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7. 37

Mission Narrative 5 Oct 66

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At approximately 0055Z, Jolly Green 36 and 02 were scrambled from L-36 for a rescue effort on Tempest 3, reported down at 21°/29' N, 104°/23' E. Jolly Green 36, (Low Bird) and Jolly Green 02, (High Bird), were airborne at 0100Z. Weather was estimated 800 Ft broken, 300 Ft overcast, visibility 5 miles. Altitude enroute was approximately 10,000 Ft MSL. Sandy 31 and 32 proceeded into the Area. Jolly Green 36 and 02 were accompanied by Sandy 41 and 42. The route flown was L-36 to Channel 97 TACan; North to 21°/03' N, 103°/45' E; East to 21°/05' N, 104°/15' E, then direct into the area, the coordinates of which had been revised to 21°/23' N, 104°/13' E. Weather enroute was 8000 Ft scattered. Sandy 31 contacted Tempest 3 for any additional information, particularly their physical condition. The pilot reported the spread of sand and the co-pilot said he had a broken leg, a deep laceration on his arm and a sprained back. They also reported voices in the immediate area but had heard no ground fire.

The low element was then turned over to Sandy 41 and 42 after Sandy 31 and 32 had expended their ordinance and declared bingo fuel. Sandy 41 escorted Jolly Green 36 across a ridge line in the vicinity of the sighted parachute. A pickup attempt was made on the pilot. Jolly Green 02 remained high, directly over the survivors.

After Jolly Green 36 was established in a hover about 25 yards downslope of the pilot, ground fire opened up from below and to their right, driving them off. They received several hits and pulled off to a safer area. The pilot of Tempest 3 reported that he was hit and losing consciousness. The Sandys made more strafing passes, trying to suppress the ground fire. Jolly Green 36 was called down for a second try. This time, the co-pilot, who was less than 100 yards directly below the pilot, vectored Jolly Green 36 into close proximity. Ground fire caused them to pull off after receiving several more hits. After still more fire suppression from the Sandys, Jolly Green 36 made a third pass. More hits were taken after establishing a hover close to the co-pilot. Battle damage was unknown but the Paramedic reported a slight shrapnel wound and that the hoist was jammed. It was suspected that hits had been taken in the hoist. The Paramedic of Jolly Green 36 returned fire throughout their 3 attempts, expending 6 clips of M-16 ammunition. Jolly Green 36 pulled out of the area at 0255Z and received permission to return to L-36. On the second and third passes, the Flight Mechanic observed the pilot lying prone with his head slightly downslope. Jolly Green 02 requested that they be allowed to accompany Jolly Green 36 back as the extent of battle damage could not be ascertained and Jolly Green 56 and 53 were enroute to the area as backup. After proceeding about 12 miles South, "Compress" advised Jolly Green 02 to return to the scene, attempt the pickup, and report bingo fuel. Fuel state at this time, 0305Z, was 1900 pounds. Sandys 1, 2, 3, and 4 were in the area at this time to relieve Sandy 41 and 42 who had also expended all ordinance and reached bingo

DOWNGRADED

1AM AFR-235-~~CONFIDENTIAL~~

AROCD # 663123

3 MAY 1970

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of GDS

By RLS (Date) 12 May 75

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66S-09254

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fuel. Upon returning to the location, Sandy 3 took Jolly Green 02 down into the area, Jolly Green 02 had positive sighting of the parachute. Entry was made up in a small valley on an approximate heading of 070°. Jolly Green 02 then turned to parallel the slope to 030° and was established in a hover over the co-pilot when ground fire opened up again. Jolly Green 02 pulled off to a safer area after taking two hits in the right side of the aircraft in the vicinity of the cargo door.

The Sandys again attempted to sterilize the ridge line where the firing was suspected to be from. Jolly Green 02 was called down again using the same entry. Again no ground fire was received until the aircraft was established in a hover, close to the co-pilot. Jolly Green 02 took one hit which completely penetrated the armor plating, glanced off internally, penetrated the floor, and ruptured the forward fuel cell. The Paramedic and Flight Technician both received slight cuts from shrapnel. The odor of smoke filled the aircraft and they retreated to a safe area. It was thought later to be the odor of cordite. The Sandys were requested to go in and hit them again. Jolly Green 02 was within 20 minutes of bingo fuel. The crew elected to try once more as the weather in the area was deteriorating. This attempt was successful with no known hits, although the Paramedic heard ground fire. At the time of the rescue, the upper ridges were in the clouds and visibility had dropped to 2 miles in haze and smoke. At no time during their attempts was the pilot sighted. Jolly Green 02 had reached bingo fuel and was advised to recover at L-36 where arrangements had been made to air-evacuate the co-pilot in a C-123.

TIME: 0345Z

DOWNED PILOT: 1st Lt. Edward Garland, Ubon RTAFB, Thailand

RECOVERY AREA: 21°/23' N, 104°/13' E.

RADIO PROCEDURES: Excellent

CREW COORDINATION: Excellent

Jolly Green 36 (Low Bird)

RCC - Captain Oliver E. O'Mara

RCCP - Captain John W. Perry

HM - TSgt Howard E. Massengale

PJ - SSgt Aaron D. Farrier

Oliver E. O'Mara

OLIVER E. O'MARA, Captain, USAF
RCC

Jolly Green 02 (High Bird)

RCC - Captain Leland T. Kennedy

RCCP - 1st Lt. Donald R. Harris

HM - SSgt Donald J. Hall

PJ - A2C Robert B. Williamson

DOWNGRADED

IAW AFR-205-2

12 MAY 1975

~~CONFIDENTIAL~~

ARODC # 667123 *gus*

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CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of GDS
By gus (Date) 12 May 75

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3d ARRGp Hist, Oct-Dec 66

(U) MISSIONS.

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(1) Combat.

Det 2-3-114-2 Oct

(C) (GP-4) F-104 pilot ejected WSW of Hanoi. Two Jolly Green helicopters (HH-3Es) and four A-1Es (RESCORT), call sign Sandy, were launched; twenty miles from pickup area Jolly Green 36 monitored conversation between downed pilot and RESCAP (F-104s). Five miles from the area Jolly Green 36 (low bird) made radio contact with the survivor who released an orange smoke flare. The low HH-3E dropped its tip tanks, made an approach, lowered the hoist, brought up the pilot and departed the area. On reaching altitude (10,000 ft) extremely heavy flack was encountered, however, no battle damage was sustained. Survivor was returned to home station in good condition.

Det 2-3-115-5 Oct* (RCC Narrative)

(C) (GP-4) Two pilots ejected from F-4C near Na San (NVN). Two HH-3Es and four A-1Es were scrambled to the scene. Sandy 31 (A-1E) contacted the two downed pilots who reported that one had a sprained ankle and the other a broken leg. The low element (Jolly Green 36) was turned over to Sandy 41 and 42 after Sandy 31 and 32 had expended their ordnance and declared bingo fuel. Sandy 41 escorted Jolly Green 36 across a ridge line in the vicinity of the sighted parachute. Jolly Green 2 remained high, directly over the survivors. After Jolly Green 36 was established in a hover over the pilot, ground fire opened up. The helicopter received several hits and pulled off to a safer area. The downed pilot reported that he was hit and losing consciousness. The Sandys made more strafing passes, trying to suppress the ground fire. Jolly Green 36 was called down for a second try. This time, the co-pilot, who was less than 100 yards directly below the pilot, vectored Jolly Green 36 into close proximity. Ground fire caused them to pull off after receiving several more hits. After still more fire suppression from the Sandys, Jolly Green 36 made a third pass. More hits were taken after establishing a hover close to the co-pilot. Battle damage was unknown but the Paramedic reported a slight shrapnel wound and that the hoist was jammed. It was suspected that hits had been taken in the hoist. The Paramedic of Jolly Green 36 returned fire throughout their 3 attempts, expending 6 clips of M-16 ammunition. Jolly Green 36 pulled out of the area at 0255Z and received permission to return to base. On the second and third passes, the Flight Mechanic observed the pilot lying prone with his head slightly downslope. Jolly Green 02 requested that they be allowed to accompany Jolly Green 36 back as the extent of battle damage could not be ascertained and Jolly Green 56 and 53 were enroute to the area as backup. After proceeding about 12 miles South, "Compress" advised Jolly Green 02 to return to the scene, attempt the pickup, and report bingo fuel.

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* Rescue Crew Commander (RCC) Narrative

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3d ARRGp Hist, Oct-Dec 66

Fuel state at this time, 0305Z, was 1900 pounds. Sandys 1,2,3, and 4 were in the area at this time to relieve Sandy 41 and 42 who had also expended all ordnance and reached bingo fuel. Upon returning to the location, Sandy 3 took Jolly Green 02 down into the area, Jolly Green 02 had positive sighting of the parachute. Entry was made up in a small valley on an approximate heading of 070°. Jolly Green 02 then turned to parallel the slope to 030° and was established in a hover over the co-pilot when ground fire opened up again. Jolly Green 02 pulled off to a safer area after taking two hits in the right side of the aircraft in the vicinity of the cargo door. The Sandys again attempted to sterilize the ridge line where the firing was suspected to be from. Jolly Green 02 was called down again using the same entry. Again no ground fire was received until the aircraft was establishing in a hover, close to the co-pilot. Jolly Green 02 took one hit which completely penetrated the armor plating, glanced off internally, penetrated the floor, and ruptured the forward fuel cell. The Paramedic and Flight Mechanic both received slight cuts from shrapnel. The odor of smoke filled the aircraft and they retreated to a safe area. It was thought later to be the odor of cordite. The Sandys were requested to go in and hit them again. Jolly Green 02 was within 20 minutes of bingo fuel. The crew elected to try once more as the weather in the area was deteriorating. This attempt was successful with no known hits, although the Paramedic heard ground fire. At the time of the rescue, the upper ridges were in the clouds and visibility had dropped to 2 miles in haze and smoke. At no time during their attempts was the pilot sighted. Jolly Green 02 had reached bingo fuel and was advised to recover to base where arrangements had been made to air evacuate the recovered co-pilot in a C-123.

Det 9-38-30-7 Oct (RCC Narrative)

(J) (GP-4) Detachment 9 was notified at 1910 hours local by the 4th Med, 4th Inf Div, that one Army soldier had a badly cut hand and required medical evacuation as soon as possible. We were advised that the Army Medical Evacuation Unit had been notified but could not accomplish the evacuation since no landing zone was available. JSAR was notified that we would launch our two helicopters as soon as fueling was accomplished and our secondary crew arrived. Re-fueling and launch reaction time was greatly hampered due to the non-availability of fuel truck (out of commission for repairs). This meant we had to fuel one bird from our bladder/pump system and fly it out of the way so the other one could be towed close enough to get fuel. Both crews were prepared to launch at 1920 hours but we ended up waiting an extra 15 minutes because of fueling. We launched at 1935 hours. An AC-47 was provided for RESCUE which proved to be a very essential aid in the successful accomplishment of this mission. No particular difficulties were encountered enroute. Near IFR conditions were encountered because it was totally black except for an occasional light on the ground. No horizon was visible. The AC-47 crew advised us of our position and gave estimates to the site. We were notified enroute that two people were to be evacuated.

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V. ADDITIONAL IDENTIFICATION DATA

LAST NAME—FIRST NAME—MIDDLE INITIAL Williamson, Robert B.		2. AFSC A92130B	3. GRADE A2C	4. DATE OF GRADE 1 November 1965
ORGANIZATION, COMMAND AND LOCATION Detachment 5, 38th Aerospace Rescue and Recovery Squadron, (MAC) APO 6237		6. RESERVE WARRANT OR COMMISSION AND AFSC None	7. REASON FOR REPORT Change of rptg affl	
		8. PERIOD OF SUPERVISION 144	9. PERIOD OF REPORT FROM 19 Jul 66 THRU 17 Dec 66	

VI. DUTIES

AFSC A92130B				DAFSC A92130B		CAFSC A92130B		NO. OF PERSONNEL SUPERVISED 0		AUTHORIZED GRADE SSgt		AUTHORIZED AFSC A92130B	
<p>Current Duty: Pararescue Specialist on HH-3E Helicopters. Assists in the location and recovery of downed pilots from hostile areas in Southeast Asia. Renders immediate medical aid to downed pilots and disaster victims. Maintains his and detachment personal equipment in a state of operational readiness. Additional Duties: Maintains parachutes and weapons for the detachment.</p>													

VII. COMMENTS OF REPORTING OFFICIAL

(Be factual and specific. Add any comments which increase the objectivity of the rating.)

ACTS AND SPECIFIC ACHIEVEMENTS: During this reporting period Airman Williamson was assigned to a remote area in Southeast Asia. This is a devoted airman who constantly puts his duty and the mission before personal desires. He has been nominated for the Air Force Commendation Medal for his outstanding work as a member of this unit. He participated in 70 combat missions and logged 105 combat hours. These missions were flown over hostile territory from forward operating sites located in jungle and mountainous terrain. On 5 October 1966, Airman Williamson displayed great valor during a very hazardous rescue mission. On this occasion, the pilot was wounded by hostile forces. Due to the intense enemy ground fire, the helicopter had been driven away on five previous recovery attempts. Even though Airman Williamson was wounded, he courageously suppressed the enemy fire enough to effect a successful pilot recovery. Airman Williamson after the recovery used outstanding judgment in the diagnoses and treatment of injuries. He has been awarded the Purple Heart and has been nominated for the Silver Star for these actions. He was Vice Chief of Staff, General Bruce K. Holloway, recently presented Airman Williamson with a Silver Star for bravery as the result of a previous mission. **STRENGTHS:** Airman Williamson is constantly working towards the successful accomplishments of the Aerospace Rescue and Recovery Service mission. **SUGGESTED ASSIGNMENTS:** Due to his outstanding past performance, recommend he be retained in his present career field.

VIII. REPORTING OFFICIAL

NAME, GRADE, AND ORGANIZATION GEORGE E. HUNT, SSgt Det 5, 38ARSQ	DUTY TITLE Assistant ECOIC Pararescue Section	SIGNATURE <i>George E. Hunt</i> DATE 18 December 1966
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IX. REVIEW BY INDORSING OFFICIAL: I concur with the Reporting Official. Airman Williamson is an enthusiastic, conscientious and professional airman who has shown outstanding airmanship and unlimited courage in the performance of his duties. He has contributed greatly to this unit's operational mission.

NAME, GRADE, AND ORGANIZATION ARON D. FARRIOR, SSgt Det 5, 38ARSQ	DUTY TITLE ECOIC Pararescue Section	SIGNATURE <i>Aaron D. Farrior</i> DATE 19 December 1966
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X. REVIEW BY OFFICER IN CHARGE: ☒ I CONCUR WITH REPORTING OFFICIAL. ☒ I CONCUR WITH INDORSING OFFICIAL.
☐ I DO NOT CONCUR. Airman Williamson is certainly a professional, devoted pararescue specialist. In addition to the Silver Star and Purple Heart, he has been nominated for the Air Medal with six Oak Leaf Clusters. This young Airman was also the recipient of highly congratulatory communications from senior officers for his professionalism during pilot recoveries over hostile environment. Airman Williamson has further improved the Air Force image through his unselfish contributions of time and money to a local orphanage. He is a credit to this organization and the Air Force.

NAME, GRADE, AND ORGANIZATION George E. Hunt	DUTY TITLE Assistant ECOIC Pararescue Section	SIGNATURE <i>George E. Hunt</i>
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INFO RUMBDF/DEP CMDR 7/13AF UDORN AB THAI
ZEN/3ARRG TSN AB RVN
BT

UNCLAS E F T O C 006575 OCT 66.

PERSONAL FROM MOMYER.

PLEASE CONVEY MY DEEP APPRECIATION TO SAR AIRCREWS FOR THE
EXCEPTIONAL COURAGE DISPLAYED THIS MORNING. THEIR SUCCESSFUL
RECOVERY OF DOWNED PILOT WHILE SUBJECTED TO ENEMY FIRE WAS AND
OUTSTANDING FEAT AND IN HIGHEST TRADITIONS OF THE USAF.

BT

O'MARA
PERRY
MASSENGALE
FARRIOR

KENNEDY
HARRIS
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BT

UNCLAS E F TO PRCCO 01808 OCT 66. PERSONAL COL SMITH TO
MAJ YOUNGBOOD. CONGRATULATIONS ON EXCEPTIONAL PERFORMANCE 14 OCT 66.
SUPERB AIRMANSHIP, HEROIC EFFORT DISPLAYED UNDER ENEMY FIRE DURING
MAJOR RAND'S RECOVERY INDICATIVE PROFESSIONAL DEDICATION AND PRIDE
FINEST TRADITION ARRS. WELL DONE ALL CONCERNED.

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RUMSBJ/3ARRGP TAN SON NHUT AB VIETNAM

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UNCLAS E F T O C 31869 OCT 66. PERSONAL TO MAJ YOUNGBOOD
FROM GENERAL HARRIS. MY COMPLIMENTS FOR OUTSTANDING ACCOMPLISHMENT
14 OCT 66. EXCEPTIONAL SKILL, TEAMWORK DISPLAYED RECOVERING MAJOR
RAND UNDER HOSTILE GROUND FIRE REFLECTS VALOR MISSION DEDICATION
HIGHEST DEGREE. CONGRATULATIONS AND WELL DONE TO ALL.

BT

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0413

CITATION TO ACCOMPANY THE AWARD OF
THE SILVER STAR

TO

AARON D. FARRIOR

Staff Sergeant Aaron D. Farrior distinguished himself by gallantry in connection with military operations against an opposing armed force on 5 October 1966. On that date, as a Pararescue Specialist on a HH-3E Rescue Helicopter, Sergeant Farrior proceeded deep into hostile territory and was successful in recovering one of two American pilots who had bailed out of their disabled aircraft. Disregarding his own safety, Sergeant Farrior voluntarily flew through heavy automatic weapons and small arms fire in order to reach the injured survivor before the hostile forces could capture him. By his gallantry and devotion to duty, Sergeant Farrior has reflected great credit upon himself and the United States Air Force.

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR
(FIRST OAK LEAF CLUSTER)

TO

ROBERT B. WILLIAMSON

Airman Second Class Robert B. Williamson distinguished himself by gallantry in connection with military operations against an opposing armed force on 5 October 1966. On that date, as a Para-rescue Specialist on an HH-3E Rescue Helicopter, Airman Williamson proceeded deep into hostile territory and was successful in recovering one of two American pilots who had bailed out of their disabled aircraft. Disregarding his own safety, Airman Williamson voluntarily flew through heavy automatic weapons and small arms fire in order to reach the injured survivor before the hostile forces could capture him. By his gallantry and devotion to duty, Airman Williamson has reflected great credit upon himself and the United States Air Force.



By John L. Frisbee, Contributing Editor

A Tale of Two Crosses

Leland Kennedy salvaged two combat rescue attempts that seemed doomed to failure.

NO ONE who was in southeast Asia during the long course of the war will be surprised that, in relation to their number, Air Rescue and Recovery Service (ARRS) crewmen earned more combat decorations than any other group. One of their number, then-Capt. Leland Kennedy, was the first airman to be awarded the Air Force Cross twice. His two awards of the nation's second highest decoration for valor were for extraordinary heroism in combat missions only fifteen days apart.

Captain Kennedy had been at Udorn RTAFB, Thailand, with Detachment 5 of the 38th ARRS Squadron only a short time when, on October 5, 1966, he lifted his HH-3E Jolly Green Giant helicopter off the ground to search for an F-4C crew downed along the Black River west of Hanoi. It was a deep penetration—some 300 miles into enemy territory. He was flying backup to Capt. Oliver O'Mara, pilot of the low rescue bird.

The F-4 crew was located in a box canyon. Two A-1H "Sandys" made a low pass over the area, drawing no fire. Captain O'Mara dropped into the canyon and lowered his hoist. His helicopter was immediately hit by fire from a ridge 200 yards above the F-4 pilot. Captain O'Mara had to pull out, but he made two more attempts in the badly damaged HH-3E before his hoist was knocked out and he had to head for Udorn. (Captain O'Mara was awarded the Air Force Cross for his part in the mission.)

The usual practice was for the secondary helicopter to escort the lead ship home if it was heavily damaged, but Captain Kennedy was asked to return and attempt a pickup. It was his eighth mission and his first actual rescue attempt. On the first pass, his Jolly Green was hit and one of the crew wounded. In spite of the odds against them, Kennedy's three crewmen joined him in wanting to try



again. Four times the HH-3E was driven off by enemy fire, taking more hits on each pass. On the fifth try, with Captain Kennedy holding the aircraft in a hover just off the canyon floor, the crew dropped their hoist to the pilot and reeled him in. Kennedy climbed out of the canyon and flew his tattered chopper back to Udorn. His determination, skill, and sustained heroism were to make him a member of an elite group—only twenty-five at that time—to earn the Air Force Cross.

The mission for which Captain Kennedy was awarded an oak leaf cluster to the Air Force Cross came fifteen days later, on October 20. Again he was flying the secondary helicopter in an attempt to rescue an F-4 crew, both of whom had parachuted into trees. The lead helicopter, flown by Maj. A. D. Youngblood, dropped its hoist

to the pilot, who had strapped himself to a tree. While the downed pilot was hanging half in the hoist, Major Youngblood's Jolly Green was hit so hard he had to make an emergency landing.

Captain Kennedy, descending and dumping fuel to compensate for the added weight of Major Youngblood's crew and the F-4 pilot, directed Youngblood to a field nearly a mile away. Kennedy had to continue dumping fuel while on the ground—engines running and rotor turning—knowing that vaporizing fuel might blow up the aircraft at any moment. Luck was with them. Major Youngblood's crew and the rescued pilot climbed aboard, one of them wounded by small arms fire, and Kennedy lifted off with nine men in the helicopter.

At that point, an O-1E pilot spotted the second F-4 crewman, still in a tree. As Kennedy hovered to pick him up, enemy soldiers came from the tree line, firing at the HH-3. The F-4 crewman was wounded as he came up the hoist, and Kennedy started for Nakhon Phanom. Then one of the Sandys that had participated in the rescue reported that it was losing power. Kennedy escorted the damaged Sandy all the way to a safe landing. It was a great day for an elated Jolly Green crew who saved six fellow Americans from death or the horrors of Hanoi's prisons.

Leland Kennedy, now a retired colonel, flew ninety-nine missions in southeast Asia for a total of 354 combat hours. Colonel Kennedy spent much of his subsequent career in Alaska before retiring from an assignment as director of Operations Plans at Tactical Air Command headquarters. Like so many other ARRS crewmen, the satisfaction of saving others whose lives were in peril made his combat tour in southeast Asia the high point of an Air Force career. Leland Kennedy was a major player in southeast Asia rescue operations, called by former Secretary of the Air Force Harold Brown "one of the most outstanding human dramas in the history of the Air Force." ■

Lantana Paramedic In Dramatic Pilot-Rescue

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The nature of the combat duty being performed by Airman 2/class Robert B. Williamson of Lantana is revealed in a routine report received this week from the information officer at Tan Son Nhut Air Base in South Viet Nam. Williamson, a paramedic, is a member of a helicopter rescue team, assigned to recovering downed pilots in enemy territory. The Air Force report follows.

When Air Force 1st Lt. Edward Garland, 24, of New Orleans, La., parachuted into North Vietnamese territory last Wednesday (Oct. 5) the odds seemed stacked against his chances of staying alive and out of enemy hands.

Moments before, the F-4C pilot had been flying an escort mission over the mountains of Hanoi. Suddenly he and his rear seat pilot heard a loud thump, felt their Phantom buck and saw a bank of fire warning lights blink on in both cockpits. The two-man crew ejected.

Garland felt a sharp pain in his back as he was blown out of his seat. When he hit the ground he saw that one of his boots were covered with blood.

"There was quite a bid of blood," he later reported. "It

filled up a couple of handkerchiefs. It looked like something had punctured the boot."

Using a survival knife, Garland cut strips from his parachute to rig compresses for his wound. His back injury made every move painful.

The crippled jet fighter crashed against a nearby mountain. Unexpended ammunition and rockets exploded from the heat of the fire. Between detonations Garland could hear the shouts of enemy soldiers searching for him. The young pilot drew his pistol and waited.

Minutes later, two Air Force F-105 Thunderchiefs joined the search for the downed flyers. The jets in turn, were joined by two, slower, prop-driven A-1E Skyraiders. Garland's chances for survival immediately improved.

Captain Robert A. Marron, 35, of Lincoln, Nebraska, one of the Skyraider pilots, reports, "The downed pilot was on the side of a mountain. We had to go in firing up hill and then break off as we penetrated the low hanging overcast. We could see where the North Vietnamese were approaching and we fired out everything we had."

At this point the first of two Air Force HH-3 Jolly Green Giant rescue helicopters whir-

led overhead. A Skyraider escorted the first chopper to the pilot's position but as soon as it started down, the big helicopter was raked by groundfire and forced to abort the pick up attempt.

Marron and his wingman, Major Bruce Purdy, 35, of Hamilton, N.Y., then made several strafing runs on the ridge line where the enemy fire came from. When their ammunition was exhausted they continued making dry runs to keep the enemy's heads down.

"We made about 80 passes, both firing and dry runs, trying to keep the downed pilot isolated. The enemy soldiers never ventured into the open so I guess it worked," the Captain said.

First Lieutenant Donald R. Harris, 25, of Boise, Idaho, was flying the helicopter which was orbiting high, out of the reach of ground fire. "We were the high bird and 'Jolly Green' was low. They made three pick up attempts and took several hits on each pass before they were forced to break off."

Harris chopper then made two attempts at reaching Garland but were driven off each time by ground fire. One burst sprayed shrapnel over paramedic A. 2C Robert B. Williamson of Lantana, but he received only superficial scratches.

The Skyraiders were called in for more strafing passes and Harris made a third attempt. As the big craft came to a hover, S. Sgt. Donald Hall, 29, of Stroud, Okla., lowered the jungle penetrator to Garland. The wounded pilot mounted the device and was quickly winched into the chopper's cabin.

Harris said, "We left the pick up point with minimum fuel and found we had taken a hit through our forward fuel cell."

Three hours later Garland, being treated at the dispensary at his home base commented on the rescue force. "Their effort was beautiful. The Skyraiders kept those enemy troops down and the 'Jollies' kept pressing in despite the intense ground fire."

It was Garland's 69th mission.

Repeated attempts to locate the rear seat pilot of the downed Phantom proved futile. He is reported missing in action.

Warn Of False

NOTE: LT HARRIS AND
SSG HALL WERE KILLED
ON HACKNEY'S AFC MISSION.

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Behind a Banana Tree • The Air Force Cross

"One thing I remember very well — one lousy little banana tree. I saw it every time I went in."

Major Leland T. Kennedy, 33, ramrod straight, articulate, composed, allowed a thin smile to curl up and away from his lips. The irony of the banana tree was obvious. Behind it was the Air Force Cross.

Before him now were images, and he averted his eyes as he described them:



Maj. Leland T. Kennedy

An F-4C pilot on the ground along the Black River which runs through North Vietnam, the dull thump of small arms fire pounded into his HH-3E rescue helicopter, the Sandies (A-1E Skyraiders) roaring along the canyon ridge above him strafing enemy positions, the pungent smell of cordite all around him, the strange feeling that he was hovering in a 45-degree angle — and a piece of chewing gum.

"Funny, isn't it," he smiled, "right in the middle of the whole thing I wanted a piece of gum. My mouth felt like cotton. I asked my copilot if

The oak leaf cluster was awarded for his valor on another mission, 15 days after the Oct. 5, 1966 effort in which he and O'Mara, a silver-haired 45-year-old veteran of World War II and Korea, were cited for "extraordinary heroism, superb airmanship and aggressiveness in the face of the opposing force."

The formality of the citation, colorless and concise, couldn't hide the torrent of emotion, determination and courage of the two pilots and their crews of the HH-3E Jolly Green Giant rescue helicopters.

"Ollie was flying low bird on the mission," Kennedy said, "and I was above and some distance behind him as we approached the area in which the two-man crew of the F-4C Phantom was downed."

"The two Sandies went down and made a low pass over the area. Nothing happened — no gunfire or anything — and Ollie dropped into the box-like canyon and lowered his hoist to pick up the pilot."

"Then all hell broke loose. I'll never forget Ollie's reaction as I listened on the radio. He was being fired on from the ridge line about 200 yards above the pilot on the ground. Ollie's chopper was taking hits and he had to pull out of the area."

O'Mara, of Kenosha, Wis., a hard-jawed realist who has been where the action was ever since he flew fighter escort for bombers over Japan in World War II and later piloted rescue helicopters in Korea, called in the propeller-driven Sandies for another run at the ridge.

Again he dropped along the canyon walls, maneuvered into a hover — and had to back off as tracers tore into the Jolly Green.

Green base at Udorn, Thailand.

"It is usual procedure for the secondary chopper to fly back with the lead ship if it is heavily damaged," Kennedy said. "Then, in case the aircraft goes down, the second chopper can pick up the crew. But as I started out with Ollie I was called on the rescue network to return and try for the pickup."

Kennedy, a 6-foot, 150-pounder with penetrating, dark eyes, didn't try to hide his feelings. "It was my first actual combat rescue attempt," he said, "and I was excited. When you are flying high above the action, listening to the radio reports, you don't feel part of the thing. When I started down into the canyon, I felt we no longer had a rescue mission — we were in a real fight."

The major came in from the south, flew over the downed pilot, dropped his hoist and quickly became the bullseye in a target. "I didn't know where all the noise was

would come out of the thing alive. But once you see the man on the ground, you want to get him. After the second pass, I felt a sense of detachment, as if I were watching the whole thing on a movie screen. You don't stop and think about it any more. You just do the things you're trained to do."

"And right in front of me on each of the five passes, there was that banana tree. Funny how something like that comes to mind."

As Kennedy made his third try, he was aware of a strong scent of cordite and thought the chopper was on fire. But he didn't know that his Jolly Green was badly damaged and streaming fuel. He was having trouble leveling his helicopter.

"The canyon wall stood at about a 45-degree angle," he explained, and everytime I looked up I felt I was in a bank."

On the fifth pass, Kennedy's crew dropped the hoist "in the lap" of the pilot, and he was reeled aboard the helicopter as Kennedy climbed out of the canyon at 80 knots.

Kennedy didn't have much time to get over a normal case of after-mission jitters. Fifteen days later he was flying again in the secondary chopper when the Jolly Green twosome was called out to pick up another Phantom crew downed in a heavily defended area.

"After the second rough mission in a couple of weeks, nobody in the squadron wanted to fly low bird with me," Kennedy laughed.

Both the Phantom crewmen had parachuted and landed in trees. Major A.D. Youngblood, pilot of the primary chopper, hovered over the pilot and dropped his hoist, but the pilot had strapped himself in the tree to keep from falling

insects coming through the grass. Two of the men were wounded in the legs."

With everybody loaded aboard, Kennedy took off while enemy gunfire crackled around the Jolly Green.

"We called the Sandies about the second man who had parachuted," he said, and an O-1E pilot had spotted him in a tree and dipped a wing to point him out. As we hovered to pick him up, three men came out in a clearing



Capt. Oliver E. O'Mara

and leveled guns at us and fired away. The Phantom copilot was shot in the foot as he came up the hoist."

With 10 men aboard, Kennedy pulled up and headed for home. As they started back, one of the Sandies reported power failure and Kennedy trailed the aircraft all the way back.

"I can't help but feel a little unworthy about the Cross," said O'Mara. "Considering that rescue is our profession, any one of our group could and would have done the same thing in the same situation."



Injured Pilot Beats the Odds Against Rescue in the North 1966

SAIGON—When 1st Lt. Edward Garland parachuted into North Vietnamese territory on October 5 the odds seemed stacked against his chances of staying alive and out of enemy hands. Moments before, the F-4C pilot had been flying an escort mission over the mountains west of Hanoi. Suddenly he and his rear-seat pilot heard a loud thump, felt their Phantom buck, and saw a bank of fire warning lights blink on in both cockpits. The two-man crew ejected.

Garland felt a sharp pain in his back as he was blown out of his seat. When he hit the ground he saw that one of his boots was covered with blood.

"There was quite a bit of blood," he later reported. "It filled up a couple of handkerchiefs. It looked like something had punctured the boot."

Using a survival knife, Garland cut strips from his parachute to rig compresses for his wound.

The crippled jet fighter crashed against a nearby mountain. Unexpended ammunition and rockets exploded from the heat of the fire. Between detonations Garland could hear the shouts of enemy soldiers searching for him. The young pilot drew his pistol and waited.

Minutes later, two F-105s joined the search for the downed flyers. The jets in turn, were joined by two A-1Es. Garland's chances for survival improved.

Capt. Robert A. Marron, one of the Skyraider pilots, reports, "The downed pilot was on the side of a mountain. We had to go in firing uphill and then break off as we penetrated the low-hanging overcast. We could see where the North Vietnamese were approaching and we fired out everything we had."

At this point the first two HH-3 rescue helicopters whirled overhead. A Skyraider escorted the first chopper to the pilot's position but as soon as it started down, the big helicopter was

raked by groundfire and forced to abort the pick-up attempt.

Marron and his wingman, Maj. Bruce Purdy, then made several strafing runs on the ridge line where the enemy fire came from. When their ammunition was exhausted they continued making dry runs to keep the enemy down.

"We made about 80 passes, both firing and dry runs, trying to keep the downed pilot isolated. The enemy soldiers never ventured into the open, so I guess it worked," the captain said.

First Lt. Donald R. Harris was flying the helicopter which was orbiting high, out of the reach of ground fire. "We were the high bird and 'Jolly Green' was low. They made three pick-up attempts and took several hits on each pass before they were forced to break off."

Harris' chopper then made two attempts at reaching Garland but was driven off each time by ground fire. One burst sprayed shrapnel over paramedic A2C Robert D. Williamson but he received only superficial scratches.

The Skyraiders were called in for more strafing passes, and Harris made a third attempt. As the big craft came to a hover, SSgt Donald Hall lowered the jungle penetrator to Garland. The wounded pilot mounted the device and was quickly winched into the chopper's cabin.

Harris said, "We left the pick-up with minimum fuel and found we had taken a hit through our forward fuel cell."

Three hours later, Garland, being treated at the dispensary at his home base, commented on the rescue force, "Their effort was beautiful."

