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37TH MSN RPT

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SUPPORTING DOCUMENT 5

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Mission Narrative Report (1-3-009-17 Jan 69)

(C) Jolly Green 34 and 32 were scrambled from Quang Tri Marine Air Station, RVN, at 0618Z, 17 January 1969. Stormy 02 was down at 262/52/109. An enroute climb was made to flight level 80 under control of Quang Tri approach. Contact was established with Crown 6 and Jolly Greens were advised to hold over a safe area. Due to cloud cover it was possible to hold at 250/23/109. Contact was established with Sandy 1 and 2 and Nail 25 (FAC). Stormy 02 was down in a heavily defended area surrounded by 37 mm and possible 57 mm gun positions. He had sustained a broken leg and broken arm and was unable to get out of his parachute harness. While Sandys 1 and 2 were evaluating the area for a pickup they received heavy automatic weapons and 37 mm fire. At 0745Z Sandy 2 was hit and had to eject. His ejection was successful and he established voice contact with Crown 6 as soon as he was on the ground. More airstrikes were called in with high performance aircraft concentrating around the area of Stormy 02. Soon after Sandy 2 was downed Spads 11 and 12 and Sandys 3 and 4 arrived on scene. Approximately 0815Z Jolly Greens 31 and 03 arrived at 250/23/109 as back up aircraft. At 0830Z Jolly Greens 34 and 32 were refueled by Crown 2. At 0845Z the decision was made to move Jolly Green 34 and 32 closer to the pickup area and possibly attempt a pickup. At this time heavy ground fire was still coming from the survivors area. One Sandy returned to escort Jolly Green 34 and 32 closer to the pickup area. Jolly Green 32 started receiving ground fire at 0900Z. Position at that time was approximately 15 miles SE of the pickup point and 3 miles behind Jolly Green 34. Three minutes later Jolly Green 34 started receiving ground fire from a different source. Crown 6 told Sandy to escort the Jolly Greens back to the original holding position (250/23/109). Jolly Greens 34, 32, 31, and 03 continued to hold while the area around Stormy 02 was hit by repeated air strikes from fast movers and Sandys. During each strike the aircraft were taking heavy ground fire from automatic weapons, 37 mm and possible 57 mm. Because of the continued heavy ground fire and darkness Crown 6 advised Jolly Greens 34, 32, 31 and 03 to RTB at 1045Z. Waterback was contacted for radar vectors to feet wet for return to Da Nang AB. Upon arrival in the Da Nang area a long delay in landing was experienced because of low ceilings and fighter recoveries. The Jolly Greens landed at 1330Z. Coordination on the mission was excellent between Jolly Greens, Crown 6, Sandys and Nail 25. Sandy aircraft wanted Jolly Greens to make a pickup attempt before ground fire was suppressed but after Jolly Greens received ground fire while proceeding to the area Crown 6 insisted no further attempts would be made until the area was worked over by repeated air strikes.

(U) Crews of Jolly Greens were:

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JOLLY GREEN 34

RCC Major Charles E. Wicker
RCCP Major Ronald L. Haglund
FE SSgt Jackie L. Mangrum
RS A1C Joel E. Talley

JOLLY GREEN 31

RCC Capt Gerald W. Moore
RCCP Capt Charles P. Lowry
FE TSgt Leslie Bunting
RS Sgt Thomas T. Winters

JOLLY GREEN 32

RCC Major Robert E. Booth
RCCP Capt Joseph J. Dillon
FE SSgt William L. Crawford
RS SSgt Eugene L. Nardi

JOLLY GREEN 03

RCC Major John G. Kakacek
RCCP Capt Joseph R. Hall
FE TSgt Charles D. Severns
RS A1C Dennis C. Palmer