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FROM: 40th ARRG (DO)

SUBJECT: Mission Narrative Report MOS: ARS V-6 Report

TO: 3 ARRG (JROC)

DATE: 19 December 1971

MISSION NUMBER: B-3-047

FLIGHT DESIGNATION: Jolly Green 55

MISSION OBJECTIVE: Falcon 74A and 74B

LOCATION: 1950N 104-48E 55NM SE of Sam Neua

SAVES: Two (2) Combat saves

1. At 0815L the back-up alert crews were notified that Jolly Green 62 had an engine shot out on an attempt to pick up Falcon 74A and was making an emergency landing at LS-32. The back-up alert was to brief and launch ASAP. After aborting one aircraft, Jolly Green 55 was airborne at 0925L and joined up with Jolly Green 61. We planned to air refuel with King 23 enroute to the holding point (063°/105NM/Channel 103). When King 23 aborted with an inflight fire in his air refueling system, Jolly Green 55 and 61 were diverted to LS-98 to refuel. Airborne again at 1220L the flight joined with Sandy 17 and 18 and held north of LS-32. Smoke 44, on scene commander, reported there may be a break in the weather and requested the Jollys move to the forward holding point. Due to our low altitude, tacan and other aids to navigation were not available but with basic DR, marginal doppler computer and ADF cuts off SAR forces in the survivors area we were able to arrive at a point 5NM north of the survivors' area at 1355L. They were down on the North Vietnamese border southeast of Sam Neua. The weather was completely under cast making terrain masking from Migs unfeasible. Migs had forced the withdrawal of the SAR Forces from the area several times that day. The enemy also had radar coverage of the area. Enroute to the area the survivors had reported hearing people moving around them and dogs barking. These two developments plus the rapidly deteriorating weather created concern that the survivors would be killed or captured before another pickup attempt could be made. A PAVE Nail GV-10 found a small hole in the under cast and Smoke 44 decided to make a pickup attempt. On scene commander was passed to Sandy 03 since Smoke 44 was critically low on fuel. Jolly Green 55's SAR Bingo was 1430L which may have influenced the decision to execute at this time. As we spiraled down the hole, King 22 advised us to put on our gas masks as BLU-52 had been dropped near the survivors. We broke out below the clouds over a river with mountains and karst rising on both sides with peaks rising into the clouds. From this point on, communications with the survivors, other aircraft, and Jolly 55 crew members were extremely difficult due to the design and use of the gas masks. Sandy 03 led Jolly 55 to an area that fit the description of the survivors location briefed by Smoke 44. Lack of fuel had prevented Smoke 44 from showing Sandy 03 the survivors position.

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We hit a hover over the spot but it was apparent we were not over the survivors. Falcon 74A had popped a smoke which we could not see, he could not hear us and the chutes we were over were flare chutes, not the survivors' canopys. There was a canister of BLU-52 about 10 meters to our left so we hovered further up the ridge and began asking Falcon 74A for short counts to try and get an ADF cut on his position. Communications were extremely garbled and broken with Falcon 74A and Sandy 03 due to terrain shielding. They could not understand my transmissions due to distortion by the gas mask. Nail 09, holding high over the scene, had been in the area earlier and told me to steer 180 degrees from my present position. We entered a box canyon with clouds obscuring the top one third of the sides. Falcon 74A reported he could now hear the helicopter and tried to vector us to his position. Time after time we ran into dead end cravasses. The known presence of ground fire made this type of maneuvering extremely hazardous but the urgency of the situation justified the risk. We found a small village which we knew was near Falcon 74A but the survivor was unable to steer us because of the confusion caused by noise of both the helicopter and AIE. We were still unable to get reliable ADF cuts. So Sandy 03 departed the immediate area and Falcon 74A was then able to steer us to his position. Hovering was very difficult as corrections and observations given by my crew were distorted and unintelligible with the gas masks on. Once over 74A, it took 5 minutes to locate him through the thick jungle canopy. The first pickup was made at 1450L after 30 minutes of searching the area. At one point during the hover my tail rotor got dangerously close to a tree. I was unable to understand the PJ on the aft ramp telling me not to move back. He finally ripped the mask off and used his helmet microphone to warn me. He immediately suffered from the effects of the BLU-52 we were stirring up with our rotor wash. As we pulled off 74A's position, 74B came up on radio and directed a left turn to his position. By now we were well into our reserve fuel so I asked Sandy 03 to request a tanker be ready to air refuel as soon as we picked up Bravo. He too was difficult to locate through the thick canopy but was hoisted up at 1510L. Rain and drizzle were moving in and my copilot had turned on the windshield wipers several times during the pickup so I could see to hover. As we departed the area we noticed Falcon 74A's position was completely obscured by clouds. The hole we had descended through was closed so we climbed out IFR. King 27 was flying east out of LS-32 to provide air refueling when Jolly Green 55 broke out on top of the clouds. The survivors were recovered to Udorn RTAFB at 1735L. Both in excellent condition. Falcon 74A had a deep laceration in his right leg.

2. Two 01-A sorties 2.5 hrs. One 01-B sortie 5.4 hrs.

3 & 4 N/A

5.
 - a. Two pararescuemen.
 - b. Not deployed due to area denial ordnance
 - c. Two
 - d. Puncture type laceration of lower right leg
 - e. Compress bandage, pneumatic splint. Both survivors treated for shock.
 - f. 432nd USAF Hospital, Udorn RTAFB, Thailand
 - g. Excellent condition - both ambulatory

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6. Jolly Green 55 Crewmembers (Low)

AC Capt Harold O. Jones
CP Maj David G. Daus
HM SSgt Jerrold T. Dearman
RS MSgt Leon Fullwood
RS Sgt William D. Brinson
AP SSgt Kelly K. Shuman

Jolly Green 62 Crewmembers (High)

AC Maj Kenneth E. Earnest
CP Capt Douglas C. McGraw
HM SSgt Tommie Bryant Jr.
RS TSgt Colin A. Lane
RS Sgt Paul C. Perry
AP Sgt Michael H. Enos

Harold O. Jones
HAROLD O. JONES, Captain, USAF
Aircraft Commander