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DATE: 30 January 1972

MISSION NUMBER: A-3-007

FLIGHT DESIGNATION: Jolly Green 65

MISSION OBJECTIVE: Rescue and Recovery Charlie Horse

LOCATION: 16 08N 107 38E

SAVES: 2 Combat Saves

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 76

1. Summary of SAR Actions: At 0825Z Queen notified the 37th ARRS via land line that "Charlie Horse 36", a AH-1 Cobra gunship, was down southwest of Channel 69. At 0833Z the Alpha Alert aircraft JG 65 and JG 71, Sandy 7 and Sandy 8, were scrambled. The Bravo alert aircraft were cocked. The Alpha's proceeded feet wet and then inland at 5,000 ft to 6,000 ft MSL, above small arms range. Weather enroute and in the pickup area was 3,000 ft broken with haze that restricted visibility at lower altitudes to three miles. Contact was made with the on scene commander, Covey 295. He briefed the Sandy's and Jolly's that there were two survivors in a hostile area, one with a possible broken back and another was unconscious with head injuries. An Army ground team of three had repelled from a UH-1 and were cutting one survivor out of the wreckage which was upsidedown on a 60 degree slope on the side of a 2,000 ft mountain. Covey 295 passed the temperature, pressure altitude and winds and maintained contact with the ground party on a FM frequency. Jolly Green 65 requested that Sandy 7 take on scene command and entered a holding orbit at 5,000 ft at 180/17/69 (0900Z), three miles south of the crash site. Sandy 7 and 8 trolled the area for ground fire, pinpointed the survivor's position with a dud "Willie Pete" bomb, and laid a trail of smoke rockets up a steep valley to the survivors location. Final briefing was completed at 0915Z. Jolly Green 65 moved to a low orbit at 3,500 ft over the initial point and after a quick look at the area started an autorotation descent, to the tree tops (0918Z). Jolly Green 71 remained in an orbit at 3,000 ft over the site. Sandy 8 lead Jolly Green 65 in while Sandy 7 directed the approach and instructed the survivors to pop their orange smoke. The smoke was clearly visible and Jolly Green 65 pulled into a hover over 135 foot trees at 0920Z. The hover was difficult and exposed due to several tall dead tree trunks that protruded well above the jungle canopy that forced a high hover with few references and left the helicopter with no protection from foliage to mask its position. Sandy 7 and 8 remained in a daisy chain overhead, but expended no ordinance. TSgt Pickelsimer (#1 PJ) was deployed with the stokes litter. It took some time to load the survivor with the injured back in the litter. The litter spun on the way up and the survivor was on board at 0936Z. The stokes litter was again lowered for the survivor with the head injury and this time it swung on the way up. The forest penetrator was used to extract the three man ground team and the PJ, two at a time. Some difficulty was experienced in working the penetrator up through the trees. The entire hoist operation took 26 minutes and Jolly Green 65 exited on the reciprocal of the ingress heading at tree top level at 0946Z. Communications with

~~GROUP 7~~
Downgraded at 3 year
intervals; declassified
after 12 years

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COPY 1 OF FIVE COPIES.

with the ground party on FM and the PJ on UHF were garbled even though both antennas were located on the bottom of the helicopter. An inspection showed no battle damage even though the AH-1 had crashed a hundred yards below enemy bunkers he was rocketing. King 22 advised Jolly Green 65 to take the injured survivors to the 95th Med Evac Hospital at Channel 77. Medical information was passed through Queen. Jolly Green 65 had high main transmission and nose gear box temperatures enroute to Channel 77 due to the extended high hover but reducing power cooled the oil. The injured survivors were unloaded at the 95th Med Evac pad at 1010Z. The final landing at Channel 77 was made at 1030Z with the three ground team personnel on board. The entire effort was well coordinated and executed, a classic SAR. Covey 295 did an outstanding job of organizing the SAR prior to the arrival of the Sandy's and Jolly's and then gave an accurate concise briefing. Then he did the correct thing by staying off the radio and by keeping other aircraft off the SAR frequencies. Sandy 7 prepared the area quickly, gave a good briefing, and gave extremely helpful directions on the run in. Jolly Green 71 greatly helped with communications, monitoring fuel consumptions and with an airborne visual inspection of Jolly Green 65 for suspected oil leaks.

<u>2. CALL SIGN</u>	<u>SORTIES</u>	<u>HOURS</u>
JG 65	1	2.0
JG 71	1	2.0
SANDY 7	1	2.0
SANDY 8	1	2.0
KING 22	Unk	Unk
COVEY 295	Unk	Unk

3. Three Army personnel - ground team.

4. 1 Army standard survival, 1 Air Force standard survival.

5. Jolly Green 65 made radio contact with the ground team and they reported one back injury and one leg injury. TSgt Pickelsimer and ALC Pearson were the Para-rescuemen on board. TSgt Pickelsimer was lowered to the ground to assist the injured onto the stokes litter. The first survivor recovered had the back injury. ALC Pearson was taking vital signs as the stokes litter was lowered for the other injured person. ALC Pearson administered 1/2 cc meperidine to the man with the lower back and leg injury as he was in agonizing pain. His vital signs remained stable. At this time the other injured arrived on board with a sprained ankle. He was made as comfortable as possible. The penetrator was lowered next. The three ground troops were brought up followed by TSgt Pickelsimer. We then took the injured to the 95th Med Evac Hospital at Channel 77 where they arrived in good condition and received further medical treatment.

6. Jolly Green 65/Alpha Low

Jolly Green 71/Alpha High

AC - Capt Roger T. Colgrove
CP - Major Jackson K. Scott Jr.
HM - SSgt Jimmy D. Minshew

AC - Lt Col William M. Harris IV
CP - Capt Darrel R. Knutson
HM - TSgt Roy D. Prater

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Jolly Green 65/Alpha Low

RS - TSgt Harvey R. Pickelsimer
RS - A1C William R. Pearson
AP - SSgt Roger J. Goodwin

Jolly Green 71/Alpha High

RS - A1C Charles B. Aldean
RS - A1C Daniel G. Manion


ROGER T. COLGROVE, Captain, USAF
Aircraft Commander/Jolly Green 65

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