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NARRATIVE OF RESCUE MISSION

At 0900Z, 6 April 1966, the four Sandy aircraft (A-1H's) on ground alert at Nakhon Phanom AB, Thailand were notified to scramble by Compress. An Army OV-1 (Hawk) had called "Payday" at coordinates 16°41'N and 106°25'E. A beeper was picked up in the area and the Jolly Green alert crews were notified to scramble at 0926Z. During starting and taxiing, Jolly Green 54 found his VHF radio to be inoperative but that the VHF was working properly. Jolly Green 54 and 55 were airborne at 0932Z. Enroute to the area, Jolly Green was told that two OV-1 aircraft were down and that the pilots were in two groups about 1,000 meters apart. Hound Dog (O-1B) was over the pilots and there was cover aircraft in the area. Hound Dog reported ground fire in the area and enemy movement in the direction of the survivors. Some fighters descended and dropped napalm in the area of the hostile forces. One of the fighters was hit by ground fire in his engine and had to leave the area. Two of the Sandy aircraft dropped "Willie Pates" in the area to provide a smoke cover for the survivors. Jolly Green 54 and 55 were directed to the area and spotted the smoke from 7,500' at 1045Z. Jolly Green 54 was advised that two survivors were standing in a small clearing and that Sandy 41 and Hound Dog would direct him in for a pickup. Jolly Green 54 started a descent while 55 remained at altitude for top cover. Jolly Green 54 made a descending turn around the valley and approached the area on a SW heading and dropped his tip tanks. There were many houses, small villages, roads, and a river in the area. Hound Dog directed 54 to a smoke grenade marker and 54 came to a hover near it and was then directed to turn and hover to the right. As 54 was moving to the position of the two survivors, he received ground fire from the left and was hit three times by .30 cal. 54 made an immediate departure straight ahead and advised he had been hit. The PJ fired a M16 into the area where ground fire had been observed. Jolly Green 54 dived slightly, made a 180 degree turn and came back approaching the area while Hound Dog dropped another smoke grenade. Jolly Green 54 came to a hover near the smoke and was directed to move to the left. The Co-pilot, PJ, and HI spotted the two survivors in a small open area. 54 came to a hover over the survivors and the tree penetrator was lowered. One survivor got on and was hoisted up and then the hoist was released. During the pickup, the cargo door fell off its track on one end and was then dropped off by the PJ as the HI was trying to pickup the second survivor. The second survivor had difficulty getting the strap on but finally managed to get strapped on the penetrator. The second survivor was picked up at 1104Z and Jolly Green 54 made a maximum performance takeoff climbing out to the west. As Jolly Green 54 was departing the area, two H-34's entered the area and Jolly Green 55 descended to try and pickup the other two survivors. Jolly Green 54 had been hit in a hydraulic line and hydraulic fluid covered the cabin floor. The HI was able to partially

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stop the leak. Another hit had gone through the top of the aircraft and on landing was found to have passed in front of the number one engine and had hit a rotor blade. One bullet had hit two control rods but did not cause any major damage. Jolly Green 55 stayed in the area for another 40 minutes trying to locate the other two survivors. On a couple of low passes, 55 received ground fire from the area where 54 had been hit. Due to darkness and no contact with the other two survivors, the rescue forces departed the area. Jolly Green 54 landed at Hakha Phanom AB at 1235Z with the two survivors, one had a strained back from ejection and the other had shrapnel in the back of his right leg and received treatment at Hakha Phanom. When Jolly Green 55 landed at 1320Z, he found that he had been hit in a brake line and had a flat tire.

Crew Members Jolly Green 54:
RCC 1/Lt Robert W. Letton
CP 1/Lt John F. Guilmartin
HM A/AC Leo M. Chapman
PJ A/2C James E. Poole

Rescue Crew Commander

*Helicopter Mechanic
- Parachute Jump*

Crew Members Jolly Green 55:
RCC Capt Raymond H. Matthews
CP 1/Lt Lawrence C. Rice
HM SSgt Bernard D. Loughry
PJ A/1C George E. Hunt

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NARRATIVE OF RESCUE MISSION

At 0900Z, 6 April 1966, the four Sandy aircraft (A-1E's) on ground alert at Nakhom Phanom AB, Thailand were notified to scramble by Compress. An Army OV-1 (Mohawk) had called "Mayday" at coordinates 16 44'N and 106 25'E. A beeper was picked up in the area and the Jolly Green alert crews were notified to scramble at 0926Z. During starting and taxiing, Jolly Green 54 found his UHF radio to be inoperative but that the VHF was working properly. Jolly Green 54 and 55 were airborne at 0932Z. En route to the area, Jolly Green was told that two OV-1 aircraft were down and that the pilots were in two groups about 1000 meters apart. Hound Dog (O-1E) was over the pilots and there was cover aircraft in the area. Hound Dog reported ground fire in the area and enemy movement in the direction of the survivors. Some fighters descended and dropped napalm in the area of the hostile forces. One of the fighters was hit by ground fire in his engine and had to leave the area. Two of the Sandy aircraft dropped "Willie Petes" in the area to provide a smoke cover for the survivors. Jolly Green 54 and 55 were directed to the area and spotted the smoke from 7,500' at 1045Z. Jolly Green 54 was advised that two survivors were standing in a small clearing and that Sandy 41 and Hound Dog would direct him in for a pickup. Jolly Green 54 started a descent while 55 remained at altitude for top cover. Jolly Green 54 made a descending turn around the valley and approached the area on a SW heading and dropped his tip tanks. There were many houses, small villages, roads, and a river in the area. Hound Dog directed 54 to a smoke grenade marker and 54 came to a hover near it and was then directed to turn and hover to the right. As 54 was moving to the position of the two survivors, he received ground fire from the left and was hit three times by .30 ca ground fire from the left and was hit three times by a .30 cal. 54 made an immediate departure straight ahead and advised he had been hit. The PJ fired a M-16 into the area where ground fire had been observed. Jolly Green 54 climbed slightly, made a 180 degree turn and came back approaching the area while Hound Dog dropped another smoke grenade. Jolly Green 54 came to a hover near the smoke and was directed to move to the left. The Co-pilot, PJ, and HM spotted the two survivors in a small open area. 54 came to a hover over the survivors and the tree penetrator was lowered. One survivor got on and was hoisted up and then the hoist was re-lowered. During the pickup, the cargo door fell off its track on one end and was dropped off by the PJ as the HM was trying to pickup the second survivor. The second survivor had difficulty getting the strap on but finally managed to get strapped on the penetrator. The second survivor was picked up at 1104Z and Jolly Green 54 made a maximum performance takeoff climbing out to the west. As Jolly Green 54 was departing the area, two H-34's entered the area and Jolly Green 55 descended to try and pickup the other two survivors. Jolly Green 54 had been hit in a hydraulic line and hydraulic fluid covered the cabin floor. The HM was able to partially stop the leak. Another hit had gone through the top of the aircraft and on

landing was found to have passed in front of the number one engine and had hit a rotor blade. One bullet had hit two control rods but did not cause any major damage. Jolly Green 55 stayed in the area for another 40 minutes trying to locate the other two survivors. On a couple of low passes, 55 received ground fire from the area where 54 had been hit. Due to darkness and no contact with the other two survivors, the rescue forces departed from the area. Jolly Green 54 landed at Nakhon Phanom AB at 1235Z with the two survivors, one had a strained back from the ejection and the other had shrapnel in the back of his right leg and received treatment at Nakhon Phanom. When Jolly Green 55 landed at 1320Z, he found that he had been hit in a brake line and had a flat tire.

Crew Members Jolly Green 54:

RCC 1/Lt Robert W. Letton
CP 1/Lt John F. Guilmartin
HM A/1C Leo M. Chapman
PJ A/2C James E. Poole

Crew Members Jolly Green 55:

RCC Capt Raymond H. Matthews
CP 1/Lt Lawrence C. Rice
HM SSgt Bernard D. Loughry
PJ A/1C George H. Hunt

DEFINITIONS FOR NARRATIVE OF RESCUE MISSION

The attached NARRATIVE OF RESCUE MISSION is a transcription of the after-action report filed by the crew of Jolly Green 54. It was originally classified as SECRET but was subsequently downgraded to CONFIDENTIAL and finally declassified and is currently on file at the MAC History Office at Scott Air Force Base in Illinois. The copy received from said History Office is very poor in quality and difficult to read so I retyped it exactly as per the original including any spelling and punctuation errors. In the narrative there are several terms, numbers, and phrases that civilian personell would not be familiar with. They are listed below in the order that they appear with an accompanying description.

1. 0900Z: 0900 Zulu is a time notation. Local time = Greenwich Mean Time + 7 hours. Therefore 0900Z(GMT) + 7 hours would = 4:00 p.m. or 1600 hours military time.
2. A-1E: A single prop engine Douglas Skyraider whose call sign was Sandy.
3. COMPRESS: A military unit or organization.
4. OV-1: A twin turbo-prop U.S. Army surveillance aircraft called a Mohawk. Four models OV-1A,B,C,D carry different combinations of radar, infrared, and conventional camera systems. There is no call sign in the narrative.
5. MAYDAY: An international distress signal.
6. 16 44'N and 106 25'E: Map coordinates for Latitude and Longitude meaning in this case North 16 degrees 44 minutes from the equator and 106 degrees 25 minutes East from the Greenwich, England Meridian.
7. JOLLY GREEN: Call sign of a HH-3E rescue helicopter called a Jolly Green Giant.
8. UHF and VHF: Ultra High Frequency and Very High Frequency
9. HOUND DOG: Call sign for an O-1E Forward Air Controller which is a small single engine fixed-wing aircraft similar to a Piper Cub.
10. WILLIE PETES: International phonetics for the letters "W" and "P" in this case referring to White Phosphorus location markers.
11. SW HEADING: Southwest direction.

12. PJ: Parachute Jump, a title given to one of the crew-member positions or functions on the Jolly Green Giant.
13. HM: Helicopter Mechanic, a title given to one of the crew-member positions or functions on the Jolly Green Giant.
14. H-34: A piston-driven helicopter.
15. RCC: Rescue Crew Commander.
16. CP: Co-Pilot.