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FROM: 1-40/0

SUBJ: Mission Narrative Report (2-3-48, dated 1 June 1968)

6 June 1968

TO: 1-40CA
3rd ARRG (JSARC)
IN TURN

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
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1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRG Sup-1, dated 15 June 67.

2. (S) While orbiting in support of another mission (see Narrative 2-3-46) and at 1823L, Jolly Green 20 developed high transmission oil temperature, and decreasing transmission oil pressure. At this time Jolly Green 16 had been committed for an attempted pick-up on Streetcar 304, and Jolly Green 37 was orbiting with 20 at position 120°/75/89. As Jolly Green 20 started his descent, followed by Jolly Green 37, the pilot headed for a small landing strip (16°41'N, 105°33'E). Prior to reaching the site, the engine torque indicators dropped to zero. At 1833 Jolly Green 20 landed, followed by Jolly Green 37. Small arms fire was observed NE of the landing site and mortar rounds were falling on the east side of the strip. The crew of Jolly Green 20 removed all the gear possible off the aircraft, and loaded it on Jolly Green 37, whose crew deployed with M-16s to cover the transfer. Jolly Green 37 was airborne with the downed aircrew at 1836, ETA Ch 89 was 1910L. Jolly Green 37 landed Ch 89 at 1910L. Weather throughout the mission was 3/8 broken at 4000', 5/8 at 7000' and high overcast. Visibility was good. Coordination with involved forces was good, as was radio discipline. Neither aircraft received battle damage during the recovery. Aerial refueling was not a factor in this mission.

3. (U) Names of the survivors of Jolly Green 20 are: Major Dale L. Oderman, USAF, Major Dale N. Weeden, USAF, SSgt Carl L. Warmack, USAF, Sgt Jules C. Smith, USAF. All the survivors are assigned to Det 1, 40th ARRS (MAC), APO 96310.

4. (U) Jolly Green crew members were:

JOLLY GREEN 20 (LOW)

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

JOLLY GREEN 37 (HIGH)

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

Henry C. Conant
HENRY C. CONANT, Captain, USAF
Rescue Crew Commander

Downgraded to CONFIDENTIAL

18 AUG 1971

(Date)

IAW AFR 205-2

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
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68-AD-1536

1-40D-68-5-42

ARODC # 681200

part road strip next to Chavan Air Field in ~~southern~~ southern Laos. Take off and enroute to target were normal. We made the first pass on the west to east segment of the target. No ground reaction nor significant sightings were observed. We were lining up for the second segment when we were hit, approx 6 miles WNW of Chavan. Alt 2,000, air speed 450K. We were hit without any warning i.e., we saw no airbursts or tracers. I heard a loud thump, the airplane jerked, and the cockpit filled with heavy black and gray colored smoke. There was a rush of air and bits of pieces of things were rushing past me both inside and outside the canopy. All these things happened simultaneously. The smoke was so thick I couldn't read any instruments nor see outside for a visual reference of the horizon. I could barely see the eject light, and could faintly hear Walt yelling "eject-eject". I used the lower eject handle. I used my right hand and only had to give one pull on the handle. There were no delays in the system at all. I can't distinguish between the ejection forces, the wind blast and the opening shock. The only thing that seemed particularly violent was the tumbling around before chute opening. My helmet had the visor up, mask on, the chin strap fastened and tightened to about 1/4 inch below my chin. On ejection, I lost my helmet, sunglasses, knee board wrist watch and pen and pencil. The time from being hit to parachute opening was about 5 sec. On descent, it took a few seconds for my senses to catch up with me. I was just settling down when they started shooting at me. I heard about twenty rounds, none were automatic weapons. I saw a couple other bullets going past me. At this time, I turned in my chute about 130° left from generally WNW to South. I saw all in a straight line the pillar of smoke from the acft wreckage, the airport, and Walt's fully deployed chute half-way between. Walt was below me when I saw him. I then looked around and saw the M-3 road west of me. I deployed my seat survival kit and got ready to land my feet were together and knees bent when I hit. I started a good PLF, but sort of collapsed after my bent ~~back~~^{hips} took most of the shock. I quickly got rid of my chute and harness and gathered in my chute. I was about to hide it when I thought I heard someone coming. I took off on my hands and knees with my survival vest and g-suit. I must have heard the wind rushing through the brush because I didn't hear it after crawling about 10 yards. There was approximately 7' high elephant grass and extremely thick underbrush where I landed. I took a drink of water and got out my radio and with the use of the voice alternator called "MAYDAY", MAYDAY, PETTICOAT". My first few calls were into the alternator when I discovered it became disconnected from the radio. I continued on using that radio for about 40 minutes using beeper and voice for a few minutes and listening for about 10 minutes. Even though I had a hiss coming out of the radio, I suspected it didn't work because I didn't hear anyone answering my calls. I had meanwhile continued crawling and snaking through the under brush trying to cover my trail as best I could. I came to a particularly thick clump of bamboo and underbrush. I decided to wait there and concentrate

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on my radio. By now I was using my other radio and approximately 1 hour after ejection I was in voice contact with CROWN 2. He told me to sit tight, that help was on its way and would be here in about 20 to 30 minutes. I "ROGERED" and at his request gave my position as 3 or 4 miles north of Chavan. During this period, I heard someone yelling behind me quite some distance away in the SE direction. My next contacts were with CROWN 2 SPAD (Al-Es) and COVER 40-2s. My contacts with the 0-2 brought him directly over head to him. When the SPADS came in they asked me to hit them with a mirror while they were still orbiting. My mirror was around my neck; I used it and they got my exact position. One SPAD then made a low level identification pass and received moderate ground fire from the area of the road. I told him about the reaction and pinpointed its origin as best I could while they made several passes using 20mm rockets and mini-guns. During these passes I made my first contact with the Jelly-Greens. He came from the ridge behind me, passed me, and about 100 yards away turned around, got below the ridge lines and came toward my position. He stopped between me and my chute, which he saw me waving, and moved over to me. Just prior to the Jelly-Green turning around toward me I thought I heard someone call for smoke, but with the noise of the chopper, and the SPADS shooting up the area, I couldn't be sure if he wanted me to pop a smoke flare or not. The penetrator came down and I moved toward it. It hit the ground about 15 feet away and in moving toward it, I got pretty tangled in the underbrush and the cords attaching my radio to my vest. No problems were encountered in getting on the penetrator, the ride up, or in getting into the chopper. The medic checked me over and I sat between the pilots for the ride home. My total time on the ground was a little over two hours. It was a frightening experience, but with the training we've had and a touch of luck anyone can make it.