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340

Mission 2-3-46

88

On 31 May 68, Streetcar 304, a USN A-4 was downed by ground fire at XD238340. Crown 2 on orbit West of CH89 was notified at 0945Z by Crown 4. A good chute and beeper were reported. Crown 2 proceeded to the scene contacting Side-winder 406 and Nail 66 (02 Fac) orbiting the survivor. Nail 66 confirmed radio contact with the survivor, good weather and heavy ground fire. Sandies 5-6-7-8, Jolly Green 37-20 and 70 were launched through Compress. Rescap was requested and reported enroute by Compress. Silver and Banyon flights reported to Nail 66 and expended ordinance. Nail 66 requested additional resources and was advised Vampire, Spitfire, Hotrod and Scuba flights were enroute. Silver and Banyon were released to Tanker (Blue Anchor 2) and RTB. Sandy 5-6 arrived on scene. Sandy 5 was hit by ground fire on one of his initial passes and RTB to CH89. Sandy 6 and Jolly Green 70 were released to escort. Vampire flight arrived and expended ordinance with Nail 66. Vampire released to tanker and RTB. Nail 66 advised front engine shutdown but remaining on scene. Sandy 7-8 arrived. Sandy 7 on scene commander, Jolly Green 37-20 were advised to orbit out of the area due to severe ground fire. Sandy 7 downed by ground fire at XD237393. Sandy 8 reported a good chute, good beeper, survivor in sight and voice contact. Sandy 7 appeared to be maneuvering for high ground in nearby karst to the northeast. An additional flight of fast movers were reported enroute by Compress. Blue chip, through Compress directed all forces pull off. Nail 66 advised if no resources available immediately effort should be discontinued due to darkness and a first light effort be made in the morning. Sandy 5 advised CH89 in sight and released Sandy 6 and Jolly Green 70 to the mission. Blue Chip directed all forces RTB. Sandy 6-8, Jolly Green 37-20 to CH89. Jolly Green 70 to CH70. Crown 2 RTB CH83 at 1150Z.

Frederick R Benson

FREDERICK R B ENSON, MAJ
RESCUE CREW COMMANDER

RCC Maj Benson
CP Capt Caldwell
N LCol Ripa
FE TSgt Bonner
FE TSgt Barclay
RC TSgt Woods (TDY 79ARRS)
LN SSgt Wilson

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68-0071

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During the SCOTCH 3 SAR effort, 42 F-4s were allocated to the mission, and 32 were used. Twelve F-105s were also used. Additionally, there were five Misty (F-100) FACs and one Covey (O-2) FAC used; two FACs were on-scene almost continuously. When the primary SAR aircraft, consisting of eight A-1s, four helicopters and two Crown aircraft are added, the total number of aircraft involved totals 74. During the nine-hour mission, 121 tons of ordnance were expended. ^{10/}

1-2 JUN 68

An examination of the STREETCAR 304 mission revealed that 44 F-4s and 42 F-105s were involved for a total of 86 support aircraft. Additionally, six Nail (O-2) FACs were used, and approximately eight A-1s, six helicopters, and three Crown primary SAR aircraft were used during the 28-hour mission. The total number of aircraft involved was approximately 109. The figure becomes "approximate" because the total number of primary aircraft was estimated from incomplete records. Eighty-six tons of ordnance were expended. ^{11/}

During the HELLBORNE 20 mission, 38 F-4s, 11 F-105s, five A-6s, two A-4s, and seven A-7s were involved, for a total 63 support aircraft. Additionally, four Misty FACs were used with an estimated 14 primary SAR aircraft to make a grand total of approximately 81. The mission lasted 10 hours and a total of 118 tons of ordnance were expended. ^{12/}

The totals of all aircraft and tons of ordnance used in just three missions are depicted here:

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39th ARRSq Hist., Apr-Jun 68

CHRONOLOGY

<u>DATE</u>	<u>CLASS</u>	<u>SIGNIFICANT EVENT</u>
April 1	U	President Johnson announces bombing limitation of North Vietnam above 19 degrees North Latitude. Rescue forces limited to 20 degrees North.
April 3	U	Schedule change. Crown 5 temporarily deleted due to lack of loadmasters and engineers.
April 14	U	PAREC Standardization team inspects.
April 15	U	Crown watches pilot of Bear 3 eject over South China Sea. Call in Jolly Green Giants to make pickup; survivor in water less than five minutes.
April 15	U	Increase of monthly programmed flying hours from 65 per aircraft to 100 per aircraft.
April 15	U	Install modified APX-65 transponder decoder equipment on first 39 ARRSq aircraft.
April 23	U	Last pilot returns from Clark AB, Philippines closing assistance to 31 ARRS under Plan 587.
April 21	U	Crown locates survivors of Blue Max 27, Army helicopter, using HC-130P DF equipment.
April 30	U	Lt Col Costello assumes command of 39 ARRSq relieving Colonel Marshall.
May 2	U	Colonel Marshall departs Tuy Hoa AB for Eglin assignment.
May 12	U	Crown coordinates rescue of USA CH-46: "Swift 5-1129" personnel recovered.
May 28	U	Air National Guard, F-100 contingents arrive Tuy Hoa taxing base services, especially housing.
May 31	U	Streetcar 304 mission. 189 sorties necessary to rescue survivor (on 1 Jun 68)

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39th ARRSq Hist., Apr-Jun 68.

On 21 April 1968, an Army helicopter, Blue Max 27, was reported down southwest of Hue. Crown 4 flew to the reported last known position but found no indications of survivors. While flying over the mountains west of Da Nang they heard a beeper, and using their DF equipment located the exact source of the emergency radio. When the eight survivors of Blue Max 27 saw the Crown aircraft orbiting above them they stopped the beeper and spoke to the listening crew. Though some difficulty was encountered after this in making the pickup, all were rescued without mishap. The survivors had been on the ground over twenty-four hours and were rapidly being pinpointed by the enemy, when Crown found them. It is reasonable to assume that if not located at that time they soon would've been killed or captured.⁸

On 31 May 1968, a Navy A-4, Streetcar 304, was shot down by ground fire near the Ho Chi Minh Trail. The survivor was in good condition, but in an area of a heavy concentration of enemy troops. In the course of "discouraging" the enemy to attempt to capture the survivor, Sandy 7, an A1E Rescap, was shot down, but was safe and moved to a high karst nearby. As night approached the Commander of Seventh Air Force called off the effort until the next morning. At first light the mission resumed, and after an immense effort finally the Jolly Green's went in and

8. Mission Narrative (Blue Max 27) (S) Page 66

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39th ARRSq Hist., Apr-Jun 68

picked up the pilot injured in his ejection and landing and more recently by bomb fragments from Rescap working close to him. Altogether the mission required 189 sorties. Unfortunately Sandy 7 was never heard from again.⁹

The most successful mission of the quarter, in terms of numbers rescue, was the pickup of 29 personnel on 12-13 May 1968. On the twelfth a medevac chopper struck trees when egressing from a landing zone northwest of Da Nang. After a twilight and night effort all crew members of the helos and all wounded passengers were evacuated: 29 credited to ARRS and 8 to the U.S. Marines who assisted later in the SAR effort.¹⁰

Another successful mission was the recovery of the pilot of Master 01, and the two pilots of Hudson 02, downed during the attempt to rescue Master 01. This was another mission that was spread over two days, 8-9 June. Fortunately Master 01 was able to evade capture during the night and in the morning of the ninth made voice contact with the Misty F-100 FAC working in the area above Master just north of the DMZ. The SARTAF was organized and activated. About three hours later Hudson 02

9. Mission Narrative (Streetcar 304) (S) Page 28
10. Mission Narrative (Medevac Swift 5-1) (S) Page 8c

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189 Sorties, 39 Hours

Long Search Finds A-7 Pilot

By Sgt. Mark Fleisher

SAIGON—On a mission against enemy supply routes, a Navy A-7 was shot down southwest of Khe Sanh. Thus began one of the most extensive "manhunts" in Southeast

Asia. The rescue mission for the downed pilot was directed by the Joint Search and Rescue Center, Seventh AF Command Post, with the rescue conducted by AF's 3d Aerospace Rescue and Recovery Gp. The entire operation spanned a period of 39 hours and involved 189 aircraft sorties.

Darkness and bad weather hampered initial rescue efforts of L. Kenny D. Fields, the Navy pilot. The following morning, two A-1 pilots orbited the area. Enemy forces opened up with an intense barrage of automatic weapons fire, downing Maj. William G. Palank. An HH-3E sped

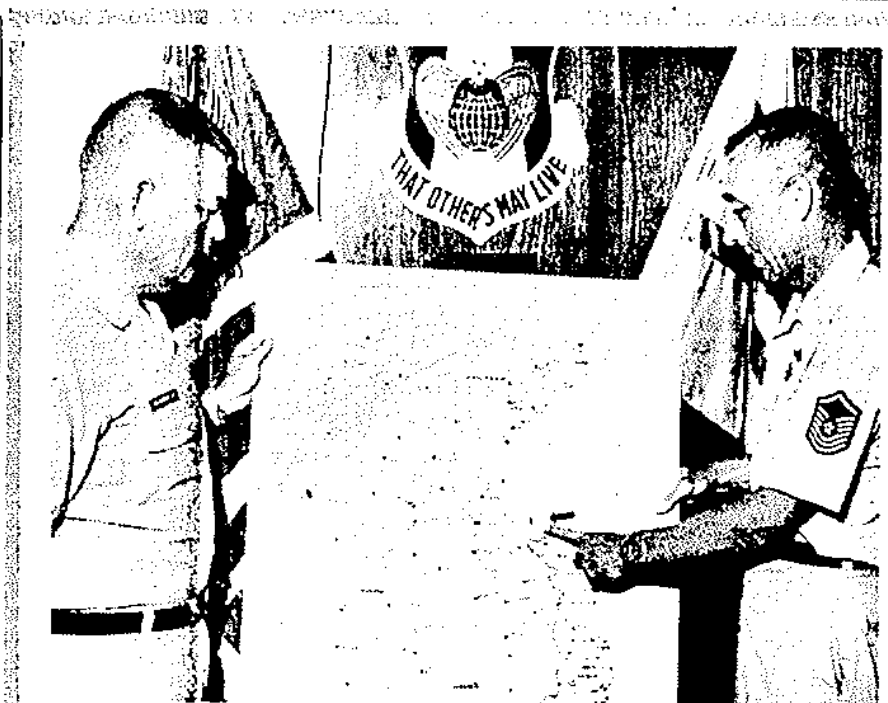
to the scene, and within 10 minutes, he was aboard.

Enemy ground fire continued to harass rescue efforts, so AF and Navy jet fighter-bombers were summoned. Again darkness and bad weather stopped the rescue.

The following morning the weather was still bad, but improving. Maj. Thomas A. Campbell, A-1 pilot flying escort for the Jolly Greens, established radio contact with Fields and got his position narrowed down. "The FACs began to direct the jets into the area to hit the enemy firing positions. We got the 'go' from the HC-130P Crown aircraft and started rescue efforts."

A screen of 37mm ground fire met them as they went in, SSgt. Coy W. Calhoun, flight engineer aboard the Jolly Green, reported. "I opened up with my M-60 machine gun, and that enemy position didn't fire any more."

Fields was finally picked up. As he recalled, "I initially found myself in a field flanked by two of the enemy 37mm guns. Later, I was able to make my way to a safer area where the fire was not so intense. The jets did a fantastic job. They must have gotten more than 300 secondary ex-



Rescues

POINTING at Dong Hoi, SMSgt. Ted R. Hawkins shows Col. Robert E. Freshwater the area where both won Silver Stars on unrelated rescue missions. They are with the 3d Aerospace Rescue and Recovery Gp. in Southeast Asia.

plosions during the time they were supporting the Jolly Greens and Skyraiders."

A helicopter pararescueman who played a major role in the rescue, Sgt. Peter S. Harding, noted, "the pickup of the Skyraider pilot was pretty simple. He was in a good spot, and there wasn't much ground fire. As we went in for Fields, there was a great deal of fire around us. It didn't look like I'd have to get on the ground to help him, so

I stayed at my gun until he was aboard the Jolly Green. Then I applied medical aid and tried to make him as comfortable as possible."

The rescue mission received high praise. Rear Adm. Ralph W. Cousins, commander of Task Force 77, sent a personal message to Gen. William W. Momyer, Seventh AF commander.

Capt. W. L. Atkinson, commander of the USS Reeves, Navy search and rescue coordination

ship, sent a message for all rescue forces involved in the mission to Col. Paul Leske, 3d Aerospace Rescue and Recovery Gp.

31 MAY 68 SANZ
STREETCAR 301

DET 1 40 ARRS HISTORY APR-JUN 68

SUMMARY TABLE OF RESCUES

DATE	RESCUE NO.	SURVIVOR	TYPE ACFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
1 Apr	300 301	Maj Dwyer TSgt Owen	O2	USAF	Laos	Capt Oliver Capt Greer Sgt Grau Sgt Harding	No
7 Apr	303 302	Capt Jones Maj Tapman	F-100	USAF	Laos	Capt Walker Maj Yuhas Sgt Grau Sgt Fraboni	No
21 May	304	LtJG Ganner	P2V	USN	Thai	Capt Oliver LC Brown ALC Otero Sgt Beasley	No
25 May	305 306	Capt Amkeny Lt Turner	F-4C	USAF	Laos	Capt Walker Maj Yuhas Sgt Warmack ALC Curry	No
1 Jun	307	Maj Palank	A-1	USAF	Laos	Capt Richardson Maj Reagan Sgt Calhoon Sgt Harding	No
1 Jun	308 309 310 311	Maj Oderman Maj Weeden Sgt Price ALC Smith	HH-3E	USAF	Laos	Capt Conant Capt Heft Sgt Warmack ALC Curry	Yes
2 Jun	312	LtJG Fields	A-7	USN	Laos	Capt Richardson Maj Yuhas Sgt Calhoon Sgt Harding	Yes
26 Jun	313 314	Capt Jones Maj McKenna	RF-4C	USAF	Laos	Capt Heft Capt McKinley Sgt Warmack Sgt Petroski	No

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*for 1
New 6
9*

FROM: 1-40/0

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

6 June 1968

TO: 1-40CW

3rd ARRG (JSARC) *X*
IN TURN

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS

Waw!

4/18

1. (U) This report is submitted ~~IN ACCORDANCE WITH~~ *31 Dec 74* 2/3rd ARRG 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.

18 AUG 1971
(Date)
IAW AFM 205-2

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ARODC # 687266

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68-AD-1535
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DECLASSIFY AFTER 12 YEARS

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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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18 AUG 1977
(Date)

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14W APR 205-2

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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. Grandmison

JOLLY GREEN 16 (PM)

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

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. Yugas
FE Sgt Kelly D. Day
RS Sgt J.T. Lombard

2 June

JOLLY GREEN 09

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

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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SANDY 1 SAR

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *SLICK*

FROM: 1-40/0

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

6 June 1968

TO: 1-40CW
3rd ARRGF (JSARG) *JH*
IN TURN

JH 8/18

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRGF Sup 1, dated 15 June 67.
2. (S) Jolly Greens 16, 20, and 15 were launched by COMPRESS at OhhOL, 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)

JOLLY GREEN 20 (HIGH)

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

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

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68-10-1534

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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

GROUP 4

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