

DECLASSIFIED

~~CONFIDENTIAL~~

Reg # 31556

Mission Narrative Report - 15 June 1966

MSN - 2-3-79

1. Notification and launch. Jolly Green and Sandy Aircraft were scrambled from Nakhon Phanom by Compress at 0826Z, 15 June 1966 to recover a 105 pilot that bailed out over North Viet Nam. The Jolly Greens were airborne at 0830Z, four minutes after scramble notification.

2. Location. The pilot was picked up at 17°28'N, 106°17'E. *ewb/28*

3. Recovered pilot. The recovered pilot was 1st Lt Phillip J. Kelley, 105 pilot, Packard 2, 34th Tactical Fighter Squadron, Korat Air Base, Thailand.

DOWNGRADED

1 MAY 1970 AFR 205-2

4. Enroute conditions.

a. Weather during launch from Channel 31 was broken with scattered cumulus, bases about 3,000 ft MSL, visibility 10 miles. The weather gradually improved enroute to a clear sky with 20 miles visibility at the pickup site.

b. We avoided all known AAA gun positions and received no ground fire enroute to and from the site of the downed pilot. However, as we approached the area, we tried to use the UHF DF on Guard channel to home in on the Sandys that were circling over the downed pilot but were unable to because of a strong no noise transmission from the Mugia Pass area. Since the Sandy pilots are very familiar with the area, the Sandy pilots holding over the man described the area well enough that our escort Sandys led us to them without difficulty.

5. Recovery Area. We received no ground fire that we known of in the area of the downed pilot, which was very fortunate. Locating the downed pilot's exact position for the pickup did give us a small problem. The pilot was below a heavy canopy of trees that blocked visual contact, and he had no smoke flares, he lost them during bail out. By use of his pen flare gun, he guided us to a hover almost over him, but we still could not see him to determine the proper place to lower the tree penetrator. Since he was on a steep slope with undergrowth, we felt sure he would not be able to get the penetrator unless we were directly over him. Also as we came to a hover, we could no longer understand him on his emergency radio; however, he continued to give us instruction which were relayed by one of the Sandy pilots and quickly brought us into proper position. The flight mechanic finally saw the pilot as the tree penetrator went through the trees and was able to see when he was ready to be brought up.

6. Recovery time. We reached the area of the downed pilot at 0930Z, were in a hover over his position at 0935Z, and departed at 0942Z. We were in a hover seven minutes.

7. Condition of the pilot. The pilot was bruised from the opening shock of his chute and from his entry into the trees, but he received no broken bones. He appeared calm and did an excellent job of directing us into position over him for the hoist pickup.

CLASSIFICATION CANCELLED

Or Changed to: UNCLAS

By Authority of: CDS

By: *[Signature]* (Date) 13 May 75

Hq ARPS SC No 662472
DECLASSIFIED

ARODC # 66-2274

Copy 1

66500206

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

8. Support. Coordination of the escort, rescap, and on-scene-coordinator was very good. Two Gombey aircraft that were in the area also joined the rescue effort and did an outstanding job in locating the downed pilot's position and directing us to him.

9. Radio discipline. Radio discipline in general was good and was very fine during the pickup.

10. Aircraft problems. The UHF DR homer on the low Jolly Green was inoperative, and parts are on order. This is the most valuable piece of navigation equipment on the aircraft and no Jolly Green should be released for a mission without it, if it can possibly be avoided. Also, I strongly recommend that necessary action be taken to obtain enough spares to insure that the UHF DF's can always be repaired as they become inoperative.

11. Jolly Greens and Crews.

Low Bird, Jolly Green 52

RCC Major Ealum L. Stearman

CP 1st Lt William W. Gunnin

HM SSgt Michael R. Holloway

PJ A2C Robert J. Ward

High Bird, Jolly Green 55

RCC Capt William E. Cowell

CP 2d Lt Elmer C. Lavender

HM SSgt William R. Gladish

PJ A2C Malcolm C. Hassler

Frank A. Schmidt
EALUM L. STEARMAN, Major, USAF
RCC Jolly 52

DOWNGRADED
1/11 AFR-235-2
12 MAY 1970

ARODC # 66-2274

DECLASSIFIED

Hq ARRS SC No. 662472

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of GRS
By [Signature] (Date) 13 Mar 75

~~CONFIDENTIAL~~

665-00206

JUNE 14

19 REX + LT. GUILMARTIN MADE A
PICK UP 75 MILES SOUTH OF
UDORN ON A 105 PILOT. IN THAILAND
SGT DANIELS GOT HIS ORDERS
19 TODAY FOR HAMILTON. SHOULD
LEAVE 20TH OF NEXT MONTH.

JUNE 15

19 FLEW TO NKP WITH 1ST. KENNY/
T. FIEGERT AMN CHAMBERS H.M.
MAJ STEARMAN LT. GUNNIN SGT HOLLOWAY
MN WARD MADE PICK-UP OF F105 PILOT
19 100 MILES OUT. EASY PICK-UP NO.
SHOTS. ANOTHER BIRD DOWN OFF
COAST. NAVY PICKED UP.

DECLASSIFIED

~~CONFIDENTIAL~~ 3d AmRGp Hist, Apr - Jun 66

Det 2-3-75- 13 June

(C) A B-57 with two crewmen aboard disappeared in vicinity of 1715N 10545E (Laos). After intensive visual and electronic search produced no contacts, the mission was suspended.

Det 2-3-76-13 June

(C) Two aircrew members bailed out of an F4C in NVN (1742N 10626E). Two good chutes were sighted; however, no visual or voice contact could be established with them. Sporadic gunfire and AA fire from nearby prevented further search. Mission suspended until further evidence of survival and escape is forthcoming.

Det 2-3-77-14 June

(C) Recovered an F-105 pilot by HH-3E hoist pickup from Thailand (1556N 10313E) and returned him to home station. F-105 flamed out and could not be restarted.

Det 2-3-78-14 June

(U) A1E's dispatched to look for an overdue U-17, meanwhile, the U-17 returned to Udorn after having made an unscheduled/unreported landing enroute.

Det 2-3-79-15 June

(C) An HH-3 recovered an F-105 pilot from NVN (1722N 10621E) using the hoist pick-up method and returned him to Nakhon Phanom.

Det 2-38-2-1 June

(U) Injured Special Forces member airlifted by HH-43B helicopter to Takhli AB.

Det 2-38-3-4 June

(U) Emergency air evac of Thai civilian to hospital at Bangkok, Thailand.

Det 2-38-4-14 June

(U) Emergency air evac of Thai national to USAF hospital, Takhli AB by HH-43B.

Det 2-38-5-15 June

(U) Recovered berserk airman who was unconscious from a mountain cliff at night by HH-43B.

Det 3-38-4-25 Apr

(U) An HH-43B on a local flight intercepted radio call from Thai Air Force H-34 helicopter. The downed helicopter was located with four survivors and no injuries.

Det 3-38-5-28 Apr

(U) Air evacuation of six Thailand nationals to medical facilities by HH-43B helicopters.

~~CONFIDENTIAL~~

DECLASSIFIED