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2-3-41

MISSION NARRATIVE 17 APR 66

y # 43122
cub/18

At 0210Z Jolly Green 52 (Low Bird) and Jolly Green 56 (High Bird) were scrambled out of NKP to the crash site of Champion 463. The coordinates were 1759N 10548E. We took off within five minutes of notification and proceeded toward the scene. The weather along our route was about 7000' overcast near NKP and was deteriorating to heavy rain and very limited visibility as we neared the crash site. About 20 miles short of the target Crown 61 advised all forces to move out of the area due to poor weather conditions and we were to orbit in our present position, 060° radial 47NM from NKP. Shortly thereafter all forces were recalled to NKP to refuel and continue rescue efforts when the weather improved. We returned to NKP, refueled and were scrambled again for the same mission at 0409Z. The weather had cleared by this time and we proceeded to the rescue area. Sandy 41 and 42 arrived prior to the Jolly Greens and started an immediate electronic search for the downed pilot. Intermittent beeper signals were heard and a pen gun flare was seen. The pilots location was above a village on the side of a rather steep slope. This village was about three miles directly up a small valley from the Mugia Pass Highway where he had been hit. As the Jolly Greens entered the area, ground advised us to keep west of the search area since heavy flak had been encountered. Jolly Green 52 went down to where the Sandies were and Jolly Green 56 set up a high orbit to act as cover helicopter. During the time Jolly Green 52 was down looking for the pilot, Jolly Green 56 was notified that he was drawing flak and he should change his orbit point, which he did. The task of pinpointing the pilot took about 15 minutes because we had no voice contact and his beeper was very weak. Several passes were made along the ridge above the village and finally a flare was sighted. A hover over the source of the flare was made, but we still had no vision on the pilot. The forest penetrator was lowered thru the trees and we waited to see if he would come to it. Shortly thereafter, he found the seat and the recovery was made. During the recovery portion of the rescue, battle damage was sustained by the helicopter. It may have come from the village. After the recovery, a safe exit route was given to Jolly Green 52 and Jolly Green 56, and we set course for NKP, Jolly Green 56 was diverted to another crash scene. No further ground fire or flak was encountered while in route to NKP and landed was made at 0550Z.

LOW BIRD

RCC, Capt Cowell
RCCP, Capt Henry
HM, SSGT Watson
PJ, A2C Kellerman

Classified & Signed May
WILLIAM E. COWELL
Captain, USAF
Rescue Crew Commander

HIGH BIRD

Capt Weekley, RCC
1/Lt Sans, RCCP
SSgt Barnes, HM
A2C Halvorson

STAFF	ACT	INFO
ARCCO		
ARODC		✓
ARVDC		
ARDC		
ARVDC		
ARDCS		
ARATC		✓
ARCON		✓
ARHIG		
ARAMS		

DOWNGRADED

12 MAY 1970

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

ARODC # 661585

SHARE COPY
ARCCO- ODC

Plus all fld ltr
& signs. *to RQRC 0043*

Hq ARRS SC No. 661694

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665-00166

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3d ARRGp Hist. Apr - Jun 66

Det 2-3-40-17 Apr

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(C) During a search for two pilots shot down on 16 Apr 66, a Mayday was heard from a B-57 located at 1705N 10618E. A C-123 at the scene reported two good chutes and provided DF steers to Rescue helicopters. ALE's marked the positions with smoke; both pilots were hoisted aboard an HH-3E chopper and returned to Nakhon Phanom.

Det 2-3-41-17 Apr

(C) A Navy A4E crashed at 1759N 10548E. Initial contact was made by an ALE who obtained a positive electronic position. Weather forced withdrawal of the Rescue force. Returning about two hours later intermittent beeper signals were heard and a pen gun flare was seen. Two HH-3E's entered the area, one high, the other low. The low HH-3E hovered over the source of the flare but had no visual contact with the downed airman. The forest penetrator hoist was lowered thru the trees. The downed pilot found it, strapped himself on and the recovery was made. During the rescue, battle damage from ground fire was sustained by the pickup helicopter.

Det 2-3-42-18 Apr

(C) A Continental C-47 reported 2 hours overdue by Air America resulted in the initiation of SAR action. His last reported position was 1950N 10344E. Weather prevented immediate search of the area; however, a later search was conducted by non-military aircraft with negative results. Mission suspended since controlling agency did not feel a further need for Rescue forces would be necessary.

Det 2-3-43-19 Apr

(C) An O-1 aircraft was reported down at 1731N 10550E. SAR action was begun by scrambling ALE's from Nakhon Phanom. On passing over the target area, one of the ALE's received intensive automatic weapons fire. After completion of fire suppression runs, the ALE made a low pass over the wreckage and reported negative survivors. About this time, the ALE was hit in the right wing and started to burn. Attempting a climbing left turn out, the aircraft suddenly rolled inverted and went straight in. Observers reported that the ALE pilot had no chance for survival and further SAR efforts for the O-1 pilot would be too hazardous.

*AI lost
SAR*

Det 2-3-45-21 Apr

(C) An F4C was downed at 1600N 10643E with two crewmen aboard. Forward Air Control aircraft had visual and radio contact with the two pilots at all times; however, there was considerable complication on what should have been a simple ACR problem. Unnecessary and extremely heavy chatter on guard frequencies resulted in confusion and unanswered calls by the controlling agency. A USMC H-34 eventually landed and boarded the two downed pilots in good condition, returning them to Khe Sanh. Orderly operations are not possible unless non SAR forces arriving in a pickup area contact the on-scene SAR Commander for disposition prior to proceeding into the rescue area.

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