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MISSION NARRATIVE- 26 MAY 1966

Reg # 45036

63

At 0637L, Compress directed Jolly Green 55 and 53 at NKP to launch and proceed to Lima Site 46 to stand airborne alert for possible recovery of Nash 2, an F-105 that had been shot down the previous evening. Shortly after take off Jolly Green 55 and 53 were advised that Sandy 12 was down just South of the F-105 beeper. The Sandy 12 pilot was reported down in a rice paddy with troops in the area that were possibly friendly. Crown 68 was asked to call Compress to determine if the area was safe, Crown advised that it was. As we approached the scene, we received several DF steers on UHF until visual contact was made with a Sandy orbiting above the undercast. This Sandy led us to a thin spot in the undercast. We followed the Sandy down from our altitude of 9000'. I requested all SAR aircraft to go to guard channel as we let down. I asked the survivor to release a smoke bomb. The smoke was spotted immediately near the edge of a rice paddy. Several people were seen waving as we made a low pass. I made a circle of the area and came to a one(1) hover in the rice paddy and the survivor was pulled aboard and a normal take off was made. After climbing back up to 9000' we orbited the area for approximately 30 minutes while the Nash 2 beeper was being pin-pointed. Walnut Flight (2 F-105's) and Sandy flight determined the approximately position of the beeper. Weather in the area was deteriorating, Walnut flight decided they would let down through the undercast and fly over the beeper. They were advised to be extremely careful as it was a hot area, (Jolly Green 56 had received several hits in the area the previous afternoon and Sandy 12 thought he might have been hit just south of the beeper. While making a low pass over the beeper, Walnut flight picked up flak and immediately climbed out. The concurrence of the SAR force and Walnut flight was to withdraw and suspend the search. Jolly Green 55 and 53 returned to Nakhom Phanom.

Weather: 1500 broken, 4000 broken, 8000 broken and overcast.

Take off: 0645L

Pickup: 0820L

Landed: 1045L

Recovery position: approximately 19° 31N, 103° 30W

LOW BIRD--JOLLY GREEN 55
RCC-- Capt William R. Uhl
CP -- Capt John M. High
HM -- TSgt Donald J. Jones
PJ -- A2C Robert J. Ward

HIGH BIRD--JOLLY GREEN 53
RCC-- 1/Lt John F. Guilmartin
CP -- Major Donald Vavra
HM -- SSgt Michael Holloway
PJ -- A2C Malcom C. Hassler

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IAW AFR-20512

12 MAY 1970

W. R. Uhl

WILLIAM R. UHL
Captain, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED
Or Changed to UNCLASS.
By Authority of *CDR*
By *125*
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

ARODC # *661854*

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Hq ARRS SC No. *661887*

665-00193

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Det 2-3-60-18 May

(C) An O-1E with two people aboard was brought down by enemy fire in Laos at 1715N 10611E. A Navy F4B making a low pass over the crash site was hit heavily and set afire. The pilot and RO ejected at 1714N 10611E approximately two miles SW of the DRV border. Two HH-3E's scrambled from Nakhon Phanom and were led to the area by ALE's. The two survivors of the F4B were recovered individually by hoist. During the second pick up the pararescueman was hit in the knee and elbow by one 30 cal round. Both survivors and the wounded pararescueman were returned to Khe Sanh and then evacuated to DaNang. Search suspended for the crew of O-1E after search of immediate area. Wingman reported in his opinion there was no chance for survivors.

Det 2-3-61-19 May

(C) An Air America helicopter was shot down in Laos at 1959N 10329E. Request for SAR assistance was responded to by diverting an HC-130, two HH-3E's and ALE's toward the scene; however, the Rescue helicopters were recalled when Air America advised they were not needed. Air America H-34 picked up survivors and the deceased were left at the wreckage for a ground party to recover.

Det 2-3-62-22 May

(C) An F-105 pilot was recovered 62 NM East of Nakhon Phanom by HH-3E using the hoist. The recovery was made in conjunction with a smoke screen laid down by ALE's to reduce the effectiveness of heavy ground fire.

Det 2-3-63-25 May

(C) Two HH-3E's, call sign Jolly Green 52 and 56, were scrambled to look for the downed pilot of an F-105 at 1933N 10343E. Led to the scene by fighters, the ALE's dropped white phosphorous rockets to screen the pick up point. The low bird, Jolly Green 56, moved into the area where the parachute was located. About 50 feet above the site, heavy ground fire started from automatic weapons. The helicopter mechanic saw several men and returned their fire and observed five or six of them fall. Taking hits on the aircraft, #2 engine failed. At low altitude and airspeed a crash landing was imminent; however, the application of full emergency power on #1 engine enabled Jolly Green 56 to balloon over a ridge toward some rice fields. Airspeed and RPM built back so that level flight was maintained and fuel was dumped to gain altitude. With fighter escort and navigation assistance from an Air America aircraft the helicopter recovered at an airfield with 170 lbs of fuel left. During the following day's search, an ALE aircraft went down just south of the F-105 beeper position. He was recovered by an HH-3E and the search for the F-105 pilot continued. When two F-105's made low passes over the beeper, flak was picked up. Suspecting a trap, the search was then suspended.

ALE lost
SAR pilot OK

Det 2-3-64-30 May

(C) An F-105 pilot bailed out at 2213N 10423E. ALE's in contact with the pilot reported that he was under his chute which was caught in the trees. An HH-3E lowered its forest penetrator hoist and hovered over the chute for about two minutes hoping the downed pilot would come to the hoist. Just then the helicopter was hit twice by small arms fire and had to withdraw. Later attempts to locate the pilot were unsuccessful and the search was suspended.

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[REDACTED]

When it is determined that the area is safe enough for the helicopter to survive, the Sandy OSC advises the pick-up helicopter of the terrain and optimum approaches for avoiding ground fire. While waiting for the helicopter, the Sandies orbit in the general area of the downed pilot but not directly overhead (in order to protect his concealment). The high helicopter continues to orbit and assumes the role of OSC as the pick-up helicopter descends. The helicopter's external tanks are generally dropped before the approach because of their explosive potential and the necessity to lighten the helicopter to the point where it can take-off from a low hover in event it loses one of its two turbine engines.

Such an emergency occurred on 25 May 66. The enemy held its fire until the helicopter came to a hover and then cut loose. An engine was knocked out when the helicopter was 50 feet over the target. Although a crash landing seemed imminent, the application of full power on the good engine enabled the Jolly Green to balloon over a ridge and recover with minimum fuel at a friendly airfield. 121/

In approaching the target the helicopter will usually make a fast identification pass with a Sandy at each wing, then a tear drop turn, or a close downward spiral, into a hover. The tactics depend on the terrain, location of hostile forces and personnel preference. Because of the dense forests, it is often necessary to position the helicopter precisely over the survivor. The paramedic, flight mechanic, and the survivor himself give the RCC corrections.

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2	Lt Kimsey Capt Rush	SSgt Youngblood Amn Brotten	50	Capt Smith	16 May 66	USAF	LAOS	A1-E Under Fire
1	Lt Guilmartin Maj Vavra	SSgt Holloway Amn Kraft	51 52	L/Com Sommers L/Com Sullivan	18 May 66	USN	LAOS	F-4B Under Fire
6	Capt Butera Capt Henry	TSgt Heywood Amn Williamson	53	Lt Hackford	22 May 66	USAF	LAOS	F-105 Under Fire
5	Capt Uhl Capt High	TSgt Jones Amn Ward	54	Capt Bush	26 May 66	USAF	LAOS	A1-E
2	Maj Haynes Capt O'Dell	TSgt Warren MSgt Daniels	55	Lt Eckman	31 May 66	USAF	NVN	F-105
3	Capt Drangsveit Lt Kenny	SSgt Schrader SSgt Farrior	56	Capt Peacock	1 Jun 66	USAF	NVN	F-105
4	Capt Furman Capt Hardy	A1C Crites A2C Stevson	57	Capt Whipple	2 Jun 66	USAF	NVN	F-105 Under Fire
8	Maj Stearman Lt Gunnin	SSgt Youngblood A2C Brotten	58 59	Capt Witterman L/C Marshall	2 Jun 66	USAF	LAOS	O-1E
4	Capt Weekly Lt Bridge	A1C Tadewald A1C Kellerman	60	Maj Holly	9 Jun 66	USAF	NVN	F-105
8	Lt Guilmartin Lt Stiles	Amn Trujillo SSgt Schrader	61	Maj Shay	14 Jun 66	USAF	THAI	F-105

FARRON DIARY

MAY 25

- 19 A 105 Jock went down in Bon Bon area of Laos. We listened on H.F. set in P.E. section. Sounded easy going in until they slowed up. They started getting ground fire. Crown relayed that they lost an engine and were going down. They regained control right before hitting trees. They kept flying the valleys. The high bid came down and they got hit. Next transmission was the P.S. on low bid was injured. Some very tense moments for all of us. P.S. was Zellerman H.M. Watson. C.P. Capt Henry P. Capt Butera. Didn't get the pilot. Flak vest that Bugs had his foot on stopped a bullet but he wasn't hurt bad. They

1966

MAY 26

- 19 Duty
We listened this morning to J.C. picking up AIE pilot who went down ^{while} looking for 105 jock. 19 Bird was on low bid. I think they're going to have to write the 105 jock off. Area just too bad. Too many big guns and bad guys. Bugs 19 said that yesterday they shot up all their ammo. They got 3 or 4 of the bad guys. The big push is on to get us M60 machine guns 19 mounted on each side and some armor. We've just got to have more fire-power. Everybody knows that there going to get one of birds 19 one of these days. We're taking hit on almost all of our pick-ups. Dag, came back. Couldn't get out

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LEFT LOW BIRD AT 50 AND CAME TO UDORN

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 Dag, camp flak. Couldn't get out

OF BANGKOK TO SAIGON