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DATE: 19 January 1973

MISSION NUMBER: 40-006

FLIGHT DESIGNATION: Jolly Green 52

MISSION OBJECTIVE: Rescue/Recovery of Ranger 822, a Bell Jet Ranger helicopter with two Americans and two Laotians on board.

LOCATION: 17°39'N 104°29'E

SAVES: Four saves

1. SUMMARY OF SAR ACTIONS:

a. Jolly Green 52 was notified at 0820Z of possible downed aircraft. After receiving a short intelligence brief the crew scrambled and was airborne at 0840Z from Nakhon Phanom RTAFB.

b. No difficulty from hostile fire was encountered enroute, although it was confirmed that large numbers of enemy troops were in the initial search area in the high karats to the northeast of the Laotian border town of Thakhek.

c. Weather at launch, enroute, and in the target area was excellent, with visibility in excess of 7 miles.

d. Jolly Green 52 contacted King 21 on VHF. Nail 49 was acting as On-Scene-Commander. Jolly Green 52 had some initial difficulties in contacting Nail 49 on both FM and VHF, but was unable to hear Nail 49 brief other aircraft in the area on the incident. Once communication was established on VHF, cooperation was excellent with all participating aircraft.

e. Radio discipline was lacking in some instances, but this was felt to have occurred because of the many different aircraft working in the SAR area. Besides Jolly Green 52, Nail 49 and King 21, there were Hotel 70 (an Air America H-34), Whitehorse 06 flight (a flight of three Laotian Huey gunships), and Knife 30 (a CH-53 from the 21st SOS) which were involved in the search effort. All aircraft were directed by Nail 49 on to common FM and VHF frequencies.

f. Nail 49 briefed all aircraft on the known information about Ranger 822 as follows. Ranger 822, an Air America Bell Jet Ranger had departed Thakhek airfield at 0730Z local for a direct flight to the friendly helicopter landing zone located approximately 16 miles northeast of Thakhek, at coordinates 17°35'N 104°50'E. A report was received by Cricket at 0810Z that the pilot of Ranger 822 had been shot in the stomach, was close to going unconscious, and that he would try to get his aircraft on the ground. No other voice contacts were ever made with Ranger 822. Jolly Green 52 headed directly to the sight of the helicopter landing zone, arriving at 0900Z, and initiated

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a low altitude creeping line search, working backwards from the HLZ to Thakhek along Ranger 822's suspected route of flight. Nail 49 had the other aircraft working northeast out from Thakhek and also searching along the Mekong River to the north of Thakhek.

g. The area near the HLZ was high jungle covered karsts. It was confirmed by intelligence section at Nakhon Phanom that enemy ground troops were in the general area to the east and northeast of Thakhek, but it was not felt that there would be any AAA weapons in the area. Although as many as six helicopters were searching in the area at low level, no friendly aircraft ever reported observing enemy activity of any kind.

h. No further contact was ever made with the downed crewman. It was assumed that he was injured from the small arms wound in the stomach, but it was not known whether he had landed his aircraft safely, or crashed after going unconscious.

i. At 1620Z Hotel 70 made radio contact with personnel on the ground at the HLZ. They confirmed that Ranger 822 had landed safely at the HLZ and then departed from the HLZ for a flight direct to Vientianne, Laos, with three persons on board. Hotel 70 then advised all aircraft that Ranger 822's probable route of flight would be north along Route 13 on the Laotian side of the Mekong. The ground personnel further confirmed that Ranger 822's last radio transmission had been approximately ten minutes after departing the HLZ for Vientianne. While Hotel 70 and Whitehorse 06 flight began a search north along the eastside of the Mekong, Jolly Green 52 proceeded north along the west bank of the Mekong on the Thailand shore. Jolly Green 52 had drawn a direct route from the HLZ to Vientianne and marked a point approximately ten minutes out from the HLZ. At 0935Z Whitehorse 06 flight spotted Ranger 822 in a jungle clearing about 1/2 mile inland from the Mekong river on the Laotian side at 17°39'N 104°29'E. Jolly Green 52 arrived over the site at 0935Z and requested permission through King 21 to land and deploy Pararescue personnel to locate the survivors. Ranger 822 itself appeared to have made a safe landing, but no personnel were observed in the area. Whitehorse 06 flight had set up a daisy-chain around the aircraft for protective fire suppression. By the time Jolly Green 52 was finally cleared to deploy Pararescuemen, Hotel 70 was already hovering over the downed aircraft. Hotel 70 reported that he could see no bullet holes or blood spots in the cockpit. Hotel 70 then landed and talked to indigenous personnel who informed him that the survivors had left the downed aircraft and had managed to cross the Mekong River to the Thai side. All aircraft then flew west to the Thai side, and while Hotel 70 landed at a construction site to question the Thais, Jolly Green 52 flew one mile north of the construction site and noticed groups of Thai villagers waving flags. Jolly Green 52 landed in the village square at 0950Z and sent two Pararescuemen out to help the Thais bring the survivors over to the helicopter. Ranger 822's pilot was carried over on a Thai stretcher. One other American and two Laotians then got on Jolly Green 52, and the aircraft departed for Nakhon

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Phanom at 0955Z. The two Pararescuemen administered immediate medical assistance to the Ranger 822 pilot. Jolly Green 52 landed at Nakhon Phanom at 1010Z and turned the survivors over at 1015Z to medical personnel from the Base hospital.

2. Jolly Green 52 flew 1 sortie for 1.6 hours.

3. No ground teams or personnel were used.

4. No fixed or mobile radios were used.

Jolly Green 52 Crewmembers:

Capt Wyman M. Rish,	AC
1Lt Gilbert A. Rovito,	CP
Sgt Andrew Straughn,	HM
TSgt Michael L. Walker,	PJ
MSgt Edward M. Willis,	PJ
Capt Robert P. Glymph,	AP

Wyman M. Rish

WYMAN M. RISH, Capt, USAF
Aircraft Commander

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MEDICAL TREATMENT REPORT

1. Situation: Medical treatment was administered to one Air America personnel by two pararescuemen on board Jolly Green 52. The helicopter landed and four survivors were brought on board; three walking, and the fourth was litter loaded.
2. Diagnosis: All four survivors were observed, three of them were in good condition, the fourth survivor had been wounded. This patient had received a small arms round which entered through his lower anterior abdomen along the midline. The wound did not completely go through the abdomen. The wound had been previously bandaged by local Thai medical personnel, and had externally clotted. Also noted was that the patient had received an unknown type of intramuscular injection, (presumably penicillin). MSgt Willis, Pararescueman took vital signs which included, pulse 80 BPM, heartbeat strong and regular, respiration normal, and adequacy of air way. Patient was extremely nauseated and did not have control of urinary tract. Pain was localized and limited except when patient was moved.
3. Treatment: Survivor was maintained lying down in a position with his knees drawn forward to relieve pain and pressure, and with his head lowered, TSgt Walker, Pararescueman set up an Intravenous Unit using Dextrose 5% located ringer solution. The air way was monitored closely due to the extreme nauseous condition of the survivor. We were 10-15 minutes from the closest medical facility, Nakhon Phanom RTAFB, Thailand which was our point of destination, therefore we did not remove any previous bandages to avoid and prevent any further wound contamination. No medications were used, including demerol.
4. Upon RTB to Nakhon Phanom RTAFB, medical specialist were on hand to accept the survivors. Their conditions had not changed from the above info. We informed the flight surgeon that the patient had received some unknown type injection.

Edward M. Willis
EDWARD M. WILLIS, MSgt, USAF
Pararescue Specialist