AC Maj. Edward L. Hlavaty
CP Maj. George C. Hitt
FE Sgt. Joseph J. Vai
RS Sgt. Robert Reisig

Joseph M. Nall
JOSEPH M. NALL, Captain, USAF
Aircraft Commander Jolly Green 33

Jolly Green 86

AC Capt. Jerald A. Brown
CP Capt. Albert W. Palmer
FE SSgt. Edward J. Koebernik
RS MSgt. Harold W. Harvey
RS TSgt. John F. Heitsch

Jolly Green 36

AC Maj. Emmett E. Hatch, Jr.
CP Capt. John Hamiga
FE Sgt. Brian W. Murray
RS MSgt. Malcolm E. Williams

Edward L. Hlavaty
EDWARD L. HLAVATY, Major, USAF
Aircraft Commander, Jolly Green 15

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DATE: 28 Apr 70

30 April 1970

MISSION NUMBER: 1-3-035-28 APR 70

AIRCRAFT DESIGNATION: KING 4

(S) LOCATION: 253/24/77

DISTRESSED AIRCRAFT: COMPRISE 45 UH-1

SAVES: 21 Combat A MEX. ORDER 11652

Classified by DAI 30119
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

1. (C) At approximately 0225Z Hostage Duke gave a Mayday call for King on 243.0 mhz. He stated he had an aircraft down. He was told to change to 364.2 which he did and said that an UH-1 had crash landed. He was in the area with two Cobra gunships and the downed aircraft was burning. Voice contact was established with the survivors and the initial report was given as 4 survivors with 1 missing. This later was corrected to a total of 3 persons aboard and of the 3, one was missing.

2. (C) Jolly Green 33(L) & 86(H) plus Spads 11 & 12 were launched from Ch 77. Hostage Duke reported that the weather and terrain precluded the use of fastmovers. The weather was 3800 broken and the survivors were at the 2300 ft level.

3. (C) At 0307Z Jolly Green 33 commenced the pick up with Spads 11 & 12 and Hostage Duke standing by to provide suppression fire power. No unfriendly forces or ground fire had been observed by the survivors or aircraft prior to Jolly Green 33 commencing its hover. At 0316Z Jolly Green 33 announced that he had one survivor aboard, that he had taken ground fire and one T.R. unit was inoperative and he had left his P.J. on the ground. Jolly Green 86 escorted Jolly Green 33 back to DaNang.

4. (C) Spad 11 & 12 proceeded to sterilize the area. Hostage Igor replaced Hostage Duke as on scene FAC. Jolly Green 15 & 36 were held high until Spad 01 & 02 joined forces with Spads 11 & 12. The area was further sterilized by the Spads and helicopter gunships directed by Hostage Igor.

5. (C) At approximately 0416 Jolly Green 15 commenced pick up operations and retrieved the remaining survivor and Jolly Green 33's P.J. at 0426Z. Jolly Green 15 & 36 RTB'd to Ch 77 along with Spads 01 & 02. Spad 11 & 12 remained in the area looking for the missing man. Hostage Igor put in a request for a ground team to be inserted to search for the missing man. The missing man was the DCP operator.

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AD-70-1337 Atel 2

GROUP 4
Downgraded at 3 year intervals.
Declassified at or 12 months
31-70-088

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6. (C) Resources:

Forces Used

SAR

Jolly Green 33 & 86, 15 & 36
Spad 11 & 12, 01 & 02

Forces Not Used

Misty 13
Lovebug 008 flight
Lopez 12
Chatterbox (2 flights Ch-46)

Fire Suppression Forces

Hostage Duke
Hostage Igor
Hostage Alpha
Hostage Fox
Scarface 53, 21, 24, 26
Comprise 10 & 4

7. (U) Negative air refueling.

8. (U) All forces are to be commended on their professional approach to this SAR effort.

9. (U) King & Crewmembers:

AC/AMC MAJ FLEMING
CP MAJ SCHERER
N CPT SEEGER
RO TSG GILMORE
FE SSG MCDANIEL
FE SSG REAVES
LM SSG ROSS

Russell A. Fleming
RUSSELL A. FLEMING, Major, USAF
Aircraft Commander/Airborne Mission Commander

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GROUP-4
Downgraded at 3 year intervals.
Declassified after 12 years.

NO 70-1274
39-70-688

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IMMEDIATE

PT 00172
JTTCZYUW RUMLJBA3946 1180740-CCCC--RUCIEUA.
ZNY CCCCC

O 280722Z APR 70
FM 37 ARRSQ DANANG AB RVN
TO RUEFHQA/CSAF
INFO RUEKAAA/AFEOC FT RITCHIE MD
RUCWAAA/HQ USAF ALT CP MAXWELL AFB ALA
RUCIEUA/MAC/CP

RUCIEUA/ARRS/AROC/SCOTT AFB ILL
RUHHABA/41 ARRWG HICKAM AFB HAWAII
RUSQSNA/3 AFFGP TAN SON NHUT AB RVN
RUHHABA/CINCPACAF/CC
RUSQSNA/7AF/CC/TAN SON NHUT AB RVN
ZEN/366TACFTRWG/TUOC/DA NANG AB RVN
BT

C O N F I D E N T I A L/JOPREP JIFFY/37(0)/OPREP-BEELINE 010

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

B. N/A

C. RESCUE MISSION NUMBER 1-3-035, 28 APR 70

D. N/A

E. AIRCRAFT BATTLE DAMAGE

F. APPROXIMATELY 28°0315Z APR 70, APPROXIMATE LOCATION 1555N,
10748E

G. AT APPROXIMATELY 0315Z, 28 APR 70, HH-3E-67-14704, 37 ARRSQ
DANANG AB, RVN, WHILE ENGAGED IN AN AIRCREW RECOVERY OPERATION,
SUSTAINED BATTLE DAMAGE FROM ENEMY GROUND FIRE WHILE HOVERING OVER
SURVIVORS, APPROXIMATE LOCATION: 1555N 10748E, 25 NM WSW OF DA
NANG AB RVN. WEATHER IN AREA: 3 TO 4 THOU FT SCATTERED, VARIABLE.
BROKEN, WND LIGHT AND VARIABLE, CEILING RAGGED, CB NORTH THRU
NORTHWEST. THERE WERE NO CASUALTIES. AIRCRAFT RECEIVED SEVEN HITS
FROM AUTOMATIC WEAPONS, BELIEVED TO BE AK-47. RESULTS OF HITS:
POSSIBLE MAIN ROTOR HEAD CHANGE, FOUR DAMAGED TAIL ROTOR BLADES,
TWO DAMAGED MAIN ROTO BLADES, EXTENSIVE DAMAGE TO ELECTRICAL
WIRING SYSTEMS. HIT(S) IN RADIO COMPARTMENT RESULTED IN A FIRE IN
THAT AREA. AIRCRAFT WAS LANDED 13 MILES WEST OF DANANG TO EXTINGUISH
FIRE. FIRE EXTINGUISHED, THE AIRCRAFT WAS FOWN BACK TO DANANG AB.
OTHER MALFUNCTIONS RESULTING FROM HITS WERE: FORWARD FUEL TANK FEED
FAILURE, NUMBER ONE TRANSFORMER RECTIFIER OUTAGE, CO-PILOT'S ATTITUDE
INDICATOR OUTAGE, AFCS MALFUNCTION RESULTING IN SHUTDOWN OF SYSTEM,
AND J-4 COMPASS OUTAGE. AIRCRAFT IS UNDER NORMAL SECURITY AT HOME
STATION.

H. N/A

GP-4

BT

#3946

NNNN#

CPR	CYN
MLD	1
INFO	CYN
C/S	2
ODC	9
STA	1
FOI	1
IG	1
OID	1
PDC	2
ARRS	1

I

ODC/MDC

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DECLASSIFIED ON 31 Dec 76

IMMEDIATE

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29 23 15

Y CCC:CC

~~CONFIDENTIAL~~ 41(OC)

10. OL-1, 3ARRGP. MAJOR L.W. DIXON, MSGT D. E. GRAGG, A1C K. EVERTS

19. A. 100 PERCENT EFFECTIVE. B. S/E H. TWO USMC CREW MEMBERS/
TWO COMBAT ARRS SAVES CREDITED/HELO NOT DOWN DUE TO HOSTILE
ACTION/ NO AIR REFUELGIS/ ONE PJ DEPLOYMENT. COMPRISE 45 WENT
DOWN DUE TO MECHANICAL FAILURE AT 28/0225. THIS RCC IM-

TIL SPAD 11 ARRIVED AT 0256Z. THE AREA APPREARED TO BE SE

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IMMEDIATE

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IMMEDIATE

PT 00156

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SO JOLLY GREEN 33 HOVERED OVER THE CRASH, LOWERED A PJ TO ASSIST THE TWO INJURED SURVIVORS, PICKED UP ONE WITH AJUNGLE PENETRATOR, AND THEN WAS FORCED TO PULLOUT DUE TO GROUND FIRE. JOLLY GREEN 33 TOOK HITS THAT DISABLED PART OF HIS ELECTRICAL SYSTEM. HE PROCEEDED TOWARD DANANG ESCORTED BY JOLLY GREEN 86. ADDITIONAL FORCES WERE SCRAMBLED AFTER GROUND FIRE WAS RECEIVED. JOLLY GREENS 15 AND 36, SPADS 01 AND 02 WERE AIRBORNE AT 0325Z. ALSO, FOUR SCARFACE COBRA GUNSHIPS WERE LAUNCHED BY TADC AT DANANG. SPADS AND GUNSHIPS EXPENDED ORDNANCE FOR ABOUT ONE HOUR TO SILENCE GROUND FIRE, A SMOKE SCREEN WAS PUT DOWN, AND JOLLY GREEN 15 WAS CALLED INTO THE AREA AT 0416Z. JOLLY GREEN 15 ATTEMPTED AN EARLIER PICKUP AT 0343Z, BUT WAS FORCED TO PULL OFF BY GROUND FIRE. PICKUP OF ONE SURVIVOR AND THE PJ WAS COMPLETE AT 0425Z. NO HITS WERE TAKEN, ONE CREW MEMBER OF COMPRISE 45 IS MISSING. THE RADIO OPERATOR WAS NOT SEEN AFTER THE CRASH BY WITHER THE RECOVERED SURVIVORS OR THE PJ, WHO WAS ON THE GROUND 1 HOUR LUS 15 MINUTES. THE HELO BURNED AFTER THE CRASH, AT THIS TIME A MARINE GROUND TEAM IS ATTEMPTING TO REACH THE CRASH SITE BUT IS ENCOUNTERING SEVERE HOSTILE ACTION. THIS RESCUE MISSION WILL REMAIN OPEN PENDING INFORMATION FROM THE 1ST MAW CONCERNING RECOVERY EFFORTS BY GROUND FORCES. SURVIVOR OFF JOLLY GREEN 33 WAS TAKEN TO 95TH EVAC HOSP BY HH-43 HELO FROM DET 7, 38ARRSQ.

GP-4.

BT

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292315

PT 00156

OTTCZYUW RUHHABA1691 1200122-CCCC--RUCIEUA 162

~~Y CCCCC~~

O 300052Z APR 70

FM HQ 41ARRWG HICKAM AFB HI

TO HQ ARRS AROCP SCOTT AFB IL

BT

~~CONFIDENTIAL~~ 41(OC)

THE FOLLOWING RESCUE OPENING/ PROGRESS REPORT 280837Z APR 70 FROM OL-1 3 ARRGP IS TRANSMITTED FOR YOUR INFO.

~~CONFIDENTIAL~~ JOPREP JIFFY/OL-1,3 ARRGP/RESCUE 035-28 APR70

1. RESCUE OPENING/ PROGRESS REPORT-28 APRIL 70

2. MISSION NUMBER 1-3-035-28 APRIL 70

3. A. TACTICAL B. UNK C. CAMOUFLAGED/151280/UH-1E/COMPRISE 45

D. USA E. HML-167, 1 MAW F. 1/LT BILL CLARK, USMC G. 3

POB H. SURVIVAL RADIOS, PERSONAL WEAPONS

4. KING 4 ALERTED OL-1, 3 ARRGP AT 28/0227Z

5. N/A

6. JOLLY GREENS 33 AND 36, SPADS 11 AND 12 ALERTED 28/0229Z

7. SAME AS 6

8. 15-54N, 107-48E

9. WEATHER A. 4500BROKEN, VIS 5 MILES RAIN B. N/A C. N/A

10. OL-1, 3ARRGP. MAJOR L.W. DIXON, MSGT D. E. GRAGG, A1C K. EVERTS

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11. TADC, HOSTAGE FACS

12. HOSTAGE DUKE WAS ON SCENE (15-54N, 107-48E)

13. 37ARRS/HH-3E/STOKES LITTER-0315Z/PENETRATOR-0425Z

3/2/2/2/1/0

15. CO-PILOT TAKEN TO 95TH EVAC HOSP, PILOT TAKEN TO DANANG AB HOSP.

16. 4/4.9/HH-3E/37ARRS; 4/11.4/A-1E/OL-11,5650W; 1/3.4/HC-130P/ 1/0.4/HH-43B/DET 7, 38ARRSQ.

39 ARRS

17. 0/0/0/0/0/0/1/UNK

18. A. JOLLY GREEN 33/AC CAPT RICHARD C. TOBON, CP JOSEPH M.

NAIL, FE SGT RONALD L. PAINTER, RS SSGT JULES C. SMITH

B. 1/LT JAMES S. MYERS, USMC

A. JOLLY GREEN 15/AC MAJOR EDWARD L. HLAVATY, CP MAJOR

GEORGE C. HITT, FE SGT JOSEPH J. VIA, RS SGT ROBERT REISIG.

B. 1/LT BILL CLARK, 0102471, USMC

19. A. 100 PERCENT EFFECTIVE. B. S/E H. TWO USMC CREW MEMBERS/ TWO COMBAT ARRS SAVES CREDITED/HELO NOT DOWN DUE TO HOSTILE

ACTION/ NO AIR REFUELIGS/ ONE PJ DEPLOYMENT. COMPRISE 45 WENT

DOWN DUE TO MECHANICAL FAILURE AT 28/0225. THIS RCC IM-

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MEDIATELY LAUNCHED JOLLY GREENS 33 AND 36, SPADS 11 AND 12.

THE JOLLYS WERE AIRBORNE AT 0240Z AND THE SPADS 5 MINUTES

LATER. HOSTAGE DUKE (OV-10FAC) WAS ON SCENE COMMANDER UN-

TIL SPAD 11 ARRIVED AT 0256Z. THE AREA APPREARED TO BE SECURE

IMMEDIATE

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DECLASSIFIED

IMMEDIATE

PT 00156

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SO JOLLY GREEN 33 HOVERED OVER THE CRASH, LOWERED A PJ TO ASSIST THE TWO INJURED SURVIVORS, PICKED UP ONE WITH AJUNGLE PENETRATOR, AND THEN WAS FORCED TO PULLOUT DUE TO GROUND FIRE. JOLLY GREEN 33 TOOK HITS THAT DISABLED PART OF HIS ELECTRICAL SYSTEM. HE PROCEEDED TOWARD DANANG ESCORTED BY JOLLY GREEN 86. ADDITIONAL FORCES WERE SCRAMBLED AFTER GROUND FIRE WAS RECEIVED. JOLLY GREENS 15 AND 36, SPADS 01 AND 02 WERE AIRBORNE AT 0325Z. ALSO, FOUR SCARFACE COBRA GUNSHIPS WERE LAUNCHED BY TADC AT DANANG. SPADS AND GUNSHIPS EXPENDED ORDINANCE FOR ABOUT ONE HOUR TO SILENCE GROUND FIRE, A SMOKE SCREEN WAS PUT DOWN, AND JOLLY GREEN 15 WAS CALLED INTO THE AREA AT 0416Z. JOLLY GREEN 15 ATTEMPTED AN EARLIER PICKUP AT 0343Z, BUT WAS FORCED TO PULL OFF BY GROUND FIRE. PICKUP OF ONE SURVIVOR AND THE PJ WAS COMPLETE AT 0425Z. NO HITS WERE TAKEN, ONE CREW MEMBER OF COMPRISE 45 IS MISSING. THE RADIO OPERATOR WAS NOT SEEN AFTER THE CRASH BY EITHER THE RECOVERED SURVIVORS OR THE PJ, WHO WAS ON THE GROUND 1 HOUR LUS 15 MINUTES. THE HELO BURNED AFTER THE CRASH, AT THIS TIME A MARINE GROUND TEAM IS ATTEMPTING TO REACH THE CRASH SITE BUT IS ENCOUNTERING SEVERE HOSTILE ACTION. THIS RESCUE MISSION WILL REMAIN OPEN PENDING INFORMATION FROM THE 1ST MAW CONCERNING RECOVERY EFFORTS BY GROUND FORCES. SURVIVOR OFF JOLLY GREEN 33 WAS TAKEN TO 95TH EVAC HOSP BY HH-43 HELO FROM DET 7, 38ARRSQ.

GP-4.

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PT 00172
JTTCZYUW RUMJBA3946 1180740-CCCC--RUCIEUA.
ZNY CCCCC

05 21z

O 280722Z APR 70
FM 37 ARRSQ DANANG AB RVN
TO RUEFHQA/CSAF
INFO RUEKAAA/AFEOC FT RITCHIE MD
RUCWAAA/HQ USAF ALT CP MAXWELL AFB ALA
RUCIEUA/MAC/CP

RUCIEUA/ARRS/AROC/SCOTT AFB ILL
RUHHABA/41 ARRWG HICKAM AFB HAWAII
RUSQSNA/3 AFFGP TAN SON NHUT AB RVN
RUHHABA/CINCPACAF/CC
RUSQSNA/7AF/CC/TAN SON NHUT AB RVN
ZEN/366TACFTRWG/TUOC/DA NANG AB RVN

BT
C O N F I D E N T I A L / J O P R E P J I F F Y / 3 7 (0) / O P R E P - B E E L I N E 0 1 0

A. 37 ARRSQ (MAC), DA NANG AB, RVN
B. N/A
C. RESCUE MISSION NUMBER 1-3-035, 28 APR 70
D. N/A

E. AIRCRAFT BATTLE DAMAGE
F. APPROXIMATELY 28'0315Z APR 70, APPROXIMATE LOCATION 1555N, 10748E
G. AT APPROXIMATELY 0315Z, 28 APR 70, HH-3E-67-14704, 37 ARRSQ DANANG AB, RVN, WHILE ENGAGED IN AN AIRCREW RECOVERY OPERATION, SUSTAINED BATTLE DAMAGE FROM ENEMY GROUND FIRE WHILE HOVERING OVER SURVIVORS, APPROXIMATE LOCATION: 1555N 10748E, 25 NM WSW OF DA NANG AB RVN. WEATHER IN AREA: 3 TO 4 THOU FT SCATTERED, VARIABLE. BROKEN, WND LIGHT AND VARIABLE, CEILING RAGGED, CB NORTH THRU NORTHWEST. THERE WERE NO CASUALTIES. AIRCRAFT RECEIVED SEVEN HITS FROM AUTOMATIC WEAPONS, BELIEVED TO BE AK-47. RESULTS OF HITS: POSSIBLE MAIN ROTOR HEAD CHANGE, FOUR DAMAGED TAIL ROTOR BLADES, TWO DAMAGED MAIN ROTO BLADES, EXTENSIVE DAMAGE TO ELECTRICAL WIRING SYSTEMS. HIT(S) IN RADIO COMPARTMENT RESULTED IN A FIRE IN THAT AREA. AIRCRAFT WAS LANDED 13 MILES WEST OF DANANG TO EXTINGUISH FIRE. FIRE EXTINGUISHED, THE AIRCRAFT WAS FOOWN BACK TO DANANG AB. OTHER MALFUNCTIONS RESULTING FROM HITS WERE: FORWARD FUEL TANK FEED FAILURE, NUMBER ONE TRANSFORMER RECTIFIER OUTAGE, CO-PILOT'S ATTITUDE INDICATOR OUTAGE, AFCS MALFUNCTION RESULTING IN SHUTDOWN OF SYSTEM, AND J-4 COMPASS OUTAGE. AIRCRAFT IS UNDER NORMAL SECURITY AT HOME STATION.

H. N/A
GP-4
BT
#3946

NNNN#

GPR	CYE
MLD	1
RFO	CYE
C/S	2
ODC	9
STA	1
FOI	1
IG	1
OLD	1
PDC	2
ARRS	1

D

ODC/MD
Classified by 37 ARRSQ
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DATE: 28 April 1970

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FLIGHT DESIGNATION: Jolly Green 33 and Jolly Green 86
Jolly Green 15 and Jolly Green 36

MISSION OBJECTIVE: Search and Rescue of Compromise 45 (UH-1)

LOCATION: 15°55'N; 107°48'E

SAVES: Three Combat Saves

Classified by 8132110
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

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CONFIDENTIAL ON 9 Apr 78
V. ORDER 11 52

SUMMARY OF SAR ACTIONS.

1a.(S) Jolly Green 33 and 86 were scrambled from Channel 77 at 0225Z. Jolly Green 33 and 86 proceeded directly to the SAR area, after climbing to 7000 ft to stay clear of weather. Weather in the area was reported at 3800 ft broken and winds calm. Jolly Green 33 and 86 were directed by Hostage Duke, the OSC, to an open area in the clouds and the crash site was spotted. The site was on the side of a steep ridgeline at approximately 2300 feet MSL. The temperature was 24 C. The area was thickly covered by trees and tall grass. There was no reported movement or enemy activity in the area. The crash was due to mechanical failure. At 0300Z Jolly Green 33 started a descent to attempt a pickup. Spads 11 and 12 were in the area but did not expend ordnance. Hostage Duke reported that survivors had burns and one possible back injury. The PJ was told to prepare himself to go down and help the survivors. At 0307Z Jolly Green 33 was in a hover over the crash site and the survivors were spotted. Because of several tall trees in the area Jolly Green 33 was forced to hover at 50 to 60 feet. The PJ was lowered to the ground on the penetrator and while he was helping the first survivor on to the penetrator Jolly Green 33 started experiencing small arms fire from our 3 o'clock position and received several hits. When the first survivor was about six feet from the door the ground fire had reached such intensity that Jolly Green 33 had to pull off. The FE pulled the survivor in the aircraft and secured him in the back of the helicopter. The survivor was in shock and was burned. He was made as comfortable as possible but no first aid was rendered. The PJ and one other survivor were still on the ground. The time at pull off was 0315Z. Jolly Green 86 joined up with Jolly Green 33 who had experienced battle damage, which had rendered the following systems inoperative: Number one transformer rectifier, the J-4 Compass, the co-pilot's attitude indicator, the automatic flight control system

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and the forward tanks which would not feed the engines. At 0332Z while enroute to Channel 77 an electrical fire broke out in the radio compartment and started filling the cockpit with smoke. The FE extinguished the fire and Jolly Green 33 requested 86 to assume the formation lead and make all radio communications so that Jolly Green 33 could turn off all radios to reduce the possibility of future fire in the radio compartment. Jolly Green 33 joined on the wing of Jolly Green 86 and Jolly Green 86 lead the formation back to Channel 77. When two miles out from Channel 77 Jolly Green 33 came to a hole in the clouds and made a spiraling descent through the hole. The VHF radio was turned back on and the Tower was contacted. Jolly Green 33 reported that he had battle damage and would be making a straight in approach to parallel taxiway 35. An uneventful shallow approach to a hover was made to the taxiway and a normal landing was made. Jolly Green 33 taxied back to the revetment area and the survivor was taken off of the helicopter on a stretcher and placed in the HH-43. Subsequent rotor and engine shutdown were uneventful.

1b.(S) Jolly Green 15 (Low) and Jolly Green 36 (High) were scrambled and airborne at 0325Z. Mission briefing and progress was obtained from Queen while enroute to holding fix of 253 degrees at 15 nautical miles off Channel 77 (Da Nang AB RVN TACAN). Due to weather enroute, which was broken to overcast with numerous thunderstorms, and above our service ceiling, I elected to remain under the clouds at an altitude of four to five thousand feet indicated. Due to weather and terrain we held an orbit point of 235 degrees/15 to 18 nautical miles off Channel 77, and notified the SAR forces. We arrived at the holding point at 0342Z. From this position I was able to observe the SAR forces visually and I was able to determine an entry route into the immediate area. At 0400Z Hostage Igor became On Scene Commander. At 0409Z Spad 11 directed us into the immediate SAR area and, while in a high orbit, I was given a formal briefing while observing the strikes, pertinent land marks, terrain, and approximate position of the survivors. I was then directed to hold in the valley where no hostile fire was reported and I was briefed on the best "run-in" heading. Enroute to the final holding fix I adjusted my fuel load by dumping fuel and dropping my external fuel tanks to prepare for survivor pick-up. All checklist had been previously accomplished and were rechecked at this time. While positioning my aircraft for the start of the "run-in" for the pick-up, smoke was being laid on both sides of the survivors from the valley to the top of the ridge on the run-in heading. We started our "run-in" at 0416Z. At approximately one mile out the Pararescueman (PJ), that was on the ground with the survivor, released his orange smoke flare and reported on his emergency radio that we were heading directly toward them. The orange smoke gave me an indication that the wind in their immediate area was light and variable. Before I slowed Jolly Green 15 into a hover position the orange smoke had dissipated and the white smoke columns were rapidly closing in. We conducted a visual search in the immediate area for the survivors, and shortly afterwards, my flight engineer spotted

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the PJ approximately thirty yards at three o'clock waving his escape and evasion map. The Flight Engineer directed me towards the survivors and the rescue penetrator was lowered to them. The survivors were in heavy brush, grass and tall trees on a fifty to sixty degree slope. There was a steep incline in front and to the right of us. I established a thirty to forty foot high hover which placed a higher tree directly by my main rotor blades at ten o'clock and another tree at twelve thirty approximately twenty feet in front of the main rotor blades. During the search and hover time the crew also concentrated on visual search for a missing survivor who was reportedly the radio operator of the downed aircraft. No other survivor was seen. Meanwhile the smoke encircled the aircraft, providing excellent cover from hostile forces. I was able to establish a good visual reference with the ground, and the two survivors were hoisted into the aircraft at 0426Z. Throughout the rescue, Cobra gunships and the Spads were strafing on both sides, below, behind, and in front of Jolly Green 15. When the survivors were on board Jolly Green 15, I backed the aircraft and made a 180 degrees climbing turn in IFR conditions. I notified Spad 11 and the SAR forces that we had the two survivors and of my immediate intentions concerning the escape route. During this time the PJ reported hostile gunfire from nine o'clock from the ridge-line. Both PJ's opened return-fire with our M-60 machine guns and we received no-hits. We became VFR and Spad 11 strafed under us clearing a sterilized exit path. Spad 12 and the Cobra gunships assisted in sterilizing the escape route and no further incidents occurred. Enroute to Da Nang my PJ administered aid to the survivor and reported he had first degree burns and that the survivor was in mild shock. He administered an I.V. to the survivor, while I reported the survivors status to Queen and King Four. The PJ who had been with the survivors, was in excellent condition and required no first aid. Queen advised us that an ambulance and doctor were waiting for us at Da Nang. Spad 11 and 12 escorted us back to Da Nang. We landed at 0455Z. The survivor was met by the medics. Rotor and engine shutdown was normal. We assumed Alert status as soon as tip tanks were installed and the aircraft refueled.

2. 4 Sorties/4.9hrs/HH-3/53/37 ARRS; 4 Sorties/11.4hrs/A-1E/OLAA 56 SOM; 1 Sortie /3.4hrs/HQ-130P/39 ARRS; 1 Sortie/0.4hr/HH-43/Det 7, 38 ARRS.

3. None

4. None

5. a. 1 PJ
b. Penetrator
c. Two
d. Mild shock-First degree burns.
e. IV. administered to one survivor on Jolly Green 15
f. One survivor to 95th Medevac Hospital; 1 to Da Nang Dispensary
g. Satisfactory

Good luck

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6. JOLLY GREEN CREWS:

Jolly Green 33

AC Capt. Joseph M. Nall
CP Capt. Richard C. Tobin
FE Sgt. Ronnie L. Painter
RS SSgt. Jules C. Smith

Jolly Green 86

AC Capt. Jerald A. Brown
CP Capt. Albert W. Palmer
FE SSgt. Edward J. Koebernik
RS MSgt. Harold W. Harvey
RS TSgt. John F. Heitsch

Jolly Green 15

AC Maj. Edward L. Hlavaty
CP Maj. George C. Hitt
FE Sgt. Joseph J. Vai
RS Sgt. Robert Reisig

Jolly Green 36

AC Maj. Emmett E. Hatch, Jr.
CP Capt. John Hamiga
FE Sgt. Brian W. Murray
RS MSgt. Malcolm E. Williams

Joseph M. Nall
JOSEPH M. NALL, Captain, USAF
Aircraft Commander Jolly Green 33

Edward L. Hlavaty
EDWARD L. HLAVATY, Major, USAF
Aircraft Commander, Jolly Green 15

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