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2-3-65

MISSION NARRATIVE 31 MAY 1966

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At 1400 hours on 31 May 1966, Jolly Green's 51 and 52 departed site 98 to preposition at site 59 for an afternoon strike, arriving at 1500. Since our portable HF radio was inoperative, we made arrangements with Sandy's 21 and 22 to make a low pass in the event we were needed. At 1520, after a low pass by the Sandy aircraft, we were told to scramble. Airborne at 1525, and escorted by Sandies 21 and 22, we proceeded to the border in preparation for the recovery of "OLDS 2", down at $21^{\circ} 39' N$, $104^{\circ} 40' E$. After receiving border clearance, we proceeded on a course of 020° for 70 miles (from site 59) at an altitude of 10,000'. Enroute at about 1600, Cactus 2 experienced hydraulic control difficulties and was forced to eject in the same general vicinity as OLDS 2. He was observed in the chute and his beeper was activated, however no voice contact was made. After crossing the Black River north of Son La, we turned eastward and flew a course of 080° for 50 miles, then southeast into the target area. The weather enroute and in the target area was scattered to broken layers from 1500' AGL to 15,000' with visibility below the cloud decks at least 10 to 15 miles. Upon arrival in the area, at approximately 1650L, Jolly Green 52 (Low Bird), joined up with Sandy 11 who led us to the position of the downed pilot. Sandy 11 had voice contact and had instructed the survivor to release red smoke. Although the smoke remained in the treetops, we were still able to spot the smoke and made an approach. The site was approximately 100' below the crest of a ridge, on an extremely steep slope densely covered by trees 100 to 150' high. We did not jettison tiptanks on the first attempt, but were unable to hover at that weight at an altitude of 3800'. We moved off, dropped our tiptanks and made another approach. We hovered for 6 to 8 minutes before MSgt Daniels, the PJ, spotted the survivor through the dense canopy of trees. Soon after, he fired one pen-gun flare. Some difficulty was experienced in dropping the tree penetrator into the exact opening in the trees where the man stood, however, through the skill and direction of the hoist operator, TSgt Warren, this was finally done and the survivor took the time to strap himself securely onto the seat before we began to hoist him to safety. After he cleared the trees and was within 50' of the fuselage, we slowly moved off and he was pulled into the helicopter at about 1705L. The survivor, 1stLt Leonard C. Eckman, FR69986, from Takhli, had a small cut on one arm and was in a moderate state of shock. He was treated by MSgt Daniels and his wound was dressed. We proceeded toward the area nearby where Cactus 2 was down and advised Jolly Green 51 (High Bird) that, due to our extended hover, nearly 15 minutes, we would be unable to recover Cactus 2 due to almost "Bingo" fuel. We did cap Jolly Green 51 while he hovered, again nearly 15 minutes at almost 4000', over the parachute of Cactus 2. Sandys 11 and 12 expended ordnance in the area around Cactus 2's parachute due to the proximity of two huts. The harness was hanging about 30' off of the ground, empty, and the pilot was nowhere to be found. Sandy 51 lowered the PJ to the ground, however he was unable to locate the pilot. The PJ had been instructed by the RCC not to wander about but to check under the parachute, which he did to as best he could. He did not release the tree penetrator but he did move around on the ground somewhat with it. At 1720, both Jolly Greens withdrew with minimum fuel and were escorted by Sandys 31 and 32 back to site 59. Egress was made via the same route.

Cub/05

DECLASSIFIED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 18 YEARS
DOB DIR 8500.10

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ARODC #

662033

66 RCRC-13051

DOWNGRADED

14HQ ARMS-2ND-662077

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23 MAY 1977

66S-00199

CLASSIFICATION CANCELLED
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By Authority of [Signature]
(Date) 10/24/85

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At no time did we ever hear or see hostile fire. Crown 69, over site 59, provided homing and DF steers, high cap, and had Jolly Greens 53 and 55 meet us at site 59 with much needed fuel. Jolly Greens 51 and 52 landed at site 59 at 1825. After handpumping fuel, and securing Jolly Green 55, who had landed with one engine out, Jolly Greens 51, 52 and 53, with the crew of Jolly Green 55, took off at 1915 into night weather, thunderstorms and lightening. By outstanding effort on the part of the crew of Crown 69, we were directed through the area of thunderstorm activity, in trail and with adequate altitude separation, IFR in hard rain and lightening, and around the Plain des Jarres. It became apparent that Jolly Green 52 would land at Udorn with minimum fuel, and we elected to land at site 98 to take on additional fuel. Again Crown 69 came through with clearance to land at site 20, arranged to have flare pots on the runway, assistance in refueling, medical aid and parking assistance. While Jolly Green 52 proceeded to site 20, Crown 69 escorted Jolly Greens 51 and 53 to the fence, and then returned to site 20 to escort Jolly Green 52, who had landed at 2030L. The station manager at Site 20, Major Lowder of the U.S. Army, Mr Jim Neeson of Air America, the Air America refueling supervisor, the American doctor, and many other people at site 20, went all out to provide complete and expeditious service. The doctor at Site 20 sewed up the cut in the downed pilots arm, X-rayed his thighs and arms for broken bones, and administered some sedatives. Airborne again at 2100, Crown 69 again vectored us through the weather until we crossed the border, and arranged for an ambulance and doctor to meet the survivor. We landed at homeplate at 2205L. Including a twenty minute flight from 0530 to 0550 which resulted in an air abort due to weather at site 98, Jolly Green 52 flew six sorties for a total of 7+45. Jolly Green 51 flew 5 sorties for a total of 7+35. Jolly Green 53 flew 3 sorties for a total of 4+30 and Jolly Green 55 flew 2 sorties for 2+25, and was left at site 59 overnight.

Pilot Recovered: 1stLt Eckman, Leonard C.,

Tahkli

JOLLY GREEN 52 (LOW BIRD)

RCC Major Baylor Haynes
 RCCP Captain James O'Dell
 HM TSgt William Warren
 PJ MSgt William Daniels

JOLLY GREEN 53

RCC Captain Erling Drangstveit
 RCCP 1stLt Thomas Kenny
 HM SSgt Harold Schrader
 PJ SSgt Aaron Farrior

Baylor R. Haynes
 BAYLOR R. HAYNES, Major, USAF
 Commander

JOLLY GREEN 51 (HIGH BIRD)

RCC 1stLt John Guilmartin
 RCCP Major Donald Vavra
 HM SSgt Michael Holloway
 PJ A2C Malcolm Hassler

JOLLY GREEN 55

RCC Captain James Butera
 RCCP 1stLt Jason Bridge
 HM TSgt Spence Heywood
 PJ A2C Robert Williamson

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11 RRC - 1305

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U.S. Jets Dodge N. Viet Missiles To Stage War's Biggest Single Raid

31 May 66 SAMP
From AP and UPI Dispatches

American pilots dodged half a dozen Soviet-built missiles yesterday while giving North Viet Nam a near-record pounding and staging the largest pinpoint raid of the air war.

The cost was three U.S. jets shot down but none was lost to the Soviet-built SAM (surface-to-air) missiles. One pilot was rescued, but three other airmen were listed as missing.

The heaviest single raid of the war hit the Yen Bai storage complex at a bend of the Red River, 80 miles northwest of Hanoi.

It was guarded by at least 30 multi-gun anti-aircraft positions, but an Air Force spokesman said most of them were twisted wreckage when the raid ended.

The fighter-bombers used a secret new type of bomb to silence the anti-aircraft batteries, an Air Force spokesman said. He identified it only as "a new type of ordnance to suppress anti-aircraft fire" but added the results were "very devastating."

(United Press International said the bomb, which sprays thousands of lethal pellets, had been used before on raids in North Viet Nam. However, its use had not been made public, UPI said.)

The Air Force said the Yen Bai strike involved 18 missions, but did not specify the number of planes. The spokesman said, however, that more planes hit Yen Bai than had ever been used before on a single raid in North Viet Nam in one day.

"Most targets in the Yen Bai complex

were heavily damaged," the Air Force said.

Col. Aaron J. Bowman, 44, of Madras, Ore., planned and led the Yen Bai raid. He and his wingman, 1st Lt. Michael L. Brazelton, 24, of Inglewood, Calif., flew their F105s in ahead of the main force, striking at anti-aircraft sites to clear a path for the attackers.

The rescued pilot was identified as 1st Lt. Leonard C. Ekman, 24, Arlington, Va., who ejected from his stricken jet about 15 miles southwest of Yen Bai. Maj. Baylor R. Haynes of Garland, Tex., who heads rescue operations in North Viet Nam, piloted the HH3C helicopter that picked him up. Ekman suffered only slight cuts.

During the day Air Force and Navy planes flew 81 missions—38 by Air Force planes and 43 by Navy carrier planes. This was two fewer than the 83 flown Monday, the heaviest day of attacks since bombing of the North resumed Jan. 31.

The Navy reported its planes eluded four missiles during attacks on missile sites near the port of Haiphong. An Air Force reconnaissance flight reported sighting two of the SAMs 100 miles south of Hanoi, both of which exploded out of range of the American planes.

The Navy also was disclosed to be using a new weapon, a vastly improved model of the Bullpup air-to-ground missile. The Bullpup, a Martin Co. product, became operational in 1959 as a winged, radio-guided device with a range of 7 to 10 miles.

The three planes lost brought to 251 the total of U.S. planes reported lost over North Viet Nam. Peking radio broadcast a claim from Hanoi that the

North Vietnamese shot down seven American planes yesterday.

Photo planes swept over Yen Bai after the raid and confirmed that almost all the 120 buildings at the storage installation were destroyed or damaged, the Air Force spokesman reported.

He said 25 anti-aircraft gun pits were destroyed, 72 buildings were destroyed and 44 more were badly damaged.

The Yen Bai complex included storage areas and a big ammunition depot. Supplies flowed in from two rail lines and on river barges.

The Air Force said the rail lines had been bombed previously but the Yen Bai complex itself had not. Evidently the Air Force had been biding its time while supplies piled up.

Two of the three planes lost were Air Force F105 Thunderchief fighters shot down in the attack on Yen Bai. The third, an Air Force F4C Phantom jet, was hit by Communist fire and came down three miles off the coast of North Viet Nam near Hon Me Island. The two crewmen were listed as missing.

While the massive raids were going on north of the 17th Parallel, Air Force, Navy and Marine pilots flew 323 sorties in South Viet Nam.

American, Korean, Australian and Vietnamese soldiers had less luck than the airmen in their pursuit of Viet Cong and regular North Vietnamese units.

The military spokesman reported extensive patrolling by the U.S. 25th Infantry Division in the foothills west of Pleiku, near the Cambodian frontier.

Since Saturday the division has been fighting an elusive North Vietnamese regular unit, estimated originally at about 1,000 men, but for 48 hours the Communist soldiers have been offering only fleeting shots.

Helicopter-borne soldiers of the U.S. 1st Cavalry Division (Airmobile) overran a Viet Cong supply base in the central highlands, 260 miles northeast of Saigon, during Operation Crazy Horse. There were no details.



'Old Dominion' Officer Rescued By Green Giant

31 May 66
SAIGON—An Air Force F-105 Thunderchief pilot who was shot down by ground fire during a Memorial Day strike against the Yen Bay target complex was picked up one hour and 22 minutes after he ejected.

Air Force officials said the pilot, 1st Lt. Leonard C. Ekman 24, of Arlington, Va., The 'old Dominion' state suffered only a cut arm. Ekman went down about 15 miles southwest of Yen Bay.

Making the rescue was an HH-3C "Jolly Green Giant" helicopter crew from the 38th Aerospace Rescue and Recovery Squadron.

Air Force Maj. Baylor R. Haynes of Garland, Tex; commanded the rescue crew. Haynes is commander of the Air Force unit responsible for rescues in North Vietnam.

Duty controllers at the rescue and recovery operations center at Tan Son Nhut air base said the rescue "was routine, no ground fire was encountered by the pick-up crew."

With Haynes on the pick-up of the Thunderchief pilot were Capt. James C. O'Dell of Charleston, W. Va., co-pilot; MSgt. William C. Daniels of Des Moines, Iowa, para-rescue medic, and TSgt. William S. Warren of Ft. Lauderdale, Fla., flight engineer.

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