

DATE: 18 July 1972

MISSION NUMBER: A-40-033

FLIGHT DESIGNATION: Jolly Green 71

MISSION OBJECTIVE Owl 02A

LOCATION: 1621N 10713E

SAVES: One Combat Save

Summary of SAR actions: Since the Alpha crews had flown during the night on 17 July and early morning of 18 July, the Bravo crews briefed at 0530L and assumed the Alpha Alert at 0700L, 18 July, in preparation for an attempted recovery of Owl 02A and Owl 02B, F-4 crewman who were down at approximately YD370 110. Nail 18, a Forward Air Controller (FAC) in an OV-10 aircraft, went into the survivor's area at first light and raised both crewman on the radio. Owl 02A had spent the night in a tree, suspended by his parachute harness, but had made a safe descent to the ground at dawn. Owl 02B was separated from his pilot but was talking to him as well as the FAC overhead. He reported a severe back injury and an inability to move. Having located the survivors, checked the weather, and assessed the enemy's presence in the area, the FAC advised the launch of the Jollies. Jolly Green 66, Alpha Low, Jolly Green 71, Alpha High, Sandy 01, and Sandy 07 took off at 0715L and were directed to hold feet wet near Tan My while some airstrikes were put in to secure the area around the survivors. Entering their orbit at 0750L, the Jollies climbed to 4000 feet MSL in the holding pattern while the Sandy aircraft went feet dry for a first hand look at the SAR area. Nail 20, another OV-10 FAC also entered the SAR area at approximately this time to take over On Scene Commander (OSC) role from Nail 18 who was getting low on fuel. Low clouds in a scattered to broken condition at 6000 to 8000 feet MSL and moderate to severe orographic turbulence were serious limiting factors effecting the supporting tactical air strikes and the ability of the FAC's and Sandies to maintain good visual surveillance of the SAR area. At 0810L the OSC directed the Jollies feet dry to a final orbit point at 280/28/69. The Jollies proceeded at 13000 feet MSL to the new holding point, and Nail 20 came out to lead Jolly Green 66 to the survivor's area. Alpha Low went directly into the SAR area while Alpha High entered final holding. The only avenue of approach to the survivors which was open to Alpha Low was below the cloud deck where the FAC's, Sandies, or F-4 could not venture. Alone in this low altitude regime of cloud enshrouded mountain peaks, severe turbulence, and enemy forces, Jolly Green 66 managed to raise Owl 02B on the radio and then caught a brief glimpse of his parachute. While maneuvering for another pass over the survivor, Jolly Green 66 was caught in a downdraft and was nearly slammed into the mountain. Aircraft recovery was only possible after a descent to the treetops. At this time the aircraft also took numerous hits from enemy ground fire, forcing an abort of the rescue attempt. Enroute to Ch. 77, Jolly Green discovered bullet holes in the left auxillary fuel tank and gradual loss of second stage pressure as hydraulic fluid was depleted through bullet holes in that system's plumbing. The aircraft commander of Jolly Green 66 recommended that another rescue attempt not be tried until the weather improved in the SAR area. Jolly Green 71, still holding at the initial point, then assumed the role of Alpha Low and was joined by Jolly Green 72, the new Alpha High. The two Alpha aircraft were directed to hold feet wet again near Tan My while FAC's and Sandies remained in the SAR area to direct supporting airstrikes and to watch for weather favoring another rescue attempt. At some time between 1100L and 1130L the FAC's lost radio contact with Owl 02B. Owl 02A reported hearing gunshots from Bravo man's area. Radio contact could not be re-established with Owl 02B. The Jollies held at Tan My until 1315L.

when Jack concurred with Sandy 07 that the weather precluded a pickup at that time. All SAR forces RTB at 1355L. During the afternoon the cloud deck lifted and went to a scattered condition, but the surface wind did not abate. Late in the afternoon a decision was made for another attempt to pick up the survivor just before sunset when the wind might possibly slacken. The Alphas and Sandies relaunched at 1640L. The Alpha High crew transferred to Jolly Green 64 for maintenance reasons. Holding briefly at 1715L off Tan My, the Jollies were then directed to the final holding point, 280/28/69 at 1725L after Sandy 01 had talked to Owl 02A. The winds had in fact decreased somewhat, lessening the orographic turbulence. The decision: go. A Nail FAC rendezvoused with Jolly Green 71 as it approached the final holding point and the Low bird continued on directly to the SAR area, making a long, descending run-in at 150KIAS behind the Nail. After crossing an enemy trail structure at 10000 feet MSL, rate of descent was further increased to get below the clouds in time to see Sandy's marker smoke. A brief glimpse of white marker smoke through a hole in the clouds prompted a steep 360 degree left turn in near full autorotation to avoid overshooting the survivor's location. Emergence below the cloud level occurred during the turn and as Jolly Green 71 rolled out on the initial inbound heading, Sandy launched another smoke rocket to impact directly ahead, leading to the survivor. Jolly Green 71 started slowing down, called for the survivor's smoke at 1744L, and the pilot immediately spotted the survivor half way up a 60 degree slope at one o'clock, low. Entering a very high hover, lower UHF antenna was selected and the survivor could be heard loudly and clearly on the radio. The flight engineer started the forest penetrator down while directing the pilot over the survivor. Thinking that there might not be enough hoist cable to reach the survivor, the flight engineer directed the pilot to lower the hover altitude. The hover altitude was reduced by approximately 150 feet, and suddenly the helicopter shuddered violently and entered a settling with power state as it lost transitional lift from the wind that had been blowing into the main rotor from the crest of a ridge 300 yards in front of the aircraft. A near instantaneous recovery was accomplished by simply holding full up collective, lowering the nose to gain 15 or 20 knots airspeed, and then hover taxing 100 yards to the rear, following the engineer's vectors. This sequence was repeated a second time before the limiting descent altitude was established at 5200 feet MSL, approximately 200 feet above the survivor and level with the ridgeline. Due to the steep terrain slope away from the right side of the aircraft, the pilot had no outside visual hover reference closer than 500 feet below the helicopter or $\frac{1}{2}$ to $\frac{3}{4}$ miles to the side, so the copilot then took the controls and provided a rock-steady hover, utilizing the near upslope terrain on his side for hover reference. At 1725Z the survivor started up the penetrator, and as soon he was clear of the trees, Jolly Green 71 purchased additional hover insurance by increasing the hover altitude to 250 feet AGL to get farther into the envelope of wind that was blowing across from the ridgeline. The survivor was on board the helicopter at 1745L, and as Jolly Green 71 started an immediate climb to 13000 feet MSL, the pararescuemen were cleared to fire the min-guns to cover the Jolly's exit from the area. The survivor was in excellent condition considering his ordeal. There was no further contact with Owl 02B, and all SAR forces RTB, landing at Ch. 77 at 1845L.

2.

CALL SIGN	HOURS	SORTIES
JG 66	2.5	1
JG 71	8.8	2
JG 72	4.6	1
JG 64	2.0	1
Sandy 07	UNK	UNK
Sandy 01	UNK	UNK

3. N/A

4. Standard radios for the SAR forces and the SAR objectives as referenced in Item 1, above, Summary of SAR actions.

5. N/A

6.

Jolly Green 66

AC Cpt Gerald M. T

CP Cpt Charles C. B

HM Sgt Jimmie R. C

RS SMS Charles R. C

RS A1C Ernst W. E

Jolly Green 64

AC Cpt David E. M

CP 1Lt Olin F. L

HM SSgt Ablert D. C

RS Sgt Richard L. STEEP

RS A1C Kenneth W. CAKEBREAD

Jolly Green 72

AC Cpt Dennis M. B

CP 2Lt Jerry D. S

HM Sgt Cayetano P

RS SSg Douglas E. WILSON

RS Sgt Michael L. WARNER

Jolly Green 71

AC Cpt Frederick W. H

CP 1Lt Harry L. H

HM Sgt Charles J. Rouhier

RS A1C Lawrence E. K

RS Sgt William E. S

Jolly Green 64

AC Cpt Dennis M. B

CP 2Lt Jerry D. S

HM Sgt Cayetano P

RS SSg Douglas E. W

RS Sgt Michael L. W

Christopher C. K, Major, USAF

Operations Officer

FOR:

Frederick W. H, Captain, USAF

Aircraft Commander, Jolly Green 71

To: (unknown), [72730,1631]
From: INTERNET:rouhierc@AFAM.WPAFB.AF.MIL, INTERNET:rouhierc@AFAM.WPAFB.AF.MIL
Date: 9/4/97, 12:52 PM
Re: Owl 02

Sender: rouhierc@AFAM.WPAFB.AF.MIL
Received: from asemta.email.wpafb.af.mil (asemta.email.wpafb.af.mil [129.48.28.22])
by dub-img-8.compuserve.com (8.8.6/8.8.6/2.5) with SMTP id QAA05389
for <72730.1631@compuserve.com>; Thu, 4 Sep 1997 16:52:14 -0400 (EDT)
From: rouhierc@AFAM.WPAFB.AF.MIL
Received: from [129.48.195.147] by asemta.email.wpafb.af.mil; (5.65v3.0/1.1.8.2/15Se
id AA19564; Thu, 4 Sep 1997 16:52:10 -0400
Received: from cc:Mail by AFAM.WPAFB.AF.MIL
id AA873384713; Thu, 04 Sep 97 07:52:39 EST
Date: Thu, 04 Sep 97 07:52:39 EST
Message-Id: <9708048733.AA873384713@AFAM.WPAFB.AF.MIL>
To: 72730.1631@compuserve.com
Subject: Owl 02

Bob,

My name's Chuck Rouhier. Don't know if you remember me (25 years is a long time), I was a FE in the 37th ARRS in 1972 while you were there.

I got you're email address off the PJ Association Web site.

I've been trying to track down the crews on the Jolly's from a mission on 18 July 72, Owl 02A/B without to much success. Thought you might know where some of these guys might be. I've been in touch with Dave Mullenix (pilot) and I know Larry Kimball was killed in a 130 accident back in 86. Here are the rest of them:

JG 71	JG 64
A/C Fred Harrington	A/C Dave Mullenix
CP Harry Holliday	CP Olin Land
FE Chuck Rouhier	FE Al Cochran
+ PJ Larry Kimball	+ PJ Richard Steed +
+ PJ William Stevens	+ PJ Ken Cakebread
JG 66	JG 72 & 64
A/C Gerald Tonn	A/C Denny Boroczko
CP Charles Baldwin	CP Jerry Stout
FE Jimmie Cherry	FE Cayetano Pina
+ PJ Charles Chapman	+ PJ Doug Wilson
+ PJ Ernst Eberling	+ PJ Mike Wagner

If you know where any of these guys are, please ask them to get in touch with me. Here's the various contact methods:

Chuck Rouhier
716 Oakview Dr.
Kettering, OH 45429
(937) 293-7626 - Home
(937) 255-0424 - Work
rouhierc@afam.wpafb.af.mil - Work email
JollyFE@juno.com - Home email

Good to see you're still alive and kicking. People, when they learn I was in the Jolly's, have from time-to-time over the years asked if I knew you. Proud to say I did.

Chuck

				SURVIVOR NAME, RANK ORGAN SSAN	<u>JULY 72</u>	
DATE	CREW	JG	SAVE #		LOCATION	TYPE SAVE
5 JUL	MULLEN HARRINGTON COCHRAN WILSON MCQUINN	71	849	MICHAEL A. VAN WAGENEN VAN WAGENEN CAPTAIN XXXXXXXXXX 8 TFSg	355/64/69	COMBAT SAVE
	TONN STOUT PINA CHAPMAN STEPHENS		850	MAJ. EARL K. JOHNSON XXXXXXXXXX 5 TFSg	355/64/69	1 COMBAT SAVE
17 JUL	BORCZAK STOUT KIMM	71	851	LT ANDERSON DAVID K.	061/28/77	COMBAT SAVE
	WILSON WHENNER		852	CMDR VONKE WILLIAM D.	200/07/69	COMBAT SAVE
18 JUL	HARRINGTON HOLLIDAY ROUHIER KIMBALL STEVENS	71	853	CPT RUSHEK GORDON M XXXXXXXXXX	YD 376 093	COMBAT SAVE

Operations in Vietnam, however, required a much greater capability, and this led directly to the development of the CH-3E, the 'Jolly Green Giant'. This new derivation was characterised by more powerful T58-GE-5 engines and a larger rotor diameter and fuselage length. The uprated type was first delivered in February 1966 and could lift 25 troops or carry twelve litters; it also carried a rescue hoist. The CH-3E was outfitted with self-defence and fire-suppression capabilities consisting of an Emerson TAT-102 gun turret on the outer edge of each fuselage sponson carrying a 7.62 minigun.

The HH-3E 'Jolly' was better configured for the rescue role, being fitted with protective armour, self-sealing fuel tanks, a retractable IFR probe and specialised mission equipment. Fourteen HH-3Es were ordered, but only eight were delivered, their numbers being boosted by a conversion programme that brought the remaining CH-3Es up to the same standard. The name 'Jolly Green Giant' came about after the first CH-3Cs arrived in Vietnam camouflaged in an overall green paint scheme. The colour coincided with an American television commercial advertising the Green Giant brand of vegetables and using the slogan 'Good things come from the valley of the Jolly Green Giant'. The name was soon adopted by the crews.

The first USAF pilot to accumulate 6,000 flying hours on the HH-3 was Maj Kyron Hall, and another valued rescue pilot was Capt Gerald O. Young. On one rescue, Young and his 'Jolly Green', plus a second HH-3, Army gunships, C-130 flare-ships and a 'King' ship, plucked a Marines reconnaissance team from the jungle where two helicopter rescue missions had already ended in disaster. Young's aircraft was shot down and, despite being badly burned, he nursed wounded soldiers and ran a diversionary effort to lure the approaching enemy soldiers. He was himself recovered and was awarded the Medal of Honor.

Jollys in the Jungle

Typical of the 'Jolly Green Giant's mission are these two actual reports supplied from the archives of the 37th ARRS during the early 1970s in South-East Asia:

Date: 18 July 1972

Mission Number: A-40-033

Flight Designation: Jolly Green 64

Mission Objective: Owl 02A

Location: 280/28/69

Saves: One Combat Save

Report by: AC Captain Mike T. Gerald, 37th ARRS

'We were clocked on at 0015 while the Alpha crews were out making an attempt on Owl 02A, the pilot from of a downed F-4 Phantom. Alpha-1 was Jolly Green 66 (JG 66) and AH was Jolly Green 71 (JG 71). At 0045, JG 66 reported to have taken battle damage while pulling off of area of the survivor because of turbulence. He reportedly had a fuel leak and was returning to Channel 77.

'Jollys 72 and 64 were scrambled and airborne at 0100Z and proceeded to the area of Channel 69 declaring feet wet. While en route JG 66 said he thought he had damage to his flight controls and was declaring an emergency, and requested an intercept in the event of a water landing. Upon testing of miniguns JG 64 said he had one possible operational gun, and my aircraft had two good and possibly three functional guns.

'At this time, approximately 0130Z, JG 72 directed JG 64 to join up with JG 66 and escort him to Channel 77 while we proceeded to Channel 69 to be high bird for JG 71. We joined JG 71 and began holding feet wet while Sandys and FACs worked the survivor's area in an attempt to evaluate the severity of the turbulence and feasibility of another pick-up attempt.

'JG 71 and 72 briefed for air refueling, and refueled at 0213Z. JG 71 discovered he had no gas mask for his flight engineer and was going to return to Channel 77 to pick one up. JG 72 was going to also RTB for new batteries for the miniguns but was advised by JG 64 that he was airborne from Channel 77 and had extra batteries for us on board and would rendezvous at Channel 69. We proceeded to Channel 69 and awaited the arrival of JG 64. He arrived, the batteries were loaded and we requested to stay on ground alert, but we were told to launch with JG 64 to RTB and 72 to join with 71 and hold feet wet. At 0505Z Sandy 07 determined pick-up was not possible at this time and for all SAR forces to RTB. On the ground, problems of turbulence and ingress and egress were evaluated and the conclusion was drawn that the SAR attempt would have to wait until the winds died down.

'At 0900Z, another attempt was planned and JG 71 and JG 64 launched. Initial orbit was feet wet off Channel 69 (0917Z) which

was subsequently moved to 280/28/69 at 0926Z. At 0933Z JG 71 was briefed that an attempt seemed feasible at this time by Sandy 01, now on-scene commander. The run-in began with JG 64 orbiting directly overhead at 13,000 feet just above a broken overcast layer of clouds.

'At 0942Z JG 71 was in the area and the survivor was briefed to pop smoke. The survivor was contacted visually at 0944Z and the Jolly's jungle penetrator started down. Sandy 01 asked the survivor to move to the penetrator if possible. JG 71 was vectored closer to the survivor and the survivor climbed on the penetrator at 0954Z and joined up with JG 64 feet wet at 1000Z. SAR forces joined up and RTB'd to Channel 77. The survivor was in excellent shape. Total time flown by this crew was 6.7 hours in 2 sorties. Negative ground fire.'

Date: 18 July 1972

Mission Number: A-40-033

Flight Designation: Jolly Green 71

Mission Objective: Recovery of Owl 02A/B

Location: 1621N 10713E

Saves: One Combat Save

Report by: Captain W. H. Frederick USAF, Aircraft Commander, Jolly Green 71

'Since the Alpha crews had flown during the night on 17 July and early morning of 18 July, the Bravo crews briefed at 0530L and assumed the Alpha Alert at 0700L, 18 July, in preparation for an attempted recovery of Owl 02A and Owl 02B, who were F-4 Phantom crewman shot down at approximately YD370 110. Nail 18, a Forward Air Controller (FAC) in an OV-10 aircraft, went into the survivors' area at first light and raised both crewman on the radio. Owl 02A had spent the night in a tree, suspended by his parachute harness, but had made a safe descent to the ground at dawn. Owl 02B was separated from his pilot but was talking to him as well as the FAC overhead. He reported a severe back injury and an inability to move.

'Having located the survivors, checked the weather and assessed the enemy's presence in the area, the FAC advised the launch of the Jollys. Jolly Green 66, Alpha Low, Jolly Green 71, Alpha High, Sandy 01 and Sandy 07 took off at 0715L and were directed to hold feet wet near Tan My while some air strikes were put in to secure the area around the survivors. Entering their orbit at 0750L, the Jollys climbed to 4,000 feet MSL in the holding pattern while the Sandy aircraft

went feet dry for a first-hand look at the SAR area. Nail 20, another OV-10 FAC, also entered the SAR area at approximately this time to take over as on-scene commander from Nail 18, who was getting low on fuel. Low clouds in a scattered to broken condition at 6,000 to 8,000 feet MSL and moderate to severe orographic turbulence were serious limiting factors affecting the supporting tactical air strikes and the ability of the FACs and Sandys to maintain good visual surveillance of the SAR area.

'At 0810L the OSC directed the Jollys feet dry to a final orbit point at 280/28/69. The Jollys proceeded at 13,000 feet MSL to the new holding point, and Nail 20 came out to lead Jolly Green 66 to the survivors' area. Alpha Low went directly into the SAR area while Alpha High entered final holding. The only avenue of approach to the survivors which was open to Alpha Low was below the cloud deck where the FACs, Sandys or F-4 could not venture. Alone in this low-altitude regime of cloud-enshrouded mountain peaks, severe turbulence and enemy forces, Jolly Green 66 managed to raise Owl 02B on the radio and then caught a brief glimpse of his parachute. While manoeuvring for another pass over the survivor, Jolly Green 66 was caught in a downdraught and was nearly slammed into the mountain. Aircraft recovery was only possible after a descent to the treetops. At this time the aircraft also took numerous hits from enemy ground fire, forcing an abort of the rescue attempt. En route to Channel 77, the Jolly Green discovered bullet holes in the left auxiliary fuel tank and gradual loss of second-stage pressure as hydraulic fluid was depleted through bullet holes in that system's plumbing.

'The aircraft commander of Jolly Green 66 recommended that another rescue attempt not be tried until the weather improved in the SAR area. Jolly Green 71, still holding at the initial point, then assumed the role of Alpha Low and was joined by Jolly Green 72, the new Alpha High. The two Alpha aircraft were directed to hold feet wet again near Tan My while FACs and Sandys remained in the SAR area to direct supporting air strikes and to watch for weather favouring another rescue attempt. At some time between 1100L and 1130L the FACs lost radio contact with Owl 02B. Owl 02A reported hearing gunshots from Bravo man's area. Radio contact could not be re-established with Owl 02B.

'The Jollys held at Tan My until 1315L, when it was agreed by Sandy 07 that the weather precluded a pick-up at that time. All SAR

forces RTB at 1355L. During the afternoon the cloud deck lifted and went to a scattered condition, but the surface wind did not abate. Late in the afternoon a decision was made for another attempt to pick up the survivor just before sunset, when the wind might possibly slacken. The Alphas and Sandys re-launched at 1640L. The Alpha High crew transferred to Jolly Green 64 for maintenance reasons. Holding briefly at 1715L off Tan My, the Jollys were then directed to the final holding point, 280/28/69 at 1725L, after Sandy 01 had talked to Owl 02A. The winds had in fact decreased somewhat, lessening the orographic turbulence. The decision: Go.

'A Nail FAC rendezvoused with Jolly Green 71 as it approached the final holding point and the Low bird continued on directly to the SAR area, making a long, descending run-in at 150KIAS behind the Nail. After crossing an enemy trail structure at 10,000 feet MSL, rate of descent was further increased to get below the clouds in time to see Sandy's marker smoke. A brief glimpse of white marker smoke through a hole in the clouds prompted a steep 360-degree left turn in near full auto-rotation to avoid overshooting the survivors' location. Emergence below the cloud level occurred during the turn and, as Jolly Green 71 rolled out on the initial inbound heading, Sandy launched another smoke rocket to impact directly ahead, leading to the survivor. Jolly Green 71 started slowing down, called for the survivor's smoke at 1744L, and the pilot immediately spotted the survivor half way up a 60 degree slope at one o'clock, low. Entering a very high hover, the lower UHF antenna was selected and the survivor could be heard loudly and clearly on the radio. The flight engineer started the forest penetrator down while directing the pilot over the survivor. Thinking that there might not be enough hoist cable to reach the survivor, the flight engineer directed the pilot to lower the hover altitude.

'The hover altitude was reduced by approximately 150 feet, and suddenly the helicopter shuddered violently and entered a settling with power state as it lost transitional lift from the wind that had been blowing into the main rotor from the crest of a ridge 300 yards in front of the aircraft. A near-instantaneous recovery was accomplished by simply holding full-up collective, lowering the nose to gain 15 or 20 knots airspeed, and then hover-taxying 100 yards to the rear, following the engineer's vectors. This sequence was repeated a second time before the limiting descent altitude was established at 5,200 feet MSL, approximately 200 feet above the survivor and level with the

ridgeline. Due to the steep terrain slope away from the right side of the aircraft, the pilot had no outside visual hover reference closer than 500 feet below the helicopter or $\frac{1}{2}$ to $\frac{3}{4}$ miles to the side, so the co-pilot then took the controls and provided a rock-steady hover, utilising the near up-slope terrain on his side for hover reference.

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More Jolly Reports

Sgt Thomas Newman, a Pararescueman aboard an HH-53, recovered a downed F-105 flier near Savannakhet in Laos. Newman was lowered through the jungle canopy to reach the survivor under intense enemy fire which threatened both him and his aircraft, so Newman requested they evacuate the area. A second HH-53 came into play, lowered its hoist and reeled in the pair from the ground. However, Newman had become entangled in the cable, so had to lower them again. Finally the pair were recovered, Newman with cuts and bruises and the pilot with a broken leg and arm.

Not all rescues were successful, either for the Pararescuemen or for the downed airman. Once such incident involved Airman First Class Charles King, part of the crew of an HH-3 from Det 1, 40th ARRS, who were involved in the rescue of a pilot in Laos. On 24 December a parachute was spotted, triggering off a Christmas Day recovery. Once established at the site, King was lowered, located the pilot and secured him to the hoist. At this point automatic weaponry opened up on the aircraft and King. King transmitted 'I'm hit, I'm hit! Pull up, pull up!', whereupon the aircraft initiated a immediate exit, snapping off the hoist cable. King was declared MIA until December 1978, when he was declared KIA.

More fortunate was Airman First Class Joel Tally—again a Pararescueman—engaged on his first mission as a member of the 37th

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MISSION OBJECTIVE: Owl 02A

LOCATION: 1621N 10713E

SAVES: One Combat Save

Summary of SAR actions: Since the Alpha crews had flown during the night on 17 July and early morning of 18 July, the Bravo crews briefed at 0530L and assumed the Alpha Alert at 0700L, 18 July, in preparation for an attempted recovery of Owl 02A and Owl 02B, F-4 crewman who were down at approximately YD370 110. Nail 18, a Forward Air Controller (FAC) in an OV-10 aircraft, went into the survivor's area at first light and raised both crewman on the radio. Owl 02A had spent the night in a tree, suspended by his parachute harness, but had made a safe descent to the ground at dawn. Owl 02B was separated from his pilot but was talking to him as well as the FAC overhead. He reported a severe back injury and an inability to move. Having located the survivors, checked the weather, and assessed the enemy's presence in the area, the FAC advised the launch of the Jollies. Jolly Green 66, Alpha Low, Jolly Green 71, Alpha High, Sandy 01, and Sandy 07 took off at 0715L and were directed to hold feet wet near Tan My while some airstrikes were put in to secure the area around the survivors. Entering their orbit at 0750L, the Jollies climbed to 4000 feet MSL in the holding pattern while the Sandy aircraft went feet dry for a first hand look at the SAR area. Nail 20, another OV-10 FAC also entered the SAR area at approximately this time to take over On Scene Commander (OSC) role from Nail 18 who was getting low on fuel. Low clouds in a scattered to broken condition at 6000 to 8000 feet MSL and moderate to severe orographic turbulence were serious limiting factors effecting the supporting tactical air strikes and the ability of the FAC's and Sandies to maintain good visual surveillance of the SAR area. At 0810L the OSC directed the Jollies feet dry to a final orbit point at 280/28/69. The Jollies proceeded at 13000 feet MSL to the new holding point, and Nail 20 came out to lead Jolly Green 66 to the survivor's area. Alpha Low went directly into the SAR area while Alpha High entered final holding. The only avenue of approach to the survivors which was open to Alpha Low was below the cloud deck where the FAC's, Sandies, or F-4 could not venture. Alone in this low altitude regime of cloud enshrouded mountain peaks, severe turbulence, and enemy forces, Jolly Green 66 managed to raise Owl 02B on the radio and then caught a brief glimpse of his parachute. While maneuvering for another pass over the survivor, Jolly Green 66 was caught in a downdraft and was nearly slammed into the mountain. Aircraft recovery was only possible after a descent to the treetops. At this time the aircraft also took numerous hits from enemy ground fire, forcing an abort of the rescue attempt. Enroute to Ch. 77, Jolly Green discovered bullet holes in the left auxillary fuel tank and gradual loss of second stage pressure as hydraulic fluid was depleted through bullet holes in that system's plumbing. The aircraft commander of Jolly Green 66 recommended that another rescue attempt not be tried until the weather improved in the SAR area. Jolly Green 71, still holding at the initial point, then assumed the role of Alpha Low and was joined by Jolly Green 72, the new Alpha High. The two Alpha aircraft were directed to hold feet wet again near Tan My while FAC's and Sandies remained in the SAR area to direct supporting airstrikes and to watch for weather favoring another rescue attempt. At some time between 1100L and 1130L the FAC's lost radio contact with Owl 02B. Owl 02A reported hearing gunshots from Bravo man's area.

Radio contact could not be re-established with Owl 02B. The Jollies held at Tan My until 1315L when Jack concurred with Sandy 07 that the weather precluded a pickup at that time. All SAR forces RTB at 1355L. During the afternoon the cloud deck lifted and went to a scattered condition, but the surface wind did not abate. Late in the afternoon a decision was made for another attempt to pick up the survivor just before sunset when the wind might possibly slacken. The Alphas and Sandies relaunched at 1640L. The Alpha High crew transferred to Jolly Green 64 for maintenance reasons. Holding briefly at 1715L off Tan My, the Jollies were then directed to the final holding point, 280/28/69 at 1725L after Sandy 01 had talked to Owl 02A. The winds had in fact decreased somewhat, lessening the orographic turbulence. The decision: go. A Nail FAC rendezvoused with Jolly Green 71 as it approached the final holding point and the Low bird continued on directly to the SAR area, making a long, descending run-in at 150KIAS behind the Nail. After crossing an enemy trail structure at 10000 feet MSL, rate of descent was further increased to get below the clouds in time to see Sandy's marker smoke. A brief glimpse of white marker smoke through a hole in the clouds prompted a steep 360 degree left turn in near full autorotation to avoid overshooting the survivor's location. Emergence below the cloud level occurred during the turn and as Jolly Green 71 rolled out on the initial inbound heading, Sandy launched another smoke rocket to impact directly ahead, leading to the survivor. Jolly Green 71 started slowing down, called for the survivor's smoke at 1744L, and the pilot immediately spotted the survivor half way up a 60 degree slope at one o'clock, low. Entering a very high hover, lower UHF antenna was selected and the survivor could be heard loudly and clearly on the radio. The flight engineer started the forest penetrator down while directing the pilot over the survivor. Thinking that there might not be enough hoist cable to reach the survivor, the flight engineer directed the pilot to lower the hover altitude. The hover altitude was reduced by approximately 150 feet, and suddenly the helicopter shuddered violently and entered a settling with power state as it lost transitional lift from the wind that had been blowing into the main rotor from the crest of a ridge 300 yards in front of the aircraft. A near instantaneous recovery was accomplished by simply holding full up collective, lowering the nose to gain 15 or 20 knots airspeed, and then hover taxing 100 yards to the rear, following the engineer's vectors. This sequence was repeated a second time before the limiting descent altitude was established at 5200 feet MSL, approximately 200 feet above the survivor and level with the ridgeline. Due to the steep terrain slope away from the right side of the aircraft, the pilot had no outside visual hover reference closer than 500 feet below the helicopter or $\frac{1}{2}$ to $\frac{3}{4}$ miles to the side, so the copilot then took the controls and provided a rock-steady hover, utilizing the near upslope terrain on his side for hover reference. At 1725Z the survivor started up the penetrator, and as soon he was clear of the trees, Jolly Green 71 purchased additional hover insurance by increasing the hover altitude to 250 feet AGL to get farther into the envelope of wind that was blowing across from the ridgeline. The survivor was on board the helicopter at 1745L, and as Jolly Green 71 started an immediate climb to 13000 feet MSL, the pararescuemen were cleared to fire the min-guns to cover the Jolly's exit from the area. The survivor was in excellent condition considering his ordeal. There was no further contact with Owl 02B, and all SAR forces RTB, landing at Ch. 77 at 1845L.

2.

CALL SIGN	HOURS	SORTIES
JG 66	2.5	1
JG 71	8.8	2
JG 72	4.6	1
JG 64	2.0	1
Sandy 07	UNK	UNK
Sandy 01	UNK	UNK

3. N/A

4. Standard radios for the SAR forces and the SAR objectives as referenced in Item 1, above,
Summary of SAR actions.

5. N/A

6.

Jolly Green 66

AC Cpt Gerald M. T

CP Cpt Charles C. B

HM Sgt Jimmie R. C

RS SMS Charles R. C ^{RICK} HAFMAN

RS A1C Ernst W. E

Jolly Green 64

AC Cpt David E. M

CP 1Lt Olin F. L

HM SSgt Ablert D. C

RS Sgt Richard L. S ^{STEED}

RS A1C Kenneth W. C

Jolly Green 72

AC Cpt Dennis M. B

CP 2Lt Jerry D. S

HM Sgt Cayetano P

RS SSg Douglas E. W ^{WILSON}

RS Sgt Michael L. W ^{WAGNER}

Jolly Green 71

AC Cpt Frederick W. H

CP 1Lt Harry L. H

HM Sgt Charles J. Rouhier

RS A1C Lawrence E. K ^{KIMBAL}

RS Sgt William E. S

Jolly Green 64

AC Cpt Dennis M. B

CP 2Lt Jerry D. S

HM Sgt Cayetano P

RS SSg Douglas E. W ^{WILSON}

RS Sgt Michael L. W ^{WAGNER}

Christopher C. K, Major, USAF

Operations Officer

FOR:

Frederick W. H, Captain, USAF

Aircraft Commander, Jolly Green 71

Vietnam War Aircraft Losses

1522	17 juli 1972	F-4D	SVN	Tushek G. M.	1Lt	Rescued		Brown W. G.	Capt	MIA
1523	19 juli 1972	F-4D	Sea	Wier H. D. Jr	Capt	Rescued	USN Ship	Edwards K. G.	1Lt	Rescued
1524	20 juli 1972	F-4D	Sea	Burns J. L.	Capt	Rescued	USN Helo	NeLaoson M. B.	1Lt	Rescued
1525	23 juli 1972	A-37	SVN	Gravrock S. H.	1Lt	KIA				
1526	24 juli 1972	F-4E	Sea	u	u	Rescued	USN Helo	u	Capt	Rescued
1527	29 juli 1972	F-105G	Sea	Coady T. J.	Maj	Rescued	USMC Helo	Murphy H. F.	Maj	Rescued
1528	29 juli 1972	F-4E	NVN	Kula J. D.	Capt	POW (returned)		Matsui M. K.	Capt	POW (retur
1529	30 juli 1972	F-4D	Sea	Crane D. A.	Capt	Rescued	USN Helo	Petkunas D. W.	1Lt	Rescued
1530	30 juli 1972	F-4D	Sea	Brooks G. B. Jr	Capt	Rescued	USN	McAdams J. M.	Capt	Rescued
1531	30 juli 1972	F-4D	NVN	Breckner W. J.	LtCol	POW (returned)		Price L. D.	1Lt	POW (retur
1532	9 Aug 1972	F-4D	Sea	Beavers J. L.	Capt	Rescued	USAF Helo	Haskell W. A.	1Lt	Rescued
1533	10 Aug 1972	F-4D	THL	Mathews P. T.	Capt	KIA		Stark H. D.	1Lt	KIA
1534	12 Aug 1972	C-130E	SVN	Vance J. D.	Maj	KIA		Kohler T.	Capt	KIA
1535	13 Aug 1972	RF-4C	SVN	Gauntt W. A.	Capt	POW (returned)		Townsend F. W.	1Lt	MIA
1536	19 Aug 1972	RF-4C	NVN	Behnfeldt R. F.	Capt	MIA		Shingaki T.	Maj	POW (retur
1537	22 Aug 1972	F-4E	Sea	Tigner L. M.	Maj	KIA		Crockett W. J.	1Lt	KIA
1538	25 Aug 1972	F-4D	Sea	Bailey C. G.	LtCol	Rescued	USAF Helo	Feinstein J. S.	Capt	Rescued
1539	2 Sept 1972	F-4E	LAOS	Wood W. C. Jr	Capt	MIA		Greenwood R. R.	Maj	MIA