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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/20/81

FROM: 1-40/0

SUBJ: Mission Narrative Report (2-3-47, dated 1 June 1968)

6 June 1968

TO: 1-40C/W

3rd ARRG (JSARG)
IN TURN

1. (U) This report is submitted IAW ARRS 55-2/3rd ARRG Sup 1, dated 15 June 67.

2. (S) Jolly Greens 16, 20, and 15 were launched by COMPRESS at 0440L, 1 June 68 and were airborne in support of the rescue efforts for Streetcar 304 (see mission report 2-3-46). All aircraft were holding at approximately 125°/80/89 when Sandy 1 was hit by ground fire (0852L). Jolly Green 16 immediately used DF steering to navigate towards the disabled aircraft. Sandy 1 ejected at 0858L and landed in a tree in a heavily forested area. He was easily sighted and, at 0901L, the hoist was lowered. The rotor blast was causing his parachute to slip in the branches and when the survivor released his harness so he could get on the penetrator he slipped and fell to the ground, stunning himself. Seeing the survivor lying inert upon the ground, the Flight Engineer immediately brought the hoist back up and the Pararescue Specialist prepared to descend. When the hoist was about 10 feet below the bottom of the aircraft, the survivor began stirring around and signaled that he was all right. The hoist was again lowered without the PJ and the survivor strapped himself into the penetrator and was brought aboard at 0906L. Jolly Green 16 immediately departed the area for Ch 89. The survivor was treated for shock and examined for injuries. Except for a broken tooth and a bruised leg, he was in good condition. Weather in the area and enroute to Ch 89 was 6000' overcast with good visibility. Sandy 1 reported being fired at while descending in his parachute and hearing ground fire during the pickup. There was no battle damage to the helicopter. Pick up coordinates were 106° 01'W 16° 29'N. Jolly Green 16 returned to Ch 89 with the survivor, landing at 1000L. The mission was so spontaneous that very little coordination was required among forces; cooperation was excellent. Radio discipline was satisfactory and aerial refueling was not a factor in the recovery.

3. (C) The name of the survivor was: Major William G. Palank, 602 ACS, Udorn RTAFB, Thailand.

(U) The crew members of Jolly Greens were:

JOLLY GREEN 16 (LOW)

RCC Capt David A. Richardson
RCCP Major Paul Reagan
FE SSgt Coy W. Calhoon
RS Sgt Peter S. Harding
AP Sgt Thomas C. Grandmaison

JOLLY GREEN 20 (HIGH)

RCC Major Dale L. Oderman
RCCP Major Dale N. Weeden
FE SSgt Carl L. Warmack
RS Sgt Jules C. Smith

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68-AD-1534

GROUP 4

ARDC # 681200

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1-400-68-S-44

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JOLLY GREEN 15 (BACKUP)

RCC Capt Harry W. Walker
RCCP Major Dean H. Williams
FE SSgt Hairl D. Thacker
RS SSgt Don A. Beasley

David A. Richardson
DAVID A. RICHARDSON, Captain, USAF
Rescue Crew Commander

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FROM: 1-40/0

SUBJ: Mission Narrative Report (2-3-46, dated 31 May 68)

6 June 1968

TO: 1-40CW

3rd ARGP (JSARC)

IN TURN

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SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON 31 DEC 74
1. (U) This report is submitted in accordance with 32/3rd ARGP Sup-1, dated 15 June 67.

2. (S) Jolly Green operations was notified that Streetcar 304, a Navy aircraft, was down at 1650L on 31 May 1968. The Sandys and Jolly Greens 20(L) and 36 were immediately launched by COMPRESS and arrived in the orbit area at 1750L. At 1753L Sandy 5 was hit by ZPU fire. In spite of a rough engine and loss of oil pressure, he returned safely to Ch 89. The Jollys and remaining Sandys remained in the orbit area. At 1814L Sandy 7 was hit over the survivor's position and went down in the immediate area. Voice contact was established with him at 1822L but, due to poor weather and impending darkness, all forces were RTB'd at 1848L. The 2 survivors were advised that a first light effort would be made in the morning. Sandys 1 through 6 and Jolly Greens 16, 20, and 15 were airborne at 0440L, 1 June. Nail 56 reported voice contact with Streetcar 304 at 0530L. No contact could be made with Sandy 7. The Jolly Greens and Sandys arrived in the orbit area at 0540L. Sandys 1 and 2 went on to the scene to assist the Nail Forward Air Controllers locate the survivor's exact position and direct jet strikes. Intense ground fire and poor weather (rain showers and ceilings that were intermittently 200-300' overcast) were to hamper rescue efforts for the entire day. Repeated but unsuccessful efforts were made to contact Sandy 7 throughout the day. Nails 66, 56, and 23 alternated control of the jet resources. Crown 3 was the SAR control aircraft. At 0808L Jolly Greens 16, 20, and 37 were recycled on the tanker. Sandy 1 was hit over the rescue scene at 0852L and immediately exited the area. Jolly Green 16, using DF steers, immediately headed for the disabled aircraft. Sandy 1 ejected at 0858L and was picked up at 0906L (see mission report 2-3-47 for details). Due to continuing bad weather, all forces were RTB'd at 0915L. By 1400L the weather, while still not good, had begun to improve and the Sandys and Jollys were again launched. They were joined in the orbit area by Spads. Additional jet strikes were called in and continued at 2-3 minute intervals until past 1800L. While Jollys 16, 20, and 37 were again the prime helicopters, Jolly Greens 19 and 15 also flew orbits during the day. Sandy's 3, 4, 5, 6, 9, and 10 flew afternoon sorties. Nail's 15, 58, and 28 participated along with Crown 2. Jolly's 16, 20, and 37 arrived in the area at 1458L and orbited until A/R was accomplished with Crown 2 at 1735. Jolly 16 was directed by KING at 1805L to attempt a pickup before darkness closed in, even though the Sandys did not feel the area to be safe. Jolly 16 orbited immediately south of the survivor's position until 1815L while a final jet flight was called in and the Sandys attempted to sterilize the area. At 1825L Jolly 16 and Sandy's 5 and 6 began to work their way to the survivor. Jolly 16 began receiving intense 37MM and small arms fire and was forced to withdraw at 1830L. Jolly 16 tried approaching by another route and again encountered small arms fire. While still inbound to the survivor, word was given to RTB all forces and Jolly 16 exited the area. Sandy 5 advised the survivor to expect another first light effort in the morning.

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ARODC # 68/200

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During this time period Jolly Green 20 made a forced landing and the crew was picked up by Jolly Green 37 (see mission report 2-3-48 for details). All forces were on the ground at Ch 89 by 1950L. The crew of Jolly Green 16 transferred to Jolly Green 09 upon landing at Ch 89. Jolly Greens 19, 09, and 37 took off at 0450L on 2 June to proceed to the orbit area. Jolly Green 19 discovered a transmission leak and was forced to turn back at 0530L where he transferred to Jolly Green 15. Jolly Greens 09 and 37 continued on, escorted by Sandys 9 and 10. Again, for the 3rd day, low-lying clouds and rain showers and intense ground fire hampered rescue efforts. Nails 56 and 69, and Crown 1 and 3 supported the mission. Jet strikes were made continuously at approximately 1 minute intervals until 0815L. Jolly Green 15 arrived in the orbit area south-east of the survivor at 0810L. Hostile gun positions were so near the survivor that the jets were forced to drop ordnance very close to his position. On the last attack, the survivor, who had moved his position from the previous night, was wounded by shell fragments. It was decided to attempt an immediate pickup even though the area had not been completely sterilized. Jolly Greens 09 and 37 flew through heavy rain storms to reach a new orbit area immediately south of the survivor. Jolly Green 15 remained in the original orbit area and was covered by Spad aircraft while the Sandys laid down a smoke screen between the survivor and the major gun positions. Jolly Green 09 started in at 0827L, escorted by the Sandys, while Jolly Green 37 held to the south. Weather in the area varied from broken ceilings of 200 to 800' though visibility beneath the ceilings was good. Both Jolly Green 09 and the Sandy's made best use of the available cloud cover as they threaded their way into the area. At 0832L Jolly Green 09, flying 100' above the trees, received heavy ZPU fire from directly below and from the left of his aircraft as he was attempting to arrive over the survivor. Jolly Green 09 immediately banked hard to the right as the flight engineer fired 100-150 rounds from his M-60 into the position immediately below him. There was no more return fire and Jolly Green 09 reached the safety of a cloud. The next 10 minutes were spent attempting to evade enemy gun positions while inbound. Sandy's 1, 2, 3, 4, 9, and 10 stayed with the Jolly, expending suppressive fire. Jolly 09 made a wide circle to the north and crossed the river on a westerly heading at which time the tips were jettisoned (0842L). Nail 69 vectored Jolly Green to the survivor's position and marked it with three WP smoke rockets. As Jolly Green 09 approached a hover the survivor began directing the helicopter's movements. Jolly 09, Nail 69 and the Sandys repeatedly requested a smoke flare, but did not observe any smoke. Jolly Green 09 entered a hover at 0844L and began a visual search of the trees, moving according to the survivor's instructions. During this time the 6 participating Sandys offered outstanding protective cover. They kept up a tight weave pattern, firing rockets and 20mm cannon. This alone allowed Jolly Green 09 to hover for over three minutes without sustaining battle damage even though the aircraft was receiving small arms fire. The survivor was located and lifted on the hoist at 0847L. Heavy anti-aircraft fire erupted behind them as the Sandys and Jolly Green 09 exited the area. Jolly Green 09 then began receiving ZPU fire from the 12 O'clock position. Sandy 9 immediately sent 4 rockets into the position. There was no return fire. Jolly Green 09 climbed above the clouds and set course for Ch 89. The survivor was suffering from exposure and shock as well as approximately 8-10 shrapnel wounds. One of

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the fragments had entered his abdomen. Jolly Green 09 landed at Ch 89 at 0945L. A total of 62.4 hours were flown by Jolly Green aircraft during the 3 days the mission was in progress. None of the helicopters received any battle damage. The pickup was made at 120°/103/Ch 89.

3. (C) The survivor was: Kenneth Fields, Lt, USN, Carrier "AMERICA".
4. (U) The crews of the Jolly Greens were:

31 May

JOLLY GREEN 20 (L)

RCC Major Edward B. Russell
RCCP Major Milton S. Washington
FE SSgt Bernard W. Grau
RS Sgt J.T. Lombard

JOLLY GREEN 36

RCC Capt James H. Platt
RCCP Major Paul M. Reagan
FE ALC Narciso A. Otero
RS Sgt Peter S. Harding

1 June

JOLLY GREEN 16 (AM)

RCC Capt David A. Richardson
RCCP Major Paul M. Reagan
FE SSgt Coy W. Calhoon
RS Sgt Peter S. Harding
AP Sgt Thomas C. Grandmaison

JOLLY GREEN 16 (PM)

RCC Capt David A. Richardson
RCCP Major Louis D. Yuhas
FE SSgt Coy W. Calhoon
RS Sgt Peter S. Harding
AP Sgt Thomas C. Grandmaison

JOLLY GREEN 20

RCC Major Dale L. Oderman
RCCP Major Dale N. Weeden
FE SSgt Carl L. Warmack
RS Sgt Jules C. Smith

JOLLY GREEN 15

RCC Capt Harry W. Walker
RCCP Major Dean H. Williams
FE SSgt Haril D. Thacker
RS SSgt Don A. Beasley

JOLLY GREEN 37

RCC Capt Henry C. Conant
RCCP Capt Edward L. Heft
FE SSgt Raymond J. Price
RS ALC Ember A. Curry

JOLLY GREEN 19 (AM ONLY)

RCC Capt James E. Oliver
RCCP Major Louis D. Yuhas
FE Sgt Kelly D. Day
RS Sgt J.T. Lombard

2 June

JOLLY GREEN 09

RCC Capt David A. Richardson
RCCP Major Louis D. Yuhas
FE SSgt Coy W. Calhoon
RS Sgt Peter S. Harding
AP Sgt Thomas C. Grandmaison

JOLLY GREEN 19/15

RCC Capt Henry C. Conant
RCCP Capt Glen A. Lintner
FE SSgt Raymond J. Price
RS ALC Ember A. Curry

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JOLLY GREEN 37

RCC Capt Harry W. Walker
RCCP Major Dean H. Williams
FE SSgt Hairl D. Thacker
RS SSgt Don A. Beasley
AP Sgt Thomas C. Grandmaison

Royal A. Brown Jr.

ROYAL A. BROWN JR, LtCol, USAF
Det Operations Officer

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