

DECLASSIFIED

~~CONFIDENTIAL~~

2-3-40

MISSION NARRATIVE 17 APRIL 1966

sub 118

Jolly Green 51 and 53 were fraged to NKP to backup the Jolly Green's who were orbiting while an electronic search was being conducted for two pilots shot down on 16 April 1966. Take-off from Udorn was at 0620L, inroute weather was approximately 2,000 feet overcast with rain showers. Landing at NKP was at 0725, where all excess equipment was off loaded to insure minimum aircraft weight in the event of a pickup. Take-off from NKP was at 0730 and immediate radio contact was established with Invert and Jolly 52 and 56. The orbit position was given as 090° radial at 80 miles from channel 89. When Jolly Green 51 and 53 were approximately 30 miles east of channel 89, Jolly Green 52 and 56 bingoed and returned to NKP. As Jolly Green 51 and 53 neared the orbit position, at approximately 0835, a mayday was heard from yellowbird. His position was given as 17° 25'N 106° 19'E, which was a short distance from our orbit position. Crown 61 called Jolly Green 51 and diverted us to make a pick-up of the Yellowbird pilots. Contact was made with Cowboy(C-123 who was with Yellowbird when he was shot down) and DF steers were used to get into the immediate area of the scene. Visual contact was made with Cowboy, and the Sandy aircraft in the area were ask to mark the approximate position with smoke. Once the smoke was seen, the approximately position of one pilot was pinpointed. A pass was made over him and radio contact established. The tip tanks were dropped and the aircraft brought to a hover over the pilot. He was located on the side of a steep cliff. This required a precise hover for the pick-up. Captain Uhl was at the controls as the hover was established and held a good position as the pilot was hoisted up. An immediate take-off was made and the second pilot was located. Again Captain Uhl came to a hover over the pilot without difficulty and the pick-up was made. The terrain elevation was 2,000 feet and power required to hover was 90 to 95% torque. Pick-up time was 0900L. A circling climbout was made to 10,000 feet. We were notified by Crown 61 to go to another pick-up scene located 310° 48 mile from the first scene, however the weather had deteriorated to the point where it was impossible to get to the scene and return to NKP with the fuel load remaining on Jolly Green. Crown 61 advised Jolly Green 51 to RTB and Jolly Green 53 to proceed t to the second pick-up scene. Jolly Green 51 requested confirmation that Compress was aware that the Jolly Greens were to split up. Crown's answer was affirmative, so Jolly Green 51 returned to NKP and Jolly Green 53 started for the second scene. The weather was deteriorating rapidly and it became apparent that Jolly Green 53 would be unable to get to the second scene. Crown advised Jolly Green 53 to RTB to NKP also. Due to the weather it was necessary for Jolly Green 51 and 53 to proceed to the 150° radial at 65 miles off channel 89 before a turn inbound could be made,

DOWNGRADED
1AW AFR-205-2

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200:10

SHARE COPY
ARCCO 00L

ARODC #

661587

CLASSIFICATION CANCELLED

Or Changed to UNCLASBy Authority of EDSBy RLT (Date) 12 Mar 75

DECLASSIFIED

~~CONFIDENTIAL~~

REQ. 661692

R6RC-66-45

66S-00162

DECLASSIFIED

~~CONFIDENTIAL~~

Jolly Green 51 landed at NKP at 1055L and Jolly Green 53 landed shortly afterwards.

Rescued pilots: Capt Hornoge and Capt Hoarcek

Low Bird(Jolly Green 51)

RCC, Capt Jennings
RCCP, Capt Uhl
HM, SSgt Holloway
PJ, ALC Kraft

High Bird(Jolly Green 53)

RCC, Capt Matthews
RCCP, 1/Lt Rice
HM, SSgt Loughry
PJ, ALC Hunt

Jerry W. Jennings
JERRY W. JENNINGS
Captain, USAF
Rescue Crew Commander

DOWNGRADED
101A1 AFR-205-2

113 MAY 57

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of 6-DS
2 By *[Signature]* (Date) 122m 75

DECLASSIFIED

~~CONFIDENTIAL~~

Red Gunners Nail 3 Jets Over North Vie

17 Apr 66

By RICHARD H. GROWALD

SAIGON (UPI) — Communist gunners shot down three American jets over North Viet Nam Sunday. All five crewmen were rescued by U.S. helicopters homed in on radio signals sent by the downed aircraft from mountainous jungles and from the sea along the North Vietnamese coast.

The official Soviet Tass news agency, quoting the Communist Vietnamese news agency, said American fighter-bombers Sunday bombed a suburb of the North Vietnamese capital of Hanoi in "a new step in the war of destruction" against North Viet Nam.

South of the border, U.S. forces fought a battle with Viet Cong guerrillas in a big multi-layered cave 340 miles north of Saigon. In another action only 15 miles from Saigon, a band of Viet Cong stormed a government watchtower, inflicting "heavy casualties" on the defenders.

The jets downed by North Vietnamese anti-aircraft fire Sunday were a two-man U.S. Air Force B57 Canberra bomber, hit 22 miles west-southwest of Dong Hoi; one-man Navy A4 Skyhawk, downed 48 miles south of Vinh, and a two-man Navy A6 Intruder, which fell into the sea off Vinh.

Plucked From Jungle

One U.S. Air Force helicopter plucked the two Canberra crewmen out of the mountain jungle country 40 minutes after they parachuted. A few hours later a second Air Force helicopter rescued the Skyhawk pilot.

A third copter snatched the Navy Intruder pilot to safety from the South China Sea.

The rescue of the B57 crewmen actually turned into an impromptu race as two Air Force HH-3C helicopters—piloted by Capt. Jerry W. Jennings, 32, of El Paso, Tex., and Capt. William Cowell, 35, of Honolulu, showed up at the same time at the crash scene.

Jennings won the race and whirled back to base with the rescued crewmen—Capt. S. Lawrence R. Horacek, 30, of Ludington, Mich., the B57 pilot, and Donald V. Harnage, 29, of Muskogee, Okla., the navigator.

But helicopter pilot Cowell got his chance later when he

Green Giant Makes Pickup

17 APR 66
SAIGON—An Air Force helicopter crew rescued two Air Force crewmen within 40 minutes after their B-57 Canberra jet was shot down in a mountainous jungle area about 22 miles west-southwest of Dong Hoi in North Vietnam.

Rescued were Capt. Lawrence R. Horacek, 30, of Ludington, Mich., aircraft commander, and Capt. Donald V. Harnage, 29, of Muskogee, Okla., navigator.

The airmen were striking an anti-aircraft position when their B-57 was hit by ground fire. They parachuted safely.

Capt. Jerry W. Jennings, 32, of El Paso, Tex., was the rescue commander of the HH-3C helicopter used in the pick up.

Other "Jolly Green Giants" on his crew included Capt. William R. Uhl, 32, of Ft. McCoy, Fla., copilot, and A1C Dennis J. Kraft, 22, of Yakima, Wash., para-rescue medic.

Another HH-3C helicopter crew assisting in the rescue was commanded by Capt. Raymond H. Matthews, 36, of San Angelo, Tex.

DECLASSIFIED

3d AREGp Hist. Apr - Jun 66

Det 2-3-40-17 Apr

~~CONFIDENTIAL~~

(C) During search for two pilots shot down on 16 Apr 66, a Mayday was heard from a B-57 located at 1705N 10618E. A C-123 at the scene reported two good chutes and provided DF steers to Rescue helicopters. ALE's marked the positions with smoke; both pilots were hoisted aboard an HH-3E chopper and returned to Nakhon Phanom.

Det 2-3-41-17 Apr

(C) A Navy A4E crashed at 1759N 10548E. Initial contact was made by an ALE who obtained a positive electronic position. Weather forced withdrawal of the Rescue force. Returning about two hours later intermittent beeper signals were heard and a pen gun flare was seen. Two HH-3E's entered the area, one high, the other low. The low HH-3E hovered over the source of the flare but had no visual contact with the downed airman. The forest penetrator hoist was lowered thru the trees. The downed pilot found it, strapped himself on and the recovery was made. During the rescue, battle damage from ground fire was sustained by the pickup helicopter.

Det 2-3-42-18 Apr

(C) A Continental C-47 reported 2 hours overdue by Air America resulted in the initiation of SAR action. His last reported position was 1950N 10344E. Weather prevented immediate search of the area; however, a later search was conducted by non-military aircraft with negative results. Mission suspended since controlling agency did not feel a further need for Rescue forces would be necessary.

Det 2-3-43-19 Apr

(C) An O-1 aircraft was reported down at 1731N 10550E. SAR action was begun by scrambling ALE's from Nakhon Phanom. On passing over the target area, one of the ALE's received intensive automatic weapons fire. After completion of fire suppression runs, the ALE made a low pass over the wreckage and reported negative survivors. About this time, the ALE was hit in the right wing and started to burn. Attempting a climbing left turn out, the aircraft suddenly rolled inverted and went straight in. Observers reported that the ALE pilot had no chance for survival and further SAR efforts for the O-1 pilot would be too hazardous.

AI lost
5AL

Det 2-3-45-21 Apr

(C) An F4C was downed at 1600N 10643E with two crewmen aboard. Forward Air Control aircraft had visual and radio contact with the two pilots at all times; however, there was considerable complication on what should have been a simple ACR problem. Unnecessary and extremely heavy chatter on guard frequencies resulted in confusion and unanswered calls by the controlling agency. A USMC H-34 eventually landed and boarded the two downed pilots in good condition, returning them to Khe Sanh. Orderly operations are not possible unless non SAR forces arriving in a pickup area contact the on-scene SAR Commander for disposition prior to proceeding into the rescue area.

DECLASSIFIED

~~CONFIDENTIAL~~