

15Apr70 JG 27 SAR

DATE: 15 April 1970

FLIGHT DESIGNATION: Jolly Green 27 and Jolly Green 21

MISSION OBJECTIVE: Rescue of Survivors from Army UH-1

LOCATION: 14°52'N 107°42'E

SAVES: Three Combat Saves

1. (S) SUMMARY OF SAR ACTIONS: Jolly Greens 27 and 21 were scrambled at 1330L to proceed to a fix of 340/53/107 for the rescue of four survivors of an Army UH-1 helicopter. Initial takeoff was made to the South and climbout to altitude was made on a heading of 150° to 6000' MSL. Jolly Green 27 obtained artillery clearance from Da Nang DASC, then our heading was changed to 210° to proceed direct to the area. ETA was passed to King 06 of 1525L.

Enroute we were monitoring frequency 255.1 for the local area FAC, Tum 25. Prior to our arrival on scene, frequency was changed to 282.9. Initial holding point of 320/14/94 was relayed to Jolly Green 27 and 21. Spad 11 and 12 arrived on scene and changed the holding point to a position NNE of the survivor's position.

During the interim, Tum 25 was directing fast-mover strikes into the area around the survivors. Spads 03 and 04 were also on scene. Spad 11 encountered UHF radio problems and Spad 03 was directed to take over as On-Scene Commander. Jolly Green 27 and 21 were holding at 7500' MSL in the area specified.

An inbound heading from the NNE was decided upon due to the terrain rising faster from that direction to the survivors, thus exposing Jolly Green 27 to a lesser amount of ground fire. The plan was briefed that the Spads would lay a double corridor of smoke to the survivor's position. Spad 11 and 12 were to daisy chain to the right of Jolly Green 27 and two Huey Cobras were to daisy chain to the left. Elevation was 2450', temperature 24°C, broken cloud layer from 8000' MSL with thunderstorm activity in the area.

Jolly Green 27 proceeded in to attempt the rescue. He received ground fire going in and exited to the South, both because of the ground fire and smoke being too intense to see the survivors. Jolly Green 27 made a climbing left turn, reported that they had received five hits, everything operational and were proceeding back to make a second attempt.

The second attempt was commenced on the same heading as the first. Again Jolly Green 27 was repelled by intense ground fire and exited the area to the South. Jolly Green 21 had moved from the NNE holding position to a point over the area of the survivors at 5000' MSL to maintain visual contact on Jolly Green 27. After the second

attempt Jolly Green 27 reported his aircraft and crew were still capable of making the pickup. The Spads and Cobras were making fire suppression passes while Jolly Green 27 made ready for his third attempt.

This time Jolly Green 27 was able to establish a momentary hover near the survivors' location before being driven off by intense ground fire. Egressing, Jolly Green 27 reported the loss of his aux-servo system. The crew of Jolly Green 21 saw fluid and flames from the engine area of Jolly Green 27 as he emerged from the smoke toward the South. Jolly Green 27 radioed that they would have to put the helicopter down.

The crew of Jolly Green 21 observed wild aircraft gyrations just before Jolly Green 27 crashed, about one-half mile South-west of the location of the original survivors. The co-pilot of Jolly Green 27 later described the rolls the aircraft was undergoing passed 90° left and right. He also said both he and the pilot were on the controls trying to right the aircraft. The aircraft crashed in a nearly level attitude, right side up, in a flat spin to the right with little forward speed. The aircraft impacted in a gully.

The Co-Pilot exited through the broken front windscreen. He then attempted to remove the aircraft commander from his seat. The Co-Pilot observed bleeding from all cavities of the Aircraft Commander's face. Unable to free the Aircraft Commander, the Co-Pilot then saw the Flight Engineer and Pararescueman on fire in the rear of the aircraft. The Co-Pilot then ran to the cargo door where he found the Flight Engineer who had fallen from the aircraft. The Co-Pilot then pulled the Pararescueman from the aircraft. After the Pararescueman hit the ground he started rolling and the Co-Pilot beat the fire out with his hands. The Co-Pilot returned to where the Flight Engineer was lying ablaze and beat the fire out. He started pulling the Flight Engineer from the immediate area when he observed the Pararescueman was on fire again. He ran and put the fire out on the Pararescueman once again. The Pararescueman then went with the Co-Pilot to the Flight Engineer and together they moved him to a position approximately five yards from the aircraft.

Approximately two minutes after the crash, Jolly Green 21 was in a hover into the wind over the crash site. The Pararescueman from Jolly Green 21 was deployed and as he passed the burning wreckage he observed the cockpit to be completely engulfed by fire. He then moved the three survivors another five yards from the wreckage. The location of the trees, the flaming wreckage and the survivors required that Jolly Green 21 hover downwind to effect the pickups. The aircraft was lifted out of the depression and turned 180° to downwind and then lowered into position to begin hoist operations. The fire and survivors were now on the right of the aircraft in view of the Flight Engineer. The survivors were located approximately 10 yards from the wreckage which was being totally consumed by flames. At this time, the ammunition aboard the wreckage began cooking off.

The first survivor was hoisted aboard. Then the number two engine fire warning light came on. Hover power was still good, the engine instruments were stable except that engine turbine temperature was up to 750° C, hot, but not hot enough to indicate a fire

in the engine compartment. Two more survivors came up on one hoist load. The number one engine fire warning light came on at this time. The hoist was lowered to pickup Jolly Green 21's Pararescueman. The aircraft lost power and slowly settled to the ground. Normal loss of engine power at high ambient temperature and probable engine damage due to prolonged operation in an extremely hot environment combined to cause aircraft settling as rotor rpm dropped. Technical order temperature/time limits on the engines were exceeded.

The Pararescueman on the ground scrambled aside and then leaped aboard as the aircraft settled to the ground. The main rotor blades were just nicking a tree at the ten o'clock position. Tail rotor damage was also being sustained at this time. After about 30 seconds on the ground the rotor rpm suddenly increased enough to allow takeoff. Jolly Green 21 took off with M-60 machine guns firing to keep unfriendly heads down. The fire warning lights went out as forward speed was gained.

Jolly Green 21 was over the survivors for approximately 10 minutes total. Throughout the rescue effort an Army Cobra gunship was laying down suppressive fire 360° around the crash site. A heading to Pleiku AB was obtained from the Spads.

Enroute, an excessive amount of torque was required to maintain a desired airspeed, substantiating that the aircraft engines had been damaged. After depositing the survivors in the hospital at Pleiku AB, an inspection of the aircraft revealed moderate damage to all five tail rotor blades.

Jolly Green 21 landed at Pleiku AB at 1600L, 15 Apr 70. At 1710L, 17 Apr 70, Jolly Green 21 after a double engine change, five new tail rotor blades installed and an FCF flight, departed Pleiku AB enroute to Da Nang AB, landing at 1900L.

Jolly Green 22 and 07 were scrambled from Channel 77 at 1510L when word was received of Jolly Green 27's crash. Also Jolly Green 33 and 42 were scrambled from NKP. Upon arrival on scene Jolly Green 22 and 07 were directed to hold over DAK TO. Jolly Green 33 and 42 arrived on scene just before dark, however no further attempts were made on the original SAR objective and all forces were RTB'd at 1910L to Channel 77.

2. 7 Sorties/20.3hrs/HH-32./37 ARRS; Sorties/28.0hrs/ADVOLAA 56 SOW; 2 Sorties/10.3hrs/HC-130P/39 ARRS 8 Sorties/30.6hrs/A117,/56 SOW

3. None

4. None

#### 5. MEDICAL TREATMENT OF SURVIVORS

a. One Pararescueman

b. Hoist

c. Three survivors required medical treatment.

- d. Two survivors with 2nd and 3rd degree burns and cuts and abrasions. One survivor with cuts and abrasions.
- e. Survivors treated for shock and one burn patient given an IV,
- f. 71st Medical Evacuation Hospital Pleiku AB, RVN.
- g. One ambulatory, condition good; two litter patients, condition poor.

6. JOLLY GREEN CREWS:

Jolly Green 27

AC Capt. Travis H. Scott Jr.

CP Maj. Travis Wofford

FE TSgt. Gerald L. Hartzel

RS SSgt. Luther E. Davis

Jolly Green 21

AC Maj. Lewis E. Garrett

CP Capt. Jimmie Blackwood

FE SSgt. Thayer D. Pope

RS Sgt. Gary T. Osborne

LEWIS E. GARRETT, Major, USAF

Aircraft Commander