

DECLASSIFIED

~~CONFIDENTIAL~~

MISSION NARRATIVE 26 FEB 66

cwb/18

13

At approximately 0355Z, 26 February 1966, GOMBEY 17 and 18, USAF O-1's, advised DULLNESS, their controlling agency, that CACTUS LEAD, a USAF F-105 had just exploded and the pilot had ejected successfully. The position given was 40NM on the 079° radial of TACAN channel 65.

At 0359Z SANDYS 21, 22, 23 and 24 were scrambled and Jolly Green 31 and 33 were put on immediate alert. At 0403Z the Jolly Greens were told to scramble and proceed to the area. At 0406Z all the Sandys were airborne and the Jolly Greens were off at 0407Z.

Gombeys 17 and 18 guided the Sandys to the area and advised that the pilot had a good chute and they had talked to him on his survival radio. The Sandys reported that there was no groundfire and Jolly Green 31 proceeded down while Jolly Green 33 remained at altitude for top cover. We were guided over the pilot by GOMBEY 17 and one of the Sandys. The actual position was 17 29N, 105 21E. The downed pilot advised us on his survival radio when we were directly over him, we made a 180 degree turn dropping the tip tanks and returned over him for the pickup. A hovering, hoist pickup was made through trees approximately 75 to 80 feet tall. The pickup was complete at 0435Z. The pilot was in excellent condition and we then joined up with Jolly Green 33 and proceeded back to NKP, escorted by the Sandys. We landed at 0504Z.

This pickup was straight out of the book. Instant reaction time due to the Gombeys being on the scene when the pilot ejected, the pilot's survival radio and beeper worked perfect, 4 Sandys for cover and an excellent job done by all my crewmembers. I hope all future pickups go this well.

Low Bird, Jolly Green 31
1st Lt Kimsey, RCC
Capt Rush, RCCP
SSgt Chance, HM
A1C Kraft, PJ

High Bird, Jolly Green 33
Capt Weekley, RCC
1st Lt Sans, RCCP
SSgt Barnes, HM
A2C Kellerman, PJ

Forest M. Kimsey
FOREST M. KIMSEY, 1st Lt, USAF
Rescue Crew Commander

Downgraded to CONFIDENTIAL

12 MAY 1970

14W AFR 205-

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of

By

(Date) 22 75

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

STAFF AGENCY	ACT	INFO
ARCCO		X
ARODG	✓	
ARPDG		X
ARBDC		X
ARMDC		X
ARDAS		
ARXDC	✓	
ARCOI		
ARIIG		X
ARAMS		X

ARODG #

661032

DECLASSIFIED

661095

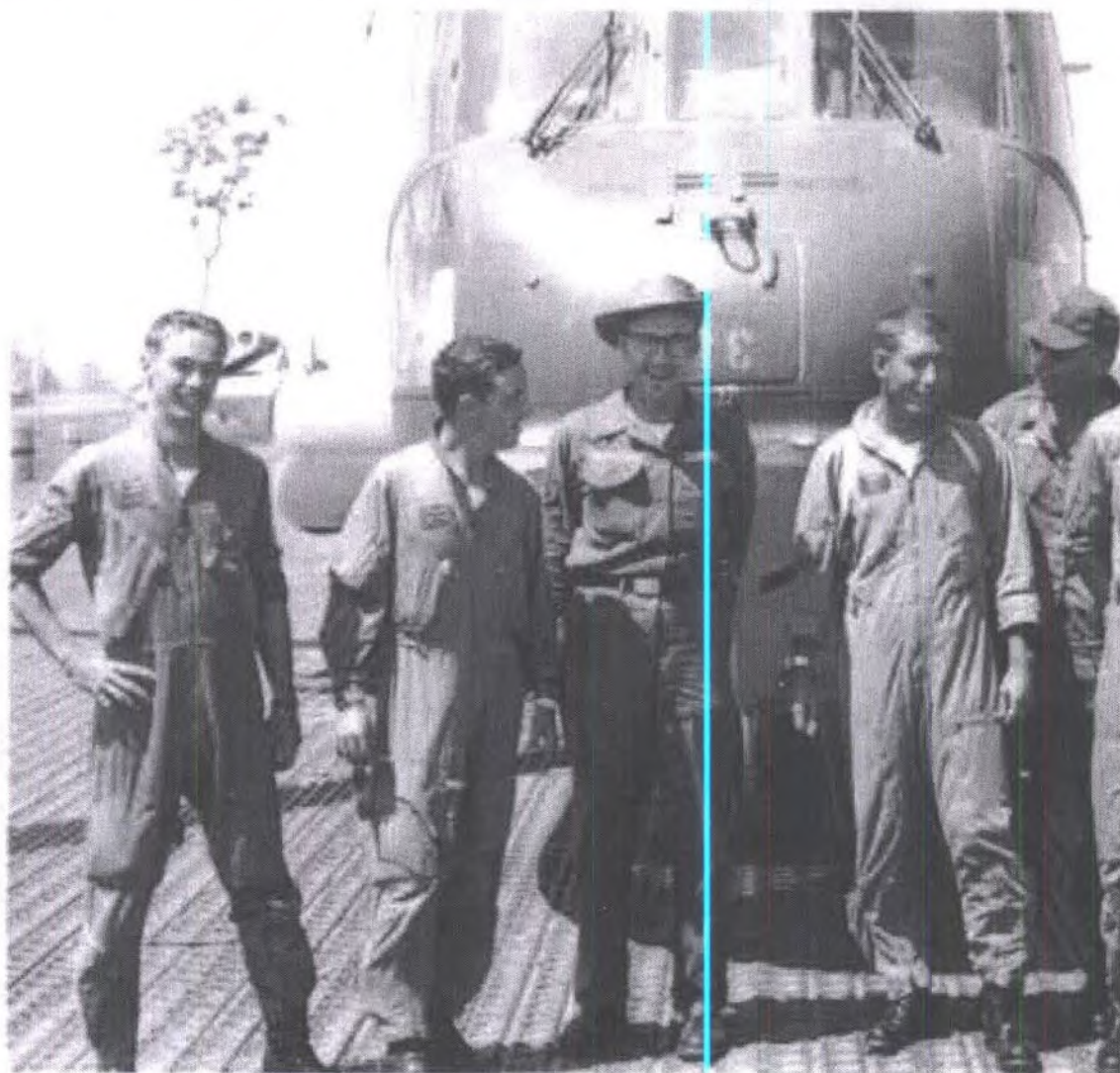
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26 FEB 66

Page 1 of 1



CAPT CHARLES PAT "RUSH" RCL
LT J.M. "WOODY" KINSEY PILOT
SGT DONALD CHANCE FE
CAPT CHARLES BOYD "THUD" F105
CAPT KIMMIN EAU FAC PILOT
AIC DENNIS KRAFT RES. SPEC.

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~~CONFIDENTIAL~~DET 2-3-13-19 Feb

(U) USAF F-105 pilot on strike mission in Laos was forced to bail out. A good chute was observed by wingman. Heavy ground fire was reported in the area and weather prevented fighter aircraft from striking at the ground positions. HH-3C used forest penetrator to lift pilot out of the area while the HH-3C crew members returned enemy fire using personal M-16's. The helicopter took several hits during the rescue operation and escort aircraft reported that anti-aircraft bursts made the helicopter look as if it was in a cotton field.

DET 2-3-14-20 Feb

(U) USAF F-4C was hit by ground fire while on a gunnery pass in Laos. Wingman saw two good chutes but visual contact on the ground was lost due to darkness. A first light hoist pick-up was made by HH-3C. The men were on the side of a steep slope, so steep that the rotor blade clearance was only two to three feet.

DET 2-3-16-24 Feb

(U) USMC F-4B crew ejected over Laos. SAR aircraft arrived on the scene but could not establish contact with either crew member. After searching for about an hour one crew member was located and recovered. A short time later the second chute was spotted but no pilot. The paramedic was lowered to the ground and located the injured crew member who was lifted with the aid of a stokes litter.

DET 2-3-17-26 Feb

(U) USAF F-105 on a strike mission in Laos was forced down by ground fire. Voice contact was established and HH-3C made a hoist pick-up.

DET 2-3-18-27 Feb

(C) USAF F-105 pilot returning from a bombing mission in North Vietnam was forced to eject from his aircraft near the Thailand border. An HH-3C was dispatched, landed and picked up the uninjured pilot.

DET 2-3-20-1 Mar

(U) False Mission.

DET 2-3-20-1 Mar

(C) USAF F-105 on strike mission in Laos burst into flames. The pilot was recovered by HH-3C helicopter. Later investigation indicated a mid-air collision between the F-105 and a FAC aircraft. No wreckage was ever located and the pilot of the FAC aircraft is reported as missing.

DET 2-3-21-7 Mar

(U) USAF F-105 on strike pass in Laos was forced down. The pilot was recovered by HH-3C and reported in good condition. Rescue aircraft received several hits from ground fire during the operation.

DET 2-3-22-7 Mar

(C) Two USAF RF-101's were forced down in North Vietnam. Aircraft were reported to have exploded in the air and search aircraft were unable to make any visual or electronic contact with the pilots. No chutes were observed and the mission was suspended.

9 ~~CONFIDENTIAL~~

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62-4379 F-105D

During a mission over Route Pack 5 on the Khe Se Railroad Bridge, Captain Robert F. Loken's aircraft was hit by 37mm AA. Captain Loken was in a four-ship formation when he was hit. Cobalt Flight, led by Major Lloyd Thompson, lost two aircraft. Cobalt 2 was Major Robert E. Kline; Cobalt 3, Major Kenneth B. Whittemore; and Cobalt 4, Robert F. Loken. Cobalt 1 & 2 and Cobalt 3 & 4 each located a train and separated into two elements. Cobalt 3 and 4 made one pass on a train, Cobalt 3 expended 300 x 20mm and Cobalt 4's gun wouldn't fire. Cobalt 1 & 2 located a train and were starting to strafe when Cobalt 4 stated that he had a fire warning light. Cobalt 1 broke off his pass and headed for Cobalt 4. Cobalt 4 lost control and bailed out. Cobalt 2 was no where in sight. Major Kline was listed MIA and Captain Loken was picked up about 35 minutes later by a Jolly Green. 11/2/66.