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MISSION NARRATIVE 22 NOV 1966 (u)

1. (u) While standing strip alert at Nakhom Phanom RTAFB on 22 Nov 1966 word was received from Compress at 0330Z that a mission was to be performed that afternoon by the Jolly Green's and Sandy's and that a briefing would be given by personnel from Udorn RTAFB.
2. (S) The briefing was begun at 0800Z, it included the following information:
  - a. (S) a 16 man team located in the area of 17°27' N 105°51' E were reported to have been surrounded by unfriendly forces. The briefer had detailed maps and pictures of the area.
  - B. (u) Jolly Green's 36 and 53, Sandy's 5, 6, 7 and 8 departed Nakhom Phanom at 0835Z. Sandy's 5 and 6 proceeded directly to the area to try and locate the ground party while Sandy's 7 and 8 escorted the Jolly Green's.
4. (C) Sandy's 5 and 6 arrived in the search area at 0915Z and located the signal panel almost immediately. Jolly Green's 36 and 53, Sandy's 7 and 8 arrived at 0925Z. Sandy 5 reported that he had made several low passes over the area and had not received any ground fire nor had he spotted the friendly ground party. Jolly Green 36 descended into the area and made a thorough low recon. The party was finally sighted at this time. The ground party had cleared an area on top of a small hill that was slightly larger than the helicopter, so it was decided that Jolly Green 36 would attempt a landing. As soon as 36 landed the people started to get aboard, however, it took 5 minutes to get all of them aboard because some of them were down the steep hill and had to climb up to the landing site.
5. (u) At 0935Z all forces departed the area. Jolly Green's 36 and 53, Sandy's 7 and 8 returned to Nakhom Phanom landing at 1030Z. Sandy's 5 and 6 returned to Udorn.
6. (u) The weather during the entire mission was clear with 10 miles visibility.
7. (u) The coordination between all forces was excellent. As a result the mission was quickly and successfully accomplished.

JOLLY GREEN 36 (LOW BIRD)  
RCC, Capt James A. Hartwig  
RCCP, 1st Lt William W. Gunnin  
HM, A1C John W. Whisenhunt  
PJ, A2C Robert D. Bowers

*James A. Hartwig*  
JAMES A. HARTWIG, Capt, USAF  
Rescue Crew Commander

JOLLY GREEN 53 (HIGH BIRD)  
RCC, Capt James R. Lisk  
RCCP, 1st Lt Donald R. Harris  
HM, SSgt Roger A. Ely  
PJ, A2C William D. Brotton

ARODC = 66-3589

DOWNGRADED AT 3 YEAR INTERVALS  
DECLASSIFIED AFTER 12 YEARS  
CD AIR 5200.10

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66-AD-1528  
66-5-00264

DOWNGRADED  
AFR-2

DOWNGRADED  
1/11 AFR-205-2

12 47

9/21

CLASSIFICATION CANCELLED  
Authority of UNCLAS  
EDS

(Date)  
12 May 75

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3d ARRGp Hist, Oct-Dec 66

the hoist the Jolly Green was hit by about 4-5 rounds of .30 cal ammunition on the port side. I elected to remain in the hover for approximately five seconds and allow the PJ a fair shake on making it back into the bird. After taking more hits and still the PJ was not on board the helicopter, I elected to pull up and off target with him still on the forest penetrator. About fifty yards down stream we paused momentarily and allowed the hoist operator to pull the PJ on board. Immediate assessment of the damage showed continued flight was not practical. We were directed to the nearest landing site and landed without further incident at 0540Z. Evaluation of the battle damage showed: One of the survivors we had just rescued was shot through the left arm, the bullet exiting through his back; the PJ was severely damaged being jerked through the trees, requiring 20 stitches in his head and two in his arm; two hydraulic lines were severed which sent fluid all over the inside of the helicopter, two electrical lines were severed causing failure of the #2 generator and transformer rectifier; one rotor blade was hit causing a vibration in the helicopter; the two left tires were punctured and extensive holes and tears were inflicted on Jolly Green 18. The two pilots and the PJ were immediately air evacuated for prompt medical treatment. Since Jolly Green 18 needed repairs, the crew was flown home by Jolly Green 15.

Det 2-3-131-17 Nov (RCC Narrative)

(C) (GP-4) Jolly Green 56 (Low Bird) and Jolly Green 36 (High Bird) were scrambled at 0755Z. Some indigenous personnel involved in a mission were seen by an O-1E waving a distress panel. Jolly Green 56 and 36 were off shortly and proceeded to the area, at 7000 feet. The weather enroute was approximately 9000 feet overcast, clear below, with visibility 30 miles plus. Sandies 5 and 6 proceeded direct to a rendezvous with the O-1E and Sandies 7 and 8 escorted the Jolly Greens. While enroute it was determined that an observer on board the spotting O-1E had made a positive visual identification of the five people on the ground. Because of the positive identification from the Nail flight, a direct entry was made into the area. Sandy 5 led Jolly Green 56 over the waving personnel, tip tanks were punched and a hover was entered. The people on the ground were lacking in tree penetrator operation knowledge so the PJ was lowered to the ground to assist them. The surrounding jungle was extremely thick and ground fire was expected at any time but never came. Three of the people were lifted aboard and the other two indicated reluctance to ride by disappearing into the jungle. The pickup was accomplished at 0858Z and Jolly Green 56 departed the area, met Jolly Green 36 above the 5000 foot deck and proceeded to home base. The Sandies provided their usual excellent cover and the whole mission ran smoothly.

Det 2-3-133-22 Nov (RCC Narrative)

(C) (GP-4) While standing strip alert on 22 Nov word was received from Compress at 0330Z that a mission was to be performed that afternoon by the Jolly Greens and Sandies and that a briefing would be given about 0800Z.

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3d ARRGp Hist, Oct-Dec 66

The briefing included the following information. A 15 man team located in a certain area were reported to have been surrounded by unfriendly forces. The Briefer had detailed maps and pictures of the area. Jolly Green's 36 and 53, Sandy's 5, 6, 7, and 8 departed home base at 0835Z. Sandy's 5 and 6 proceeded directly to the area to try and locate the ground party while Sandy's 7 and 8 escorted the Jolly Green's. Sandy's 5 and 6 arrived in the search area at 0915Z and located the signal panel almost immediately. Jolly Green's 36 and 53, Sandy's 7 and 8 arrived at 0925Z. Sandy 5 reported that he had made several low passes over the area and had not received any ground fire nor had he spotted the friendly ground party. Jolly Green 36 descended into the area and made a thorough low recon. The party was finally sighted at this time. The ground party had cleared an area on top of a small hill that was slightly larger than the helicopter, so it was decided that Jolly Green 36 would attempt a landing. As soon as 36 landed the people started to get aboard, however, it took 5 minutes to get all of them aboard because some of them were down the steep hill and had to climb to the landing site. At 0935Z all forces departed the area. Jolly Green's 36 and 53, Sandy's 7 and 8 returned to home base landing 1030Z. The weather during the entire mission was clear with 10 miles visibility. The coordination between all forces was excellent. As a result the mission was quickly and successfully accomplished.

Det 11-38-2-23 Nov (RCC Narrative)

(C) (GP-4) Tuy Hoa tower called Detachment 11 at 1545 local and stated "An Army O-1E Bird Dog aircraft had crashed. Immediately thereafter 3rd ARRGp JSARC called and requested that the Detachment obtain Army gunship escort and attempt to make pickup of O-1E crew. The Army Tactical Operations Center was contacted and coordinates verified. UH-1B Gunships were taking off at that time. Crash site was located in extremely hostile area. It was not known whether aircraft crashed because of mechanical failure or because of ground fire. HH-43B (Pedro 46) was airborne at 1600 local. Enroute, Pedro 46 contacted O-1E (BORON 03) that had witnessed crash and was circling the area. Boron 03 had VHF contact with survivors. Both were in good condition. Survivors would not attempt to mark position until Pedro 46 was in the area. Pedro 46 arrived at crash coordinates at 1635 local. Numerous Army helicopters and O-1E aircraft were circling in area. Contacting survivors through Boron 03 was difficult because of extensive chatter on UHF guard channel. The survivors ignited a smoke grenade. Smoke filtered up through the heavy jungle canopy and gave an excellent reference. The helicopter was hovered over a few broken branches in the tops of the trees, but the aircraft wreckage was not visible. After two or three minutes one of the survivors was spotted. The helicopter was lowered into a depression in the trees and two hoist pickups were made using the forest penetrator. Pickups were completed at approximately 1645 local. The survivors were scratched and bruised but otherwise in good condition. The helicopter transmission chip detector light illuminated during the flight to home station. A precautionary landing was made at Tuy Hoa North Army Base and the survivors released to their own organization. After maintenance, Pedro 46 returned to home base. The survivors emergency radios were inoperative. The downed aircraft VHF radio was used for communication with rescue aircraft. Search and recovery could have been more effective if Pedro 46 had FM or VHF radios.

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|    |                             |                               |                    |                                |                      |              |            |                           |
|----|-----------------------------|-------------------------------|--------------------|--------------------------------|----------------------|--------------|------------|---------------------------|
| NK | Lt Webster<br>Lt Dean       | A2C Meyer<br>SSgt Farrior     | 107                | Capt Luken                     | 2 Nov 66             | USAF         | LAOS       | F-105                     |
| NK | Capt Lisko<br>Lt May        | A1C Graham<br>SSgt Hunt       | 108                | Capt Elmer                     | 4 Nov 66             | USAF         | LAOS       | F-105 Under Fire          |
| NK | Capt Hartwig<br>Lt Lavender | A2C Cotter<br>A2C Bowers      | 109<br>110         | Maj Wright<br>Capt Hetcher     | 6 Nov 66             | USAF         | THAI       | U-6A                      |
| NK | Lt Webster<br>Lt Dean       | A2C Meyer<br>SSgt Farrior     | 111                | Capt Fowler                    | 15 Nov 66            | USAF         | LAOS       | A-1E Under Fire           |
| NK | Lt Webster<br>Lt Dean       | A2C Meyer<br>SSgt Farrior     | 112<br>113<br>114  | 3 man ground<br>party (class)  | 17 Nov 66            | LAOS         | LAOS       |                           |
| NK | Capt Hartwig<br>Lt Gunnin   | A1C Whisehunt<br>A2C Bowers   | 115<br>thru<br>130 | 15 man ground<br>party (class) | 22 Nov 66            | LAOS         | LAOS       |                           |
| NK | Lt Webster<br>Lt Dean       | A2C Meyer<br>A2C Davis        | 131                | Capt Roper<br>(deceased)       | 29 Nov 66            | USAF         | LAOS       | A-1E                      |
| NK | Capt Lloyd<br>Capt Hester   | SSgt Riley<br>A2C Bowers      | 132<br>133         | L/C Dyke<br>Capt Fannemel      | 6 Dec 66<br>6 Dec 66 | USAF<br>USAF | NVN<br>NVN | RF-4C<br>RF-4C Under Fire |
| NK | Capt Fivse<br>Maj Shows     | SSgt Johnson<br>SSgt Hunt     | 134<br>135         | A2C Bowens<br>A2C Stevson      | 6 Dec 66<br>6 Dec 66 | USAF<br>USAF | NVN<br>NVN | HH-3E<br>HH-3E Under Fire |
| NK | Capt Hartwig<br>Lt Hall     | A1C Whisenhunt<br>A2C Stevson | 136                | Capt Cowley                    | 14 Dec 66            | USAF         | NVN        | F-105 Under Fire          |