

56 SOW
Jan-Mar 72 vol. 2
K-WG-56-HI

~~CONFIDENTIAL~~

FROM: 1st SOS (Maj Miller 2010)

28 March 1972

SUBJECT: SARCO Report for Jolly Green 61

TO: 56 SOW (DO)

1. SARCO was notified at 1150L, 28 March 1972, that a SAR had been declared for Jolly Green 61. The approximate location was given as 140/70/82. Sandy 05 & 06 had been launched by Jack from Ubon at 1149L. Jolly Green 60 & 64 were at the scene.
2. Two more Sandy aircraft were requested and Sandy 07 & 08 were launched from DaNang at 1215L. Sandy 06 encountered some difficulty and Sandy 05 was airborne alone at Ch 93. Jack was advised not to send Sandy 05 to the scene by himself. Sandy 06 did get airborne and both aircraft proceeded to the scene at 1224L. Sandy 07 & 08 were airborne from DaNang at 1240L.
3. Jolly Green 60 reported sighting a parachute in a tree at 1307L with no movement observed. At 1315L a pararescue man was deployed to check on the parachute and some other parts of the wreckage. It was reported back that no one was in the chute and the tail section had been found.
4. At 1356L, Jolly Green 64 reported taking ground fire and the loss of an aircraft system. He was escorted to a safe area by Sandy 07 & 08.
5. Sandy 01, 02, 03, & 04 were launched to replace the on-scene aircraft. Sandy 01 & 02 were airborne at 1430L, 03 & 04 were airborne at 1435L.
6. Sandy 07 & 08 escorted Jolly Green 64 to Pakse and then RTB'd to Ch 89. Jolly Green 60 RTB'd to Ch 93 and two other Jolly Greens were then at the scene.
7. At 1645L the wreckage was still burning. A P.J. was again deployed to search the area. Nothing was found of any survivors. At 1720L the P.J. was back on board the Jolly Green.
8. All SAR forces RTB'd at 1740L. Sandy 01 & 02 recovered at Ch 93, and Sandy 03 & 04 recovered at Ch 89. SAR terminated.

C. V. Miller
CRAIG V. MILLER, Major, USAF
SARCO, 1st SOS

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GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

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XV

Mar

15	(U)	The 56th Special Operations Wing assumed Command and Control of the 23rd Tactical Air Support Squadron.
16	(S)	An A-1J of the 1st Special Operations Squadron made a gear-up landing at NKP due to battle damage. The aircraft received major damage.
18	(S)	Nail 31, an OV-10A of the 23rd Tactical Air Support Squadron was shot down in Steel Tiger.
18	(S)	Sandy 01, an A-1J of the 1st Special Operations Squadron was shot down in Steel Tiger while searching for survivors of Nail 31. The pilot was rescued by an Air America helicopter which was on the scene.
19	(S)	Search and Recovery mission for Nail 31 was successful.
27	(C)	Search and Recovery mission for Jolly Green 61 downed in Northern Cambodia unsuccessful. No objective.
31	(C)	Search and Recovery mission for Spectre 22 shot down near the Bolovens Plateau in Laos successful. The entire crew of fifteen was recovered.

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56 SOW
Jan-Mar 72 vol. I
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JOLLY GREEN 61

(C) At 1150L, on 28 March, Jack declared a SAR for Jolly Green 61, a rescue helicopter of the 40th ARRS stationed at NKP. The chopper was down in Northern Cambodia, 140/70/82. Sandys 05/06 were launched from Ubon to join Jolly Greens 60 and 64 who were already at the scene. Jolly Greens 60 and 64 had been flying formation with 61. Sandys 07/08 were launched from DaNang.¹⁶²

(C) Shortly after 1300L, Jolly Green 60 reported sighting a parachute in a tree and at 1315L, a PJ was deployed. The PJ found the tail section of the ill-fated helicopter, but no signs of life. Shortly before 1400L, Jolly Green 64 took ground fire, lost a system, and egressed the area. Now low on fuel, Jolly Green 60 had to RTB.¹⁶³

(C) Two other Jolly Greens replaced 60 and at 1430L Sandys 01/02/03 and 04 took off from NKP. At 1615L the wreckage was still burning. Another PJ was deployed with negative results. At 1720L, the PJ returned to his helicopter and the SAR was terminated for lack of an objective.¹⁶⁴

(C) It was later surmised that Jolly Green 61 had probably been shot down. Helicopter crews had noted on previous occasions

162. SARCO report for Jolly Green 61, 28 Mar 72, (Doc 68).

163. Ibid.

164. Ibid.

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DATE: 27 MARCH 1972

MISSION NUMBER: B-3-024

FLIGHT DESIGNATION: Jolly Green 52

OBJECTIVE: Search and Evaluation of Crash Sight - Jolly Green 61.

MISSION NARRATIVE: Initial notification came through tenant at 1200L that a Jolly Green HH-53C had experienced difficulties and we were directed to launch. Jolly Green 52 and Jolly Green 62 responded and were airborne at 1205L. The coordinates of the crash sight were passed while we were enroute to TACAN Channel 82. The crash sight was on the 140 degree radial for 63 N.M. using Channel 82. This was a straight line distance of 234 N.M. from Nakhon Phanom West (NKP). There were thunderstorms enroute and also gun emplacements which precluded a direct flight from Nakhon Phanom West. Bases of the clouds were approximately 5000' enroute until we approached Mukdahan where the cumulus clouds and thunderstorms intensified which reduced visibility and the base of the clouds. Jolly Green 52 and Jolly Green 62 arrived at the crash sight at 1350L. Jolly Green 60 from NKP and Jolly Green 64 from Danang were both near the crash sight; (The original mission was to escort Jolly Green 64 from South Vietnam to Thailand). Jolly Green 60 was low aircraft in the crash sight area and Jolly Green 64 was high cover. Sandy (ALE) cover was near Jolly Green 64 as was a King (C130) aircraft. During the search and crash sight evaluation by Jolly Green 60, both Jolly Green 60 and 64 were shot at from enemy ground emplacements. They were driven off and both thought their aircraft was damaged. Jolly Green 52 and King 22 escorted Jolly Green 60 and headed for Channel 93; Jolly Green 62, Sandy 1 and 2, and King 35 escorted Jolly Green 64, who had the most severe problem, and headed for Pakse. After recovery of Jolly Green 60 and 64, Jolly Green 52 and Jolly Green 62 were refueled by King 35. Jolly Green 52 and Jolly Green 62 then proceeded back to the crash sight, escorted by Sandy 5 and 6. The area was again surveyed by the Sandy pilots. Higher headquarters requested that a Jolly Green aircraft re-enter and evaluate the crash sight and the area where two parachutes were located. Also that a pararescue man be lowered to look for survivors and get first hand information or anything which would assist in further planning. However, to avoid every possibility of further ground fire and not to deploy a pararescueman if there was danger of getting him hurt. Jolly Green 52 was low aircraft and Jolly Green 62 remained high during the events which followed. Sandy 5 and 6 directed and escorted Jolly Green 52 to the parachutes and crash sight. We arrived in the area at 1645L and a hover was established over the first parachute at 1650L. A pararescueman was lowered and he searched the area plus evaluated the parachute closely. There was no evidence which could conclusively indicate that the parachute was used during a bail out. After 10 minutes he was hoisted back to the aircraft. The next area searched was the helicopter wreckage. The pararescueman was once again lowered to the ground. The aircraft was badly burned, flattened and reduced

Classification (cancelled) (changed to CONFIDENTIAL) effective on 12/14/80 by [signature] under the authority of [signature]

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 1980

DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

DECLASSIFIED

DECLASSIFIED

~~SECRET~~ ~~CONFIDENTIAL~~

nearly to ashes. All evidence indicates that the helicopter was upside down. Bits and pieces were all in a very small area. The following items were recovered: throttle and fuel control quadrant, one broken M-16, a vertical velocity indicator, piece of cloth material belonging to the aircraft, a piece of metal which appeared to be related to the mini-gun system and a safety strap which secures the stokes litter. The wreckage was conclusively identified as the wreckage of a helicopter by the aircraft ramp and part of the tail section at the crash sight. The wreckage was still smoldering. There was no evidence of any survivors nor any remains or partial remains located. The cockpit area was also reduced to ashes. Jolly Green 52 hovered for 20 minutes while the pararescueman surveyed and assessed the sight. Other crew members evaluated the area from the hovering helicopter. Numerous pictures were taken to include as many different items and angles as possible. After the pararescueman was once again hoisted to the helicopter we proceeded to the second parachute which was approximately 150 meters from the crash sight. The pararescueman was not lowered to the ground at this sight. There was no evidence to indicate that this parachute had been used for a bail out. Search and rescue, and evaluation was terminated at 1728L. Jolly Green 52 climbed out of the area and Jolly Green 62 joined with Jolly Green 52. Both were escorted by Sandy 5 and 6, King 35 relayed all information to higher headquarters. Jolly Green 52 and Jolly Green 62 recovered at Ubon at 1940L. Film prints, equipment and pieces recovered were sent to NKP and film prints were also sent to 3rd Group, Tan Son Nhut. Jolly Green 52 and Jolly Green 62 recovered at NKP on 28 March 1972.

CREW MEMBERS:

Jolly Green 52 (LOW)

AC - Ralph L. Allred
CP - Mark S. Schibler
FE - Raymond Duarte
RS - Michael D. Jogle
RS - Donald H. Goodlett
AP - George M. Holland

Jolly Green 62 (HIGH)

AC - John H. I. Morse
CP - Joel L. Simmers
FE - James F. Walsh
FE - Jerrold T. Dearman
RS - Michael D. Nunes
RS - William D. Brinson
AP - Hal Smith

Ralph L. Allred
RALPH L. ALLRED, Major, USAF
Aircraft Commander

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DECLASSIFIED

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 1980

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~~CONFIDENTIAL~~

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

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FE - James F. Walsh
FE - Jerrold T. Dearman
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RS - William D. Brinson
AP - Hal Smith

Ralph L. Allred

RALPH L. ALLRED, Major, USAF
Aircraft Commander

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intervals; declassified
after 12 years

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3/3

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PAGE 5 RUMOSRA1672 S E C R E T

KING 22 WAS LAUNCHED AT 0525Z, AND SANDY'S 788 WERE LAUNCHED AT 0515Z. KING 35 WAS DIVERTED TO THE AREA AS A TANKER AND REFUELED JOLLY GREEN 64. TWO FAC AIRCRAFT WERE DIVERTED TO THE AREA TO INITIALLY HELP THE SEARCH. AT 0615Z JOLLY GREEN 60 DEPLOYED A PARARESCUEMAN(PJ) IN THE SUSPECTED CRASH VICINITY TO SEARCH FOR SURVIVORS AND OBSERVE THE WRECKAGE. THE WRECKAGE WAS THAT OF AN HH-53. HOWEVER THE MAIN PART WAS BURNING AND UNAPPROACHABLE. THE PJ DID NOT GET CLOSE ENOUGH BECAUSE OF HEAT AND DENSE JUNGLE TO DETERMINE THAT THERE WERE DECEASED IN THE AIRCRAFT. HE DID OBSERVE THAT THERE WERE NO BODIES IN THE PREVIOUSLY MENTIONED PARACHUTE. THE PJ WAS RECOVERED AT 0700Z. JOLLY GREEN 64 LOST HIS SECOND STAGE HYDRAULIC PRESSURE AND PROCEEDED TO CH 82. TO INSPECT FOR BATTLE DAMAGE. AT THE SAME TIME JOLLY GREEN 60 RECOVERED AT CH 93 TO INSPECT HIS AIRCRAFT FOR ANY DAMAGE. SANDY'S 1,2,3, 4 WERE LAUNCHED AT 0745Z TO REPLACE SANDY'S 5,6, 7,,8, AND JOLLY GREENS 56 AND 63 WERE PUT ON ALERT AS BACK UP AIRCRAFT FOR JOLLY GREENS 52 AND 62. KING 22 REPLACED KING 21 AS AIRBORNE MISSION COMMANDER AT 0830Z. ORDNANCE WAS REQUESTED AND DELIVERED INTO THE AREA TO DENY ACCESS TO ANY HOSTILE FORCES THAT MIGHT BE IN THE VICINITY. AT 0956Z JOLLY

PAGE 6 RUMOSRA1672 S E C R E T

GREEN 52 DEPLOYED A PJ TO INVESTIGATE TWO CHUTES AND THE MAIN PART OF THE WRECKAGE WHICH WAS NO LONGER BURNING. THE CHUTES WERE FOUND TO BE UNOCCUPIED AND APPEARED TO HAVE LEFT THE AIRCRAFT IN THE SAME CONDITION. A CLOSE (BUT BRIEF) INSPECTION OF THE MAIN PART OF THE WRECKAGE DID NOT REVEAL ANY EVIDENCE OF AIR CREW DISPOSITION. AT 1025Z THE PJ REBOARDED JOLLY GREEN 52. AT 1042Z THE SAR FORCES WERE RTB'D TO THEIR RESPECTIVE BASES AS A RESULT OF THE NEGATIVE FINDINGS AND APPROACHING DARKNESS. ANY ADDITIONAL SIGNIFICANT FINDINGS RESULTING FROM A CONSOLIDATED DEBRIEF OF SAR AIRCREWS INVOLVED WILL FOLLOW IN SUBSEQUENT REPORTS

FOUR AERIAL REFUELINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

GP-4

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#1672

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OPR	CYS
INFO	CYS
DO	4
DOC	1

LTTSZYUW RUMOSRA2136 0891216

ZNY SSSSS

0 291140Z MAR 72

FM OL B 3ARRGP UDORN RTAFB THAI

TO RUEFHQA/CSAF/AFXTZB

RUMHABA/CINCPACAF/DOH

RUCIMAA/HQ ARRS SCOTT AFB TI/COMMAND POST

INFO RUMHHQA/CINCPAC/CC

ZEN/7/13AF UDORN RTAFB THAI/DOH

RUMHOMA/41 ARRWG/CONTROL CENTER/DOC/HICKAM AFB HI

RUEKAAA/FT RITCHIE MD/AFEOC

RUMTFJA/RANDOLPH AFB TX/USAFMPC/DMPCS

RUCEAAA/HQ USAF ALTERNATE MAXWELL AFB AL

RUCIMAA/MAC/DOCP

RUMHVA/MACV/SAIGON RVN/COMMAND CENTER

RUMHSA/7AF/CC/DO/DOO/IN/DOCT/DP/TSN AB RVN

RUMHSA/3ARRGP TSN AB RVN/JRCC

RUMHJAA/39ARRS CAM RANH BAY AB RVN

RUMORKA/DET 4 3ARRGP KORAT RTAFB THAI/KING

RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI

RUMOREA/56SOW NAKHON PHANOM RTAFB THAI/DOO

RUMJAAU/3636CCTWG FAIRCHILD AFB WA

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SECRET

RUMUJNA/OL A 3ARRGP SON TRA AB RVN

RUMUJVA/AIRA VIENTIANE LAOS

RUMUJBA/366TFW DANANG AB RVN

BT

SECRET/1/JOEPP JIFFY/OL-B 3ARRGP/RESCUE

1. RESCUE SUSPENDING REPORT 29 MAR 72
2. MISSION NUMBER B-3-024 27 MAR 72
3. SITUATION: DOWNED HH-53 HELICOPTER OF UNKNOWN CAUSES

A. DESCRIPTION OF SAR OBJECTIVE:

- (1) HH-53/6810359/CAMOUFLAGED/JOLLY GREEN 61
- (2) FLIGHT PLAN: TACTICAL
- (3) PILOT: CAPT DAVID E. PANNABECKER
- (4) POB: FIVE (5)
- (5) WEATHER IN AREA: NO FACTOR
- (6) SURVIVAL EQUIPMENT: USAF STANDARD
- (7) LAST KNOWN POSITION: 1406N 10634E

C. PERSONNEL INFORMATION:

- (1) FIVE PERSONS INVOLVED, FIVE PERSONS MISSING

D. FLYING ACTIVITY:

- (1) 39ARRS 2 SORTIES FOR 12 HOURS

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

DOCP

Classification (cancelled) (changed to
effective on 28 Feb 72, by [signature], under the authority of [signature]

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 80

IMMEDIATE

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DECLASSIFIED

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DECLASSIFIED

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IMMEDIATE

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E. SAVES: NONE

G. SUMMARY OF SAR ACTIONS:

(1) A LISTENING WATCH WAS MAINTAINED THROUGHOUT THE NIGHT BY AIRCRAFT FRAGGED IN THE AREA. KING 21, HC 13CP WAS LAUNCHED AT 282330Z MAR 72 TO THE NORMAL ORBIT. A LISTENING WATCH WAS MAINTAINED FOR JOLLY GREEN 61 FROM THIS ORBIT. KING 22 WAS LAUNCHED AT 290610Z MAR 72 AND ASSUMED AMC DUTIES AT 290630Z MAR 72. A LISTENING WATCH WAS MAINTAINED BY KING 22 UNTIL THE END OF FRAG TIME AT 291130Z. NEGATIVE RESULTS WERE OBTAINED.

(2) TOTAL FLYING ACTIVITY FOR MISSION:

- (A) 39ARRS 8 SORTIES FOR 49.2 HOURS
- (B) 40ARRS 3 SORTIES FOR 17.2 HOURS
- (C) 37ARRS 1 SORTIE FOR 3.3 HOURS
- (D) 432TRW 4 SORTIES FOR 4.0 HOURS
- (E) 388TFW 2 SORTIES FOR 0.7 HOURS

(3) MISSION WAS SUSPENDED AT 291130Z MAR 72. ALL POSSIBLE EFFORTS TO OBTAIN CONTACT BY VISUAL AND ELECTRONIC MEANS RESULTED IN NEGATIVE FINDINGS. 7AF AND COMMANDER 40ARRS CONCURRED IN THE SUSPENSION OF MISSION.

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4. KING 22 ASSUMED AMC DUTIES AT 290630Z 29MAR 72. NO AERIAL REFUELLINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

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DUE TO NEGATIVE RESULTS AT THE SCENE. KING 21 ASSUMED AMC
FROM KING 27 AND NAIL FAC'S WERE CYCLED INTO THE AREA
THROUGHOUT THE DAY. KING 22, HC-130P RELIEVED KING 21 AS AMC
AT 290630Z. KING 22RTB AT THE END OF FRAG TIME 291130Z. THUS
CONCLUDING THE SAR EFFORT FOR THE DAY. NO AERIAL REFUELLINGS
WERE MADE IN SUPPORT OF THIS MISSION.

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IMMEDIATE

DECLASSIFIED

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IMMEDIATE

PT 00128

031 123657

Individual
Contacted: P.C.S.

OTTSZYUW RUMOSRA2651 0911158-SSSS--RUCIMAA.

ZNY SSSSS

0 311135Z MAR 72

FM OL-8 3ARRGP UDORN RTAFB THAILAND

TO RUEFHQA/CSAF/AFXOTZB

RUMHABA/CINCPACAF/DOH

RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST

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RHSMVA/MACV/COMMAND CENTER/SAIGON RVN

RUMMSA/7AF TSN AB RVN/CC/DO/DOO/IN/DOCT/DP

RUMMSA/3ARRGP TSN AB RVN/JRCN

RUMJUAU/3636CCTWG FAIRCHILD AFB WA

RUMUJNA/OL-A 3ARRGP SON TRA AB RVN

RUMORUA/8TFW UBON RTAFB THAILAND/TUOC

RUMOREA/4CARRS NAKHON PHANOM RTAFB THAI

RUMOREA/56SOW NAKHON PHANOM RTAFB THAILAND/DOO

OPR	CYS
DO	4
DO	1

Classification (cancelled) (changed to CONFIDENTIAL)
effective on 28 FEB 75 under the authority of CDS by RSP

PAGE 2 RUMOSRA2651 S E C R E T

RUMOJAA/39ARRS CAM RANH BAY AB RVN

RUMOUVA/AIRA VIENTIANE LAOS

BT

S E C R E T JOPREP JIFFY/OL-8, 3ARRGP/RESCUE CLASSIFICATION CANCELLED

1. RESCUE SUSPENDING REPORT - 31 MAR 72 (U) Or Changed to CONFIDENTIAL

2. MISSION NUMBER - B-3-026 - 28 MAR 72

3. SITUATION: DOWNED AC-130

By Authority of CSAF USAF
By M. AUS (Date) 21 APR 75

A. DESCRIPTION OF SAR OBJECTIVE:

(1) AC-130/550044/BLACK/SPECTRE 13

C. PERSONNEL INFORMATION:

(1) FOURTEEN (14) PERSONS INVOLVED, FOURTEEN (14) MISSING.

D. FLYING ACTIVITY:

(1) DET-4, 3ARRGP - 4 SORTIES FOR 11.5 HOURS

E. SAVES DATA: NO SAVES

G. SUMMARY OF SAR ACTIONS:

(1) A LISTENING WATCH HAS BEEN MAINTAINED BY ALL AIRCRAFT
FRAGGED INTO THE AREA WHERE SPECTRE 13 WENT DOWN. KING 27 (AC-130P)
WAS LAUNCHED AT 301554Z. KING 21 WAS LAUNCHED AT 302110Z AND KING
23 WAS LAUNCHED AT 310105Z AND KING 22 WAS LAUNCHED AT 310917Z.
ALL AIRCRAFT MAINTAINED A LISTENING WATCH, WITH NEGATIVE LEADS OR

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