

DECLASSIFIED

CONFIDENTIAL

53-

MISSION NARRATIVE 13 MAY 1966

During preflight inspection 13 May 1966, a call was heard by Jolly Green 56 on Guard. Elm Lead, a USAF F-105 was experiencing hydraulic troubles. His position was plotted by Invert as being approximately 45NM south of channel 89. Jolly Green 56 called Elm and advised him that two Jolly Green's were standing by at channel 89. He decided to alter course to bring him closer to channel 89 as a bailout appeared imminent. Both Jolly Green's became airborne at 2245Z and within five minutes made a visual sighting of Elm Flight. Elm lead considered attempting a landing at channel 89 but as he reached a point approximately 8NM on the 270° radial of channel 89 he experienced complete hydraulic failure and announced that he was bailing out. Both Jolly Green's had good visual contact all the time and while 56 circled the descending chute, 55 followed the F-105 and observed the crash site. The aircraft crashed on the 345° radial, 5½ NM from channel 89, causing no apparent property damage. The pilot landed in some trees approximately 290° radial 6-7 NM from channel 89 and established immediate voice contact. He said he was uninjured. Jolly Green 56 had to drop tanks as a landing site nearby was not available, and a hoist recovery was necessary.

The pilot was picked up at 0605 and both Jolly Green's landed at NKP at 0615.

Pilot recovered: Capt James R. Mitchell, 421st TFS.

Jolly Green 56-Low Bird

RCC - Capt Robert Weekley
CP - 1st Lt John Guilmartin Jr
HM - SSgt William Gladish
PJ - A2C Michael Halvorson

Jolly Green 55-High Bird

RCC - Capt Erling Drangstveit
CP - 1st Lt Thomas Kenny
HM - SSgt Harold Schrader
PJ - SSgt Arron Farrior

Frank A. Schmitt, Major
for ROBERT A. WEEKLEY, Capt., USAF
Rescue Crew Commander

B
13

E/9

culb, 13

DOWNGRADED
IAW AFR-205-2

22 MAY 1966

CLASSIFICATION CANCELLED
Or Changed to DECLAS
By Authority of FDS
By [Signature] (Date) 13 May 75

ARODC # 1661781 *Jim*

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Hq ARPS SC No. 661969

FRIDAY MAY 13

19 HIGH BIRD NKP HALVORSON ON LOW
BIRD WITH CAPTIVE ECKLY AND LT.

COLL MARTIN AND SGT BLADIST. We started

early today at 5.30 we
19 scrambled on 105 pilot who lost
all hydraulic pressure 105 miles out
after air to ground missile he fired
missile and hit his wing.

19 We got airborne and saw him
coming over the Mekong at about
7000 ft. He got halfway to base.
turned his plane away from the

19 base and we watched him
punch out. Took pictures of him
coming down and also of his
plane where it hit. Had the
19 pilot (Capt Mitchell from Horat)
back to NKP for breakfast at 6:00.
Don't feel sorry the low bird

FRIDAY MAY 13TH 1966

19 we were in friendly territory
They're so hard to put on again.

19 Launched again at 8.30, a fac
went down 10 miles from
Tchepone Laos. A bad area for us
Before we got there a HH43

Pedro from La Vang arrived and
19 sent a P-5 down the hoist to
have a look at the plane. The
P-5 brought the body back up.
He was still in the plane, dead.

19 They (the 43) must not have
known how bad the area around is
or there would have waited for
more fighters + cover planes.

19 Back to NKP for lunch.