

DECLASSIFIED ~~CONFIDENTIAL~~

MISSION NARRATIVE 16 MAY 1966

At 0257Z, 16 May 1966 we were notified by Compress at NKP that Dragonfly 23, a USAF A1E, was down at 106 10E 1712N. The pilot had bailed out successfully and his wingman, Dragonfly 24, had the chute in site and had radio contact with the downed pilot. At 0300Z Jolly Green 52 and 55 were airborne and Sandy 41 and 42 were airborne at 0305Z. Sandy 31 and 32, who were on another SAR mission, diverted to the area to help CAP the downed pilot. When we were approximately one half way to the area Sandy 32 had to return because of low fuel and Sandy 31 came to our position to lead us and Sandy 41 and 42 directly to the area. Weather enroute was broken, bases at 3000' MSL and tops at 6500' MSL with building CB's. Upon arriving in the area at 0355Z, Dragonfly 24 briefed us on the situation, showed us the general position of the downed pilot, showed us where he thought the gun was that had brought Dragonfly 23 down and what approach he thought would keep us clear of groundfire. After this was done all aircraft went to Guard frequency and we called for radio silence, Capt Rush made the final preparations in the cockpit, jettisoned the auxiliary fuel tanks and we started our descent. While we were in the descent Dragonfly 24 told the downed pilot to fire a smoke bomb which he did. It appeared that he was in a ravine that sloped up sharply to the west so I decided to make a straight in approach to the man from the southeast and return the same way since Dragonfly 24 thought the most probably place for groundfire would be on the ridge by the road, route 912, that ran southwest-northeast. While on the approach we gained radio contact with the downed pilot. The smoke had evidently drifted away from the pilot when we were descending because none of the crew could spot him. We asked him to fire another smoke bomb which he did and we spotted the smoke immediately and hovered to the source of the smoke. Our flight engineer, SSgt Youngblood, spotted the downed pilot and directed me over him although this was rather difficult because the downed pilot was talking to us on his survival radio so it was difficult to hear SSgt Youngblood's instructions even when the UHF was turned all the way down. SSgt Youngblood lowered the tree penetrator through approximately 100' of tall bamboo and elephant grass. The survivor got on the tree penetrator and SSgt Youngblood brought him up. While we were in the hover we heard groundfire and thought we took one hit but on return we could find no battle damage. When we heard the groundfire we called to the Sandys for help and they sprayed the area with frag rockets. The pickup was complete at 0400Z and we proceeded out of the ravine to the southeast, the same way we had entered, climbed and joined up with Jolly Green 55 and proceeded back to NKP, escorted by Sandy 41 and 42. We landed at 0450Z. Throughout the whole mission everyone, my crew, the downed pilot, Dragonfly 24, the Sandys, Crown and Jolly Green 55 acted with professional skill and coolness. My thanks to all.

Pilot recovered: Captain Henry L. Smith

JOLLY GREEN 52

RCC- 1/Lt Forest M. Kimsey
CP - Capt Charles P. Rush
HM - SSgt Theodore M. Youngblood
PJ - A2C William D. Brotton

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

CLASSIFICATION CANCELLED

Or Changed to UNCLASS
By Authority of *CDR*

100 AFR-87 *132*
22 MAY 1980

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

ARODC # *661780*

RRRC-66-0060

~~CONFIDENTIAL~~

Hq ARRS SC No: *661877*

DECLASSIFIED

665-00186



BROTTON

AJ

SMITH

YOUNGBLOOD

FE

KIMSEY

PILOT

RUSH

CO-PILOT

16 MAY 66 SAR IN LAOS

16 MAY 66, JPK

3d ARRGp Hist, Apr - Jun 66

~~CONFIDENTIAL~~Det 2-3-51-6 May

(C) Two O-1E pilots were located and recovered by an HH-3 using the hoist at 1720N 10540E. Both survivors were returned to Nakhon Phanom.

Det 2-3-52-6 May

(C) An F-105 was hit over the target; his wingman reported a good chute at 2139N 10451E (NVN), approximately five miles from the target area. Electronic search the next day by F4C's produced strong beeper contact but was unsuccessful due to limited time on scene before fuel bingo. Search suspended the following day when no visual or electronic contact was made.

Det 2-3-53-10 May

(C) The pilot of an F-105 shot down in the vicinity of the Red River (NVN) was located at 2156N 10435E. ALE's in the area contacted the downed pilot; an HH-3 recovered the injured airman by hoist. On leaving the scene, MIG's attacked the two helicopters but were driven off by F-4C's.

Det 2-3-54-10 May

(C) Two HH-3E's were scrambled from Nakhon Phanom to recover a downed F-105 pilot at 2030N 10412E. ALE's vectored the helicopters to the scene and marked the pilot's position with smoke. One of the HH-3E's lowered its hoist penetrator to within three feet of the pilot who had a bad leg injury; however, he was able to get aboard the penetrator and was hauled into the aircraft for return to Udorn.

Det 2-3-55-11 May

(C) C-130 and ALE's made visual and electronical search for USMC pilot of an A-4 down in Laos at 1621N 10648E with negative results. Search suspended since wingman was doubtful that pilot ejected.

Det 2-3-56-13 May

(C) An F-105 pilot bailed out $5\frac{1}{2}$ miles NW of Nakhon Phanom and was recovered by hoist using an HH-3 helicopter.

Det 2-3-57-15 May

(C) HC-130, HU-16, KC-135 and F-105's made electronic search for F-105 pilot down at 1722N 10630E (NVN). Search suspended due to negative contacts.

Det 2-3-58-15 May

(C) The last known position of an AC-47 was 1658N 10604E (Laos). HC-130 and ALE's made visual and electronic search but no leads or contacts were made.

Det 2-3-59-16 May

(C) The pilot of an ALE bailed out successfully at 1712N 10610E. His wingman had the chute in sight and radio contact with the downed pilot. On arrival of HH-3E's, the downed airman fired a smoke bomb, was located and picked up by hoist for return to Nakhon Phanom. Ground fire was heard during the recovery but no battle damage was sustained.

~~CONFIDENTIAL~~

MAY 17

219 Scrambled on A/H down some way from Ben Ho in DRV. We orbited on the DRV border. He was still in the plane the analysis 19 said that were making the low search. Figured he was dead. Area too bad to bring choppers into any way. Found 19 out when we got back he was a South Vietnamese pilot.

We're having a hell of a time dodging all the SAA sites and 19 Sam sites. Still flying with some crew. Capt W. Langlois, Lt Henry and Rex Schader.

Returned to Udon. Seems like 19 people are starting to look for too many reasons not to cross on a downed pilot. A.C. told me I couldn't

GO DOWN THE HILL DUE TO POPULATED AREA

MAY 16 1966

19 Duty today. We listened in the P.E. shack to the H.F. set of a pick-up going on out of NKP. Bruton was P.S. on the

19 pick-up. Youngblood H.M. Ramsey P.L.O.T. Rush C.B.

Sure wish I would have kept all the pick-ups in this book. 19 Heard today that ~~the~~ Dagneau has to go on to Ben Hoa as a replacement for Pits who got killed last month. Sure hate

19 for him to go cause he is one of the better ones. ^{His firefighter} ^{qualified}

The downed pilot was Capt Smith a supply Pilot. That 19 makes 2 of them (Sandys) so far. Heard they got ground fire but no hits taken. Confirmed by Bruton.

DECLASSIFIED

3d ARRGp Hist, Apr - Jun 66

~~CONFIDENTIAL~~

Det 2-3-51-6 May

(C) Two O-1E pilots were located and recovered by an HH-3 using the hoist at 1720N 10540E. Both survivors were returned to Nakhon Phanom.

Det 2-3-52-6 May

(C) An F-105 was hit over the target; his wingman reported a good chute at 2139N 10451E (NVN), approximately five miles from the target area. Electronic search the next day by F4C's produced strong beeper contact but was unsuccessful due to limited time on scene before fuel bingo. Search suspended the following day when no visual or electronic contact was made.

Det 2-3-53-10 May

(C) The pilot of an F-105 shot down in the vicinity of the Red River (NVN) was located at 2156N 10435E. ALE's in the area contacted the downed pilot; an HH-3 recovered the injured airman by hoist. On leaving the scene, MIG's attacked the two helicopters but were driven off by F-4C's.

Det 2-3-54-10 May

(C) Two HH-3E's were scrambled from Nakhon Phanom to recover a downed F-105 pilot at 2030N 10412E. ALE's vectored the helicopters to the scene and marked the pilot's position with smoke. One of the HH-3E's lowered its hoist penetrator to within three feet of the pilot who had a bad leg injury; however, he was able to get aboard the penetrator and was hauled into the aircraft for return to Udorn.

Det 2-3-55-11 May

(C) C-130 and ALE's made visual and electronic search for USMC pilot of an A-4 down in Laos at 1621N 10648E with negative results. Search suspended since wingman was doubtful that pilot ejected.

Det 2-3-56-13 May

(C) An F-105 pilot bailed out 5½ miles NW of Nakhon Phanom and was recovered by hoist using an HH-3 helicopter.

Det 2-3-57-15 May

(C) HC-130, HU-16, KC-135 and F-105's made electronic search for F-105 pilot down at 1722N 10630E (NVN). Search suspended due to negative contacts.

Det 2-3-58-15 May

(C) The last known position of an AC-47 was 1658N 10604E (Laos). HC-130 and ALE's made visual and electronic search but no leads or contacts were made.

Det 2-3-59-16 May

(C) The pilot of an ALE bailed out successfully at 1712N 10610E. His wingman had the chute in sight and radio contact with the downed pilot. On arrival of HH-3E's, the downed airman fired a smoke bomb, was located and picked up by hoist for return to Nakhon Phanom. Ground fire was heard during the recovery but no battle damage was sustained.

~~CONFIDENTIAL~~

DECLASSIFIED