

SAFETY

The 40th ARRSq had three aircraft incidents this quarter in 952.6 flying hours. There was also one reportable ground safety injury during the period.

On 10 July 1971 a 40th ARRSq aircraft encountered an emergency situation when number two engine chip light illuminated. The engine was shutdown and precautionary landing made without incident. Analysis revealed a small piece of carbon on the chip detector probe. There was no material failure; consequently no preventive action was necessary.

On 21 July 1971 Jolly Green 54 was dispatched from Nakhon Phanom to recover some aerospace hardware. The objective was located. Checks and computations determined that ample power was available to perform the mission. The load was secured to the sling by a Pararescueman (PJ) on the ground. The PJ reported hearing ground fire. As the hoist was being lowered to pick up the PJ the load started sliding downhill and the helicopter started to settle. The load and auxiliary fuel tanks were jettisoned but despite the pilot's efforts the aircraft continued to settle into the trees. The aircraft crashed and then rolled several times. All crew members exited the aircraft and again reported ground fire. The PJ who was on the ground when the crash occurred received extensive facial injuries, the flight engineer sustained serious back injuries, and both pilots had leg injuries. All crew members were recovered by a civilian helicopter.

Due to the hostile location of the downed aircraft it was necessary to destroy both the aircraft and the aerospace hardware. After a thorough investigation the incident was classified as a combat loss and closed.

On 16 August 1971 aircraft 68-10359 was returning from a SAR mission when number one engine low oil level caution light illuminated. Minutes later the number one engine low oil pressure light came on and oil was reported pouring down inside the cabin. The engine was shut down immediately and an emergency declared. After landing at Ubon RTAFB it was determined that a one way check valve had failed causing the auxiliary oil tank to overflow and spill into the cabin. After replacing the check valve the aircraft was released for flight. There was no previous history of this type of malfunction and most probably is an isolated incident.

There were no explosive safety incidents this quarter. One ground safety incident occurred on 24 July 1971. A staff sergeant fell from a chair while replacing a light bulb in his quarters. He sustained serious bruises and sprained muscles in the shoulder area. He was admitted to the hospital on 25 July 1971 and treated. He made a speedy recovery with no complications. Lost duty time was two days.

was down between Tchepone, Laos, and the DMZ. Capt Bennie D. Orrell, piloting an HH-53, approached the search area, and Smith 'popped his smoke' to show his location. The smoke drifted uphill before it emerged from the trees. When Orrell hovered at that spot, Smith made a 'max effort' run uphill to the hoist. He grabbed it, but Orrell encountered enemy fire and was forced to retract the hoist, not knowing that Smith was hanging on until the hoist had cleared the trees!

Eight HH-53 Super Jollys and three HC-130 tankers from the 40th and 56th ARR Squadrons, respectively, participated in Operation 'Eagle Pull', the evacuation of US personnel from Phnom Penh, Cambodia. One HH-53 inserted a combat control team prior to the evacuation whilst two HH-53s removed the fifteen military personnel from the capital following the completion of the evacuation. The Joint Rescue Coordination Center (JRCC), operated by the 3rd ARR Group at Nakhon Phanom, exercised operational control of the rescue forces. There were no ARRS injuries or casualties, although two HH-53s incurred hits from small-calibre ground fire.

'Gunfighter 82' was the crew of an F-4E assigned to the 366th TFW at Da Nang, 'Gunfighter 82A' being Lt-Col Arthur Blissett and 'Gunfighter 82B' his 'Wizzo', Lt Michael Murray. On the night of 17 December 1971 'Gunfighter 82' was shot down by a SAM near Mu Gia Pass about 65 miles east of Nakhon Phanom RTAFB, Thailand. Mu Gia Pass was a notoriously 'bad place' situated along the Ho Chi Minh Trail, and only a week earlier the crew of 'Ashcan 02', an F-105 'Wild Weasel', had been downed and successfully rescued from the same area. Two Super Jolly Green Giants from the 40th ARRS at NKP were scrambled and succeeded in retrieving the 'Gunfighter' pair.

Drone Drama

On 21 July 1971 a single HH-3 'Jolly Green' was tasked to recover an RP drone and ended up being shot down by groundfire in the area just as it was picking its No 1 PJ by hoist. The 'Jolly' rolled over a couple times and ended up against some trees. The covering fighter crews involved in the recovery saw the 'Jolly' upside down on the downslope of a small clearing; the drone, its parachute in the trees at upper end of the clearing, was situated in the middle, and the 'Jolly's

tip tanks were also visible, jettisoned in the area of the drone. The three crew members (pilot, co-pilot and FE) had scrambled out to the lower end of the slope, whilst the two PJs were located in the middle of the clearing. An Army medevac Huey was the first rescue helicopter on the scene and picked up the FE, who was suffering from severe back pains (later diagnosed as a ruptured disc in his spine), by having him grab the Huey's skids so that they could hover-taxi with him further up the slope to where the other PJ, who had extensive facial injuries (having been hit by a rotor blade as the helicopter went down), was located. The injured were packed up and the Huey exited successfully. About ten minutes later an Air America H-34 arrived and picked up the pilot and co-pilot with its hoist and horse collar. However, the hoist broke with the co-pilot 10ft up and the hoist operator reeled in the cable by hand as they exited the area. Another H-34 came in and picked up the re-grounded co-pilot by horse collar. The first recovery flight scheduled for the next day was given the task of determining whether the helicopter was recoverable, but it was greeted by so much groundfire that the 'Sandy' A-1s were directed to destroy the Jolly *in situ*.

Drone Rescue

by

Chuck McGrath

PJ, 40th ARRS, NKP 1971-72



I was rescued by an Air America H-34 crew on 21 July 1971.

Location: Some distance north of the PDJ.

We were tasked as a single Jolly Green (HH-53) crew to recover a drone, and ended up going down during the effort just as we were picking the #1 PJ by hoist. Rolled over a couple times and ended up against some trees. Loss was later determined to be from groundfire in the area. Crews involved in the rescue saw the Jolly upside down up against some trees on the downslope side of a small clearing. Drone in

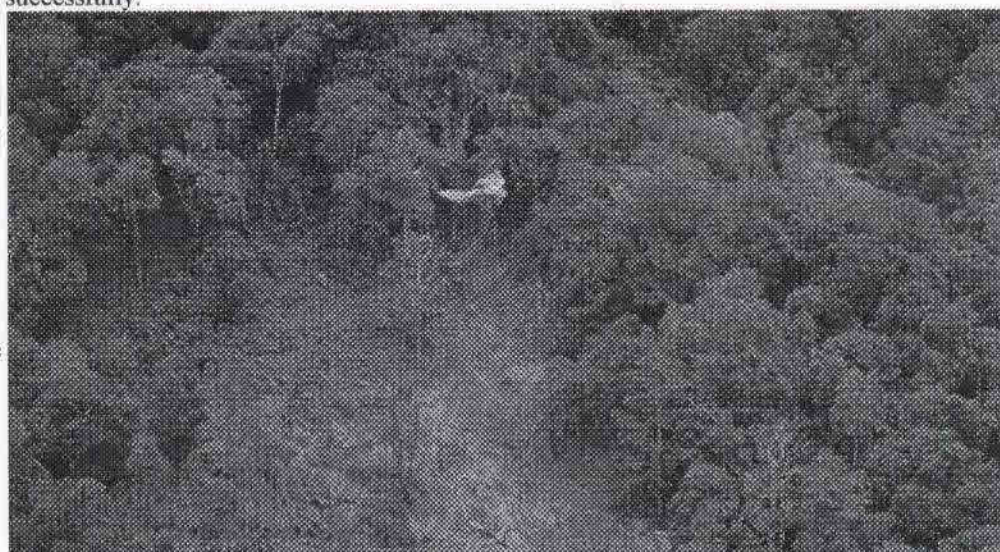
middle of clearing. Tip tanks were jettisoned in area of drone. Drone parachute in trees at upper end of clearing. Three crewmembers (pilot, copilot, and FE) at lower end of slope. Two others (PJs) about the middle of the clearing.

A Huey came in first. Picked up the FE, suffering from severe back pains, (later learned he had ruptured disc in spine), by having him grab the skids so they could hover taxi with him further up the slope to where I was with the other PJ, who had extensive facial injuries. My partner was hit by a rotor blade as the helo went down. We got the FE in the Huey. I passed Jon's IV bottle up to someone in the Huey, and then we got Jon in. I got in to help treat them.

I guess there wasn't enough lift to get us out of there, because one of the Air America crew tapped me on the shoulder and motioned for me to get out. Just what I needed! Out I go. Huey spins around, comes close to giving me a crewcut with the tail rotor, and exits successfully.

About 10 minutes later a H-34 comes in and picks up pilot and copilot with hoist and horse collar. Hoist breaks with me about 10 feet up and I'm back on the ground again with the hoist operator reeling in the cable by hand as they exit the area.

I heard some periodic ground fire while taking stock of the situation.



stock of the situation.

I guess it was about 10 or 15 minutes later - who kept track? Another H-34 came in and picked me up by horse collar. We were all taken to Lima 54, where the pilot, copilot, and I got a hop on an Air America C-130 to Udorn. The three of us were bruised up, nothing serious, but they stuck us in the hospital there for the night. I still don't know how the injured FE and my partner got back to Udorn, but they were there in the hospital when we woke up the next morning.

Flight the next day to determine whether helo was recoverable was greeted by so much groundfire that the Sandies were directed to destroy the Jolly.



Return to Rescue Stories

To: Don Goodlett, INTERNET:dgoodlet@cyberhighway.net
To: "'Chuck McGrath'", INTERNET:cmcgrat@exis.net
CC: Robert LaPointe, rlapointe
From: "Rouhier, Chuck", INTERNET:Chuck.Rouhier@Deskbook.wpafb.af.mil
Date: 2/9/99, 2:49 AM
Re: RE: Bad day with a drone - JG 54

Sender: Chuck.Rouhier@Deskbook.wpafb.af.mil
Received: from rsc1mail3.wpafb.af.mil (rsc1mail3.wpafb.af.mil [129.48.198.8])
by hpamgaaa.compuserve.com (8.8.8/8.8.8/HP-1.0) with ESMTP id GAA10148
for <rlapointe@compuserve.com>; Tue, 9 Feb 1999 06:48:56 -0500 (EST)
Received: by rsc1mail3.wpafb.af.mil with Internet Mail Service (5.5.1960.3)
id <1RKZAKK1>; Tue, 9 Feb 1999 06:51:15 -0500
Message-ID: <1EC7CEB74D00D111BA7100A0C91E18D301D7A436@rsc1mail3.wpafb.af.mil>
From: "Rouhier, Chuck" <Chuck.Rouhier@Deskbook.wpafb.af.mil>
To: "'Chuck McGrath'" <cmcgrat@exis.net>,
Don Goodlett
<dgoodlet@cyberhighway.net>
Cc: Robert LaPointe <rlapointe@compuserve.com>
Subject: RE: Bad day with a drone - JG 54
Date: Tue, 9 Feb 1999 06:51:14 -0500
X-Mailer: Internet Mail Service (5.5.1960.3)

Chuck,

I'll get the changes made sometime this week. Let me know when the revised story is ready to go up.

Chuck
Jolly FE '71-'74

-----Original Message-----

From: Chuck McGrath [mailto:cmcgrat@exis.net]
Sent: Monday, February 08, 1999 10:09 PM
To: Don Goodlett
Cc: Robert LaPointe; Rouhier, Chuck
Subject: Bad day with a drone - JG 54

Don,

Please accept my apologies for the delayed response. We're putting in 12 hour days right now on some special projects. At least it'll mean a way to pay for the new computer! New Intel 400PII and Intel motherboard are sitting in the dining room waiting on more pieces.

Check out <http://www.jollygreen.org/Stories/dronerescue.htm> for a copy of what I wrote to Air America. Chuck Rouhier posted that and I scanned in the pictures for him to use.

Thought I told Chuck R. that Jon Hoberg was the nbr I PJ that day. I've CC'd him on this so he has the info. (Chuck R: typo on <http://www.jollygreen.org/Stories/stories.htm> submitted vice subimitted)

I've been in contact with the engineer J.D. Adams, who lives in the same town as Jon.

X-From: adams@inficad.com Mon Sep 21 21:35:45 1998
Return-Path: <adams@inficad.com>
From: James Adams <adams@inficad.com>
To: "'Chuck McGrath'" <cmcgrat@exis.net>
Subject: RE: JG 54 - Laos, July '71

the crash? I still worry about those kind of things and lose a lot of sleep some nights. His phone number has changed to (602) 242-1884.

Regards,

J.D. Adams

That sums it up. I need to rewrite the story to include the notes I've received from the Ravens, J.D., and the pilot of the Huey that picked up Jon and J.D.

Candy had just come in country the week before and I managed to keep this little incident from her for over a month.

Been reading Bob's notes about how cold it is up in Alaska. Would you believe it's supposed to be 70 degrees here on Thursday? Strangest weather we've had in the 14 yrs I've lived here in VA Beach. Our daffodils are blooming and my tulip poplar has its blooms out as well. This usually doesn't happen until March.

Regards,

Chuck (McGrath)

p.s. Geno just had surgery on his back and is recovering OK. Next is his shoulder.

>At 18:22 2/2/99 -0700, Don Goodlett wrote:

>I stole so stuff from the Jolly Green Association. It is in the worksheet. Chuck, Shot down recovering a drone? Only one PJ on board? Tell me about it. Please.

>

>Don

14430	B	18 Jan 69	ARRS	Laos	67	Darghy	Libby	Purdue	Thomas R. Pope	Donald Johnson		70 lande JG-67. a At 1300 movers t log read JG-67 - i going up
66-14434	B	28 Jan 70	40th ARRS	NVN	Jolly Green 71							hit by m for SEA
68-8283	C	30 Jun 70	40th ARRS	Laos	Jolly Green 54				PAUL JENKINS	MICHAEL OSAN		hit by gr (OV-10 remains
68-8285	C	21 Jul 71	40th ARRS	Laos	Jolly Green 54	C. Bennet	B. Robben	Jerry	Chuck McGrath	JOHN HOBBS	FE ADAMS	shot dow
68-10366	C	25 Nov 71	37th ARRS	SVN	Jolly Green 70			H. Theriot			R.L. Steed (PJ)	SAR mi
68-10359	C	27 Mar 72	40th ARRS	Cambodia	Jolly Green 61							crashed
68-10361	C	18 Aug 72	37th ARRS	SVN	Jolly Green	No Fatalities	No crew on	board				Destroye rocket.
68-10365	C	6 Apr 72	37th ARRS	SVN	Jolly Green 67						(Photog)	SAR mi site exca buried i
68-10362	C	14 Jun 73	40th ARRS	Cambodia	Jolly Green 64				Karl C. Morgan	Stephen L. Caldwell		Tail roto
68-10788	C	27 Dec 72	40th ARRS	NVN	Jolly Green 73	Richard D. Shapiro	Miguel A. Pereira	Charles J. Rouhier	Robert W. Jones	John R. Carlson		Down in JACKE Dec 72 (USAF lo take on f aircraft indicate reads " J in a hov Ban Ban

Special Operations CH-53 SEA Losses

MASTER SERGEANT PAUL L. JENKINS/ STAFF SERGEANT MICHAEL F. DEAN. Sergeants Jenkins and Dean are crewmembers on an HH-53, Jolly 54 from the 40th ARRS, Udorn RTAFB, Thailand. They are attempting to rescue the pilot of an OV-10, Nail 44 that has gone down in Laos. Earlier attempts by a Jolly from the 37th ARRS at DaNang AB, RVN have been unsuccessful. On their second attempt to rescue the survivor, they encounter heavy ground fire from all sides. Attempting to exit the area, their helicopter, so badly damaged by enemy fire, inverts and crashes in a fireball. Secondary explosions further destroy the craft and dash any hopes for survivors. Many hours later, Sergeant Jules Smith, aboard an HH-3 from DaNang is able to penetrate the scene by hoist and rescue the downed Nail 44 crewmember. Three days of search and rescue efforts end when photographic reconnaissance rules out any possibility of survivors.

Source = 50 years

Add Fisk info from 50 years. Combine & re-write

21 JULY (CONT)

2005 ZND PASSED DAAR REPORT TO JOKER
 22 JUL 71
 2400 ZND TOOK FORSTAT REPORT TO COMM SQ
 0425 ZND PASSED SAB PASTURE TO JACK
 2700 ZND TOOK MISSION RELIABILITY RPT TO COMM SQ
 2740 ZND SGT DAULSON OFF DUTY / OPS NML

22 July

0745 AP SC IS EH-61 IS EL - MSGT PAYNE ON DUTY.

0900 AFP TEEPEE ADVISED 2 KNIVES CH53C WILL DEPT 89 TO AREA OF J654 IN APPROX 20 MINUTES.

0925 AFP KNIVES 25, 26 & 27 ↑ THIS TIME PROCEEDING TO J654 SCENE. HOBO 42 & 43 WILL LAUNCH ASAP TO ESCORT.

LATE
 0945 AFP VONTAC REMOTE RECEIVER INOP - MT WORKING ON SAME SINCE 0700.

1134 AFP HOBO 42 & 43 ↑ -

1315 AFP HOBO 42 & 43 ETA 89 1430L -

1258 AFP 25 ↑ 1700 AT THIS TIME. KNIFE 25 REQUIRES ENGINE CHG AT 1700.

1420 AFP KNIVES 26 & 27 ↑ OFF 70. ETA 89 1510L.

1600 RH SSAT HARVEY ON DUTY. M/SGT PAYNE OFF DUTY

1635 RH JG 52 ↑ CH 70 1627 ETA CH 89 1712

1719 RH JG 52 ↓ CH 89 AT 1719

1930 RH JG 52 ↑ CH 70 AT 1929

2000 RH PASS DAAR TO JOKER
 2400 RH LOG CLOSED

23 JUL 71

21 July 71

0935 BR JG-60 ↓ 0935 AT CH-89.

0950 BR JG-53 ↑ 0955 FM CH-70 TO CH-89.

1049 BR JG-53 ↓ CH-89 AT 1045.

1102 BR JG-56 ↑ 1100 FM CH-70 TO CH-89.

1131 BR JACK & JOKER ADVISES NEED 1 ACFT FOR
A MISSION // CAN'T DISCUSS NATURE OF MISSION.

1140 BR MAJ. BENNETT SAYS WE WILL USE JG-54

1146 BR JG-56 ↓ 1145 CH-89.

1151 BR CAPT. MEYER & CREW WILL ASSUME EAST
HIGH ALERT WITH MAJ. CHAIRS BEING ELIMINATED

1157 BR SSgt SMITH AT UDORN ADVISES COL. REES IS ASKING
OF WHAT IS HAPPENING AND HE WILL NOTIFY COL.
MORSE & BRIEF HIM.

1206 BR JG-60 ↑ 1205 FM CH-89 TO CH-70.

1220 BR DELAY IN BIRD GETTING AIRBORNE IS DUE TO
THE FACT WE NEED A SLING.

1228 BR JG-54 GETTING READY TO ROLL ON MISSION NOW

1228¹ BR NOTIFIED TEEPEE AND HE IS GETTING
SANDY'S READY TO ROLL ALSO.

1236 BR JG-54 ↑ 1235 ON "SAR"???? (PICK-UP WHAT)

1255 BR SANDY'S AIRBORNE ALSO.

1315 BR JG-54 STILL ENROUTE TO AREA

1338 BR JG-60 ↓ CH-70 AT 1330.

1427 BR JACK ADVISES JG-54 IS IN AREA AND THEY HAVE
ITEM TO BE PICKED UP IN SIGHT.

1447 BR JG-60 ↑ 1440 FM CH-70 TO CH-89.

1447 BR JG-32 ↑ 1445 FM CH-70 TO CH-89.

1528 BR JG-60 ↓ CH-89 AT 1525.

1537 BR JG-32 ↓ CH-89 AT 1535.

1650 TO ~~ALL SCRAMBLED~~ JG 30/61 POSITION 1333/497108/
JG 54 ON GND - UNFLYABLE

1705 TO JG 30/61 TAXING

1706 TO JG 30/61 ↑ CH 89 FOR OBJECTIVE

1715 TO RPT FROM JACK / RADIO CONTACT WITH CREW / 5 ON A/C