

40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF: 400 (Capt Barber/2687)

11 April 1970

SUBJECT: Mission Narrative Report

to: 3 ARRGp (JRCC)
APO 96307

DATE: 9 Apr 70

MISSION NUMBER: 2-3-024-9 April 1970

FLIGHT DESIGNATION: Jolly Green 82

MISSION OBJECTIVE: Jolly Green 80 A, B, C, D, E

LOCATION: UF 074 090

SAVES: Three non-combat (Jolly Green 80 B, D, and E)

SUMMARY OF SAR ACTIONS:

1. At 1505L on 9 April 70, Jolly Green 82 was escorting Jolly Green 80 which had encountered flight control difficulties. As the flight continued to RTB to Ch 70, JG 80 encountered additional problems and elected to bail out the crew. At 1515L, a formal MAYDAY was transmitted by JG 80. JG 82 next observed two good parachutes. JG 82 continued to follow JG 80s progress and later observed a third good parachute. Once JG 82 had observed the successful emergency landing of JG 80, a 180° turn was made to commence the recovery of the parachutists. However, as a result of the thick canopy jungle area in which the three survivors had landed, JG 82 was unable to locate any of the three since none of the parachutes remained in the tree tops. JG 82 circled the general area to wait for the three survivors to check in on 243.0 UHF. The radio check-in was immediately accomplished and it was learned that JG 80 A and C were safe with the down helicopter, JG 80 B was on the ground in good condition, JG 80 D was on the ground with a possible broken leg, and JG 80 E was on the ground in fair condition. JG 82 then advised JG 80 D to ignite his day smoke. Once the red smoke was observed filtering up through the trees, JG 82 accomplished an approach to a hover over the smoke and sent down PJ #1 on the forest penetrator. While in the hover, JG 80 E advised JG 82 that he was 100 feet forward of the helicopter. [JG 82 notified PJ #1 that JG 82 would recover JG 80 E while he was busy administering aid.] JG 82 then air taxied forward and lowered the penetrator to the ground. The penetrator was on the ground approximately two minutes before JG 80 E could make his way to it and get on. When JG 80 E was safely

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on board. JG 82 returned to a hover over JG 80 B. The PJ #1 advised JG 82 to send down a Stokes Litter and PJ #2. PJ #2 immediately descended to the ground with the Stokes Litter. JG 82 remained in a hover approximately ten minutes while the two PJs prepared the survivor for the ride up. Upon signal, JG 82's hoist operator began threading the Stokes Litter and survivor up through the trees to the helicopter. Once the litter was above the tree tops, the rotor wash caused it to spin uncontrollably. The CP had to operate the hoist from the cockpit to enable the hoist operator to reach down and stop the oscillating litter and drag it on board. Once the survivor was secured, the penetrator was reattached to the hoist cable and PJ #1 and 2 were then recovered. Radio communication was reestablished with JG 80 B who then directed JG 82 to his position. Once in a hover, JG 80 B was recovered uneventfully. With the three survivors on board, JG 82 elected to RTB at 1540L in order to get any survivor injuries treated ASAP. JG 80 A and C were notified and concurred. JG 82 landed at Ch 70 at 1615L where an ambulance was waiting.

2. Jolly Green 82 crewmembers were:

AC: Capt David M. Barber
CP: Capt Donald Y. Thompson
FE: Sgt Inus G. Crawford
PJ: Sgt Jon K. Hoberg
PJ: Sgt Ricky L. Fleming

3. The survivors were:

JG 80B: Capt Joe E. Fouts (CP)
JG 80D: SSgt John J. Eldridge (PJ)
JG 80E: SSgt Richard T. Odinek (PJ)

David M. Barber

DAVID M. BARBER, Captain, USAF
Aircraft Commander, Jolly Green 82

DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF: 400 (Capt Sichterman/2687)

11 April 1970

SUBJECT: Mission Narrative Report

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 9 April 1970

MISSION NUMBER: 2-3-024-9 April 1970

FLIGHT DESIGNATION: Jolly Green 79

MISSION OBJECTIVE: Jolly Green 80 A, B, C, D and E

LOCATION: 030/52/70

SAVES: Two non-combat (Jolly Green 80 A and C)

SUMMARY OF SAR ACTIONS:

1. At 1500L, 9 Apr 70, I was ordered by Operations to come to the squadron with my crew immediately. We arrived at the squadron about 1515L after dropping the CP off at TUOC. We were sent to our aircraft (Jolly Green 79) where two other pilots were running it up. We took off at 1525L and headed 030°. Brigham helped by giving us vectors to the King aircraft. When we arrived after about 40 minutes of flight we had a little difficulty finding the spot, since King had lost sight and our ADF was out, but by holding down on UHF the Sandys gave us a DF steer. By following their directions we found the spot, about 025° for 51nm off Ch 70, and after a high recon we landed to the south of the downed aircraft (Jolly Green 80). We held on the ground while our PJs went to their bird (Jolly Green 80) and the AC and FE came from Jolly Green 80. After waiting for a Recce aircraft to come over, we took off and headed back to Ch 70. Jolly Green 79 landed Ch 70 at 1745L. An ambulance was waiting to meet the aircraft.

2. Jolly Green 79 crewmembers were:

The survivors were:

AC: Capt Edward J. Sichterman
CP: Capt Joseph R. Brown
FE: Sgt Haven V. Richardson
PJ: Sgt Charles L. Colbert
PJ: Sgt Terry E. Caffery

JG 80A: Lt Col Frank S. Catlin
JG 80C: SSgt Jack L. Hartman

Edward J. Sichterman
EDWARD J. SIGHTERMAN, Captain, USAF
Aircraft Commander, Jolly Green 79

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41ST ARRWG HISTORY
1 April 1970 - 30 June 1970

14

V SAFETY

During this period the Wing experienced one accident not involving aircraft damage, and two ground accidents.

MAJOR AIRCRAFT ACCIDENTS

On 9 April 1970, HH-53, 68-10357, 40 ARRS, while on a mission to a forward operating location experienced complete loss of hydraulic pressure in the utility system, and control of the aircraft became extremely difficult. The pilot thought the aircraft had been hit by hostile fire and ordered the crew to bail out. The two Pararescuemen and the Co-pilot bailed out and the flight engineer and pilot remained with the aircraft. Subsequently, sufficient hydraulic pressure to control the aircraft was received and the aircraft landed successfully in a rice paddy. The bail outs were made into 15 foot trees and the personnel received minor injuries.

Major Richard C. Goven, 501-42-6015, Chief of Safety, 3ARRGp was appointed to investigate the accident.

GROUND ACCIDENTS

On 18 May 1970 an NCO from the 36ARRSq sustained a sprained back while moving office furniture. He was relocating a table weighing approx 35lbs; when he tried to lift it he experienced intense back pain.

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4OARRSq Hist, 1 Apr - 30 Jun 1970

MISSION SYNOPSIS

A unique night recovery and a two day rescue effort highlighted the first pick ups of this quarter on 6 and 7 April. The original objective was the crew of an F-4 down at 060/45/108.¹⁰ Hostile action and impending darkness postponed a successful attempt until the following day. However, during the first rescue attempts on the 6th a Sandy (A-1E) pilot and a Raven (T-28) pilot were forced to bail out of their crippled aircraft. Both were recovered although the Raven rescue was made in total darkness utilizing flares and aircraft floodlights. On the 7th the mission was completed with the successful recovery of the F-4 crew. Both pilots received minor facial burns from an aircraft flash fire prior to ejection.¹¹

On 9 April a Jolly Green crew encountering control difficulties was forced to make an emergency landing in friendly territory. Prior to landing, the aircraft commander elected to bail the remainder of his crew out. Three crewmembers did leave the aircraft with good parachutes. The aircraft commander and the flight engineer elected to remain aboard and managed to get the aircraft on the ground. The three members who bailed out were recovered by the second Jolly Green crew. A third Jolly Green crew was dispatched from Udorn to recover the aircraft commander and the flight engineer. All five personnel were returned to the base with the only major injury, a broken ankle, being sustained by a pararescueman.¹²

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GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

JOINT MILITARY MESSAGE		382
SECURITY CLASSIFICATION		81
DECLASSIFIED		
TYPE MSG	BOOK	MULTI SINGLE
PRECEDENCE		
ACTION IMMEDIATE		
INFO		12/1128 Z
FROM: 40 ARRSQ (DDO) PHAFB THAILAND		SPECIAL INSTRUCTIONS
TO: ARRS/AROC/SCOTT AFB ILL 41 ARWIG HICKAM AFB HAWAII 3 ARRG TAN SON NHUT AB VIETNAM		
SECRET 400		
Final OPREP IAW ARRS 55-1, par 2-3.		
Ref A: 40 ARRSq msg 091335Z Apr 70		
Ref B: 432 TRWg msg 090843Z Apr 70		
Ref C: 432 TRWg msg 100627Z Apr 70		
Ref D: 05-2, 3 ARRGp msg 091239Z Apr 70		
Approximately five minutes after dropping off the tanker Jolly Green 80 experienced a loss of second stage hydraulic pressure. Position at this time was roughly 9NM SW of LS 53 (Coordinates 1850N 10425E). Flight level was 8000'. After completing appropriate emergency procedures a decision was made to return to Channel 70 where unit level maintenance could be effected. Rendezvous with Jolly Green 82 was completed at the fence. After approximately ten minutes of flight the utility system pressure dropped to zero psi and control		
TYPED NAME AND TITLE		SIGNATURE
2687		FRANK S. GILLEN, Lt Col, USAF Operations Officer
SECURITY CLASSIFICATION		PRECEDENCE
DECLASSIFIED		IMMEDIATE

APPROVAL: J. M. [illegible] and/or [illegible]		SECURITY CLASSIFICATION: SECRET 82 383	
PRECEDENCE: [illegible]		RELEASED BY: [illegible]	
ACTION: [illegible]		DRAFTED BY: [illegible]	
INFO: [illegible]		PHONE: [illegible]	

DECLASSIFIED

of the aircraft became marginal at best. Flight level was between 2500' and 3000' MSL. Bailout of PJs was directed. Fly of the bailout area was 550' ASL. After approximately ten seconds partial return of utility system pressure occurred (approximately 800-1000 psi). Adequate control of the aircraft was again achieved. A suitable emergency landing site was selected and a decent started. After approximately 500-700' of altitude loss total loss of utility system pressure occurred coupled with moderate to severe control jerks on both the cyclic and collective sticks. Bailout of the remaining crewmembers was ordered. The copilot bailed out at approximately 1500' MSL. Approach to the landing site was continued with a concentrated effort being made to avoid 300' high trees at the approach end. Winds were no factor. After clearing the trees the landing gear handle was placed in the down position and the emergency gear lowering system was actuated. A flare to a touch down was accomplished coupled with simultaneous return of the utility system pressure to 3000 psi which caused control pressure to return to near normal. The two pararescuemen and copilot were subsequently picked up by Jolly Green 82. One pararescueman sustained a broken ankle and one a strained back. The copilot sustained a strained back. Subsequent maintenance investigation revealed a ruptured line in the second stage system which allowed all

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		2	3		
REGRADING INSTRUCTIONS				SECURITY CLASS	SECRET

DD FORM 173-1
1 NOV 55

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

ARMED AT JOINT STANDING ORDER
SEC. OF CONTINGENCY

SECURITY CLASS. 8.3

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PRESIDENCE	RELEASED	CLASSIFIED BY
ACTION		
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fluid to leak out into the hydraulic compartment. A faulty #2 AFCS turn on valve allowed the utility system fluid to transfer into the second stage system which ultimately depleted the utility system fluid and caused the utility system failure. The return of 3000 psi utility pressure simultaneous with actuation of the emergency gear lowering handle was caused by a faulty emergency landing gear valve which allowed the discharge/nitrogen to flow into the utility system which caused the approximate 1/2 cup of fluid that remained to be forced back into the pump momentarily repressurizing the system. The aircraft was repaired at the landing site and flown to home station at 0300Z 10 Apr 1960.

Gp-4

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ATL

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

CONTROL NO.	TOP/UD	PAGE NO. 3	NO. OF PAGES 3	MESSAGE IDENTIFICATION	INITIAL
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DD FORM 172-1

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PT 00364

OTTEZYUW RHMUABA0022 0991351-EEEE--RUCIEUA.

ZNY EEEEE

O 091335Z APR 70

FM 40 ARRSQ UDORN RTAFB THAI

TO RUCIEUA/ARRS/AROC/SCOTT AFB ILL

RUHHABA/41 ARRWG HICKAM AFB HAW

RUSQSNA/3 ARRG TSN AB RVN

BT

UNCLAS E F T O FOR OFFICIAL USE ONLY 400

OPREP REPORT IAW ARRSM 55-1, PAR 2-3.

WHILE ON A CLASSIFIED MISSION JOLLY GREEN 80 WAS REFUELING AND LOST SECOND STAGE HYDRAULICS. THEY DISENGAGED FROM KING 3 AND IMMEDIATELY EXPERIENCED CONTROL PROBLEMS. UTILITY HYDRAULICS WERE FLUCTUATING SEVERELY. AIRCRAFT AT THIS POINT WAS OUT OF CONTROL. AIRCRAFT COMMANDER ORDERED 'PREPARE TO BAILOUT'. HE ORDERED BAILOUT AND THREE CREWMEMBERS BAILOUT. SUBSEQUENTLY HE DECIDED TO ATTEMPT A LANDING AND ATTEMPTED TO PUT THE GEAR DOWN BY NORMAL MEANS. RED LIGHT IN GEAR HANDLE STAYED ON SO HE USED EMERGENCY AIR BOTTLE TO BLOW DOWN GEAR. AS SOON AS GEAR SHOWED SAFE INDICATION, THE UTILITY HYDRAULIC PRESSURE CAME UP FROM ZERO TO APPROXIMATELY NORMAL READING. WHEN THE UTILITY HYDRAULIC PRESSURE RETURNED, CONTROL OF THE AIRCRAFT WAS REGAINED AND A SUCCESSFUL EMERGENCY LANDING ACCOMPLISHED. CONDITIONS OF

PAGE 2 RHMUABA0022 UNCLAS E F T O

SURVIVORS: ONE PJ WITH BROKEN ANKLE WILL BE AIR-EVAC'D TO UTAPAO RTAFB THAILAND ON 10 APR 1970. ONE PJ AND CP HAD MINOR SCRATCHES AND BRUISES. THIS MEDICAL REPORT ONLY PRELIMINARY. AIRCRAFT COMMANDER AND FE HAD NO INJURIES.

2. NO AIRCRAFT DAMAGE. THE MAINT TEAM DISPATCHED AT 1020Z WITH NECESSARY PARTS FOR AIRCRAFT REPAIR PLUS TWO THAI GUARDS, ONE USAF GUARDS.

3. AIRCRAFT IS LOCATED IN-COUNTRY. FOLLOW UP MESSAGE WILL BE FORTH COMING WHEN MORE INFO IS AVAILABLE.

FOR OFFICIAL USE ONLY

BT

#0022

NNNN#

Individual Contacted:
Local time and Date:

SEARCHED	INDEXED
SERIALIZED	FILED
APR 10 1970	
FBI - MEMPHIS	

5 B

IMMEDIATE

* UNCLASSIFIED E F T O *

42
ST102
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132

02170

Classified by 4225RN
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED 2 WO
 YEAR INTERVALS.
 DECLASSIFIED ON 5/12/78

REF ID: A66666
1- DOWNGRADED TO
CONFIDENTIAL ON 4/4/86
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DDC / MDC

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

DATE: 9 APR 1970

Actn	Info	ROUTING	Intl	File
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		AR0CP		

6

CONFIDENTIAL

DECLASSIFIED

PT 00312
ZNY CCCCC
Z 0 091239Z APR 70
FM OL 2 3 ARRGP UDORN RTAFB THAILAND
TO RUEFHQA/CSAF/AFXOTZB
RUCIEUA/HQ ARRS SCOTT AFB ILL
RUHHABA/4IARRWG/PROCP/HICK AFB HAWAII
RUSQSN/3ARRGP/3JRC/TAN SON NHUT AB RVN
INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA
RUCIEUA/MAC/MCP/MAOCDA/SCOTT AFB ILL
RUSQSN/TA/DO/DO/DP/DI/BDPMP/TACC/CC/TSN AB RVN
RUKLAAA/TAC/DOSLR/LANGLEY AFB VA
RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TE
RUHHHQA/CINCPAC/CC/CAMP HM SMITH HAWAII
RUMLJHA/39ARRS TUY HOA AB RVN
ZEN/7/13AF TACC UDORN RTAFB THAILAND
RUMOREA/56SOW NAKHON PHANOM RTAFB THAILAND
RUEOGDA/ARDC/ABERDEEN PROVING GROUND MD
RUEKAAA/AFEOC/FT RITCHIE MD
RHMSMVA/MACV SAIGON RVN
RUHHABA/CINCPACAF/CC/HICKAM AFB HAWAII
ZEN/40ARRS UDORN RTAFB THAILAND

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FLASH

PT 00342

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WAS DEPLOYED. NO AIR REFUELINGS ACCOMPLISHED. AT 090749Z KING 3 REPORTED JG 80 HAD A HYDRAULIC LEAK AND WAS LOSING SECOND STAGE PRESSURE. JG 80 WAS RTB'D AND JG 82 ALONG WITH HOBOS 42,43 WERE TO ESCORT HIM BACK TO UDORN RTAFB. AT 090803Z JG 80 INDICATED HE MIGHT HAVE TO LAND AS HYDRAULIC PRESSURE WAS DECREASING, ALSO REPORTED HE WAS ACROSS THE FENSE AT THIS TIME. AT 0810 KING 3 REPORTED 3 OF THE CREW ON JG 80 HAD BAILED OUT, AND THAT 3 GOOD CHUTES WERE OBSERVED. AT 0819Z KING 3 REPORTED JG 80 ON THE GROUND SAFELY. JG 82 MADE PICKUP OF THE SURVIVORS AS FOLLOWS: RESCUE SPECIALIST/LITTER/090843Z, CP AND 2ND RESCUE SPECIALIST/FORREST PENETRATOR/0845Z. JG 72 PICKED UP THE PILOT AND FLIGHT ENGINEER AFTER LANDING AT 0914Z. ALL SURVIVORS WERE IN GOOD CONDITION EXCEPT FOR THE RESCUE SPECIALIST (SSGT ODINEK) WHO SUFFERED A BROKEN LEG. ALL PERSONNEL WERE TAKEN TO UDORN RTAFB AND THE MISSION WAS CLOSED AT 090946Z WHEN JG 72 LANDED AT UDORN RTAFB. MAINTENANCE PERSONNEL AND GUARDS WERE TAKEN TO THE AREA TO MAKE REPAIRS ON JG 80. AT 091115Z IT WAS DETERMINED BY THE MAINTENANCE CREW THAT IT WOULD TAKE AT LEAST 2 HOURS TO MAKE REPAIRS AND CHECK

PAGE 4 RHMUABA0017 C O N F I D E N T I A L
THE SYSTEMS OUT. IT WAS DECIDED TO RETU1970. GUARDS
WILL REMAIN OVERNIGHT WITH THE AIRCRAFT. GP-4

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40th ARRSq Hist, 1 Apr - 30 Jun 1970

Buff bailout on 9 April. The first picture shows Maj J. C. Fouts (CP) on the mission. The second picture shows SSgt R. T. Odinek (PJ). Odinek sustained a broken ankle in the bailout. The third picture shows Sgt J. J. Eldridge (PJ). Eldridge suffered back injuries in the bailout.

PHOTO #2 FILE NAME 9 APR 70

FILE = 9 APR # 1
9 APR # 2

LOLLY GREEN PILOT JOE FOUTS WILL REMEMBER :
" 9 APRIL 1970 "



THE FORTY LINE AT (GORDON)

SESHIT! STOP BITCHING ABOUT THAT CRUMMY PARACHUTE.....
- WHERE IS MY BILLFOLD? - I'LL PAY YOU FOR TATT SONOFABITCH!

'Js aboard were Odinik and Eldridg