

DECLASSIFIED

~~SECRET~~ ~~CONFIDENTIAL~~
DOWNGRADEDMISSION NARRATIVE 1 JUNE 1964
AFT-205-2
MAY 1970

At 0825Z, Jolly Greens 53 and 54 were put on immediate alert with Sandy's 31, 32, 41, and 42. At 0828Z, Compress scrambled all forces to proceed to the area where Honda lead had been shot down, 089° radial for 84 miles from channel 89. At 0832Z, both Jolly Greens and all four Sandys departed for the area. Invert was contacted on SAR frequency for weather information. The weather at launch and enroute was good with a few scattered buildups below our flight level of 9000'. We departed on the 100° radial from channel 89. Crown 69 was contacted for mission instructions. He gave us a brief description of the area of the downed pilot, estimated elevation, indicated that a good chute was spotted, and that they had voice contact with the downed pilot. We informed crown of our ETA in the area (0920Z) and bingo time (1245Z). We did not encounter any difficulty enroute. We proceeded along the 100° radial for about 70 miles and then proceeded north-northeast to the 089° radial until we were 80 miles out and then orbited just west of the target area. We were given permission to cross the border by crown 69. The weather in the target area was good, with widely scattered cumulus type clouds and unlimited visibility. The cooperation and coordination by all rescue forces was excellent. High cover was in the area. Honda two came down and helped pin point the location. Sandy's 31 and 32 did a tremendous job in locating the pilot and directing us in. Gombay's 14 and 24 also were of valuable assistance in pin pointing his location. Sandy 31 contacted the downed pilot on guard channel and advised him that the Jolly Greens were close at hand. His condition was not known at this time. It was anticipated that his injuries if any, were only slight. Sandy 31 advised crown 69 to bring in the Jolly Greens. We were instructed to enter the area from the northwest on a heading of 160°. We asked for radio silence at this time, and that the only person we wanted to talk to was the downed pilot and Sandy 31. We made our letdown to the northwest in a cloud and as we approached the area we dropped our tip tanks. Sandy 31 led us over the survivor. We contacted the downed pilot on guard and asked for instructions. He was located in a heavy forested area with large karsts on all sides. He could hear us approaching and told us we were getting closer. He finally spotted us and after maneuvering over a very tiny hole down through the trees, we lowered the hoist. I had asked the Sandys to make passes around the area to suppress or discourage the enemy from firing at us. They made several strafing passes with rockets, 20mm cannons, and dropped white phosphorus near the hostile valley and road to the southeast. They did an excellent job in discouraging any hostile action from that particular direction. The hoist became tangled in the trees, but then was lowered to the pilot. He gave us directions from the ground and both our HM and PJ spotted him and gave us directions. While in the hover, our number one engine fire warning light came on. I instructed the pararescueman, Sgt Farrior, to check number one engine for fire. His report was negative. All instrument indications were normal so we suspected that it was due to the exhaust air circulating around and heating up the fire detection elevators enough to cause the system to activate. The downed pilot climbed into the tree penetrator and gave the signal to hoist him up. Sgt Schrader pulled him up and into the aircraft. Sgt Farrior gave him a quick check for injuries sustained in the bail out. He reported a sprained ankle with a possible fracture, and a bruised forehead. The pilot

Cub/05

 CLASSIFICATION CANCELLED
 Or Changed to UNCLASSIFIED
 Authority of 607
 (Date) 11/11/75

DECLASSIFIED

~~CONFIDENTIAL~~ 46 RGRC-1326
 46 2036
 HQ AFMS SC NO. 662116
 06500200

DECLASSIFIED

~~CONFIDENTIAL~~

67

seemed in good spirit and condition otherwise. He was also very grateful. When we moved out of the hover, our fire warning light went out. We departed the same way we came in, with the high bird giving us directions out of the area. We climbed to altitude, contacted crown 69, and relayed our ETA and the condition of the pilot. Sandys 31, 32, 41, and 42 escorted us back to the fence. We did not encounter any difficulties on the return flight. All forces landed at Nahkom Phanom Air Base at 1100Z. We debriefed at TUOC, refueled, and departed for Udorn Air Base with the pilot. We radioed ahead to have an ambulance standing by and gave our report of the injuries. We landed at 1235Z. The ambulance was waiting for us on our arrival. The mission was highly successful, and all participating forces gave us excellent support.

LOW BIRD JOLLY GREEN 53

RCC, Capt E. Drangstveit
RCCP, 1stLt T. Kenny
HM, SSgt H. Schrader
PJ, SSgt A. Farrior

HIGH BIRD JOLLY GREEN 54

RCC, Capt R. Farman
RCCP, Capt D. Hardy
HM, A1C R. Crites
PJ, A2C F. Steveson

Frank A. Schmidt, Mps
for ERLING R. DRANGSTVEIT, Captain, USAF
Rescue Crew Commander

DECLASSIFIED
111 1F3-275-2
28 MAY 1970

GROUP 4
Downgraded at 3 year intervals;
Declassified after 12 years.

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

2.

~~CONFIDENTIAL~~

DECLASSIFIED

66 RG RC-1326
~~SECRET~~

Hq ARRS SC No. 662116

DECLASSIFIED

3d ARRGp Hist, Apr - Jun 66

~~CONFIDENTIAL~~

Det 2-3-65-31 May

(C) An F-105 pilot was recovered from 2139N 10440E (NVN) by HH-3E helicopter using the hoist method. Attempts to locate another F-105 pilot call sign Cactus 2, who had ejected in the same area were unsuccessful.

Det 2-3-66-31 May

(U) Continued search for F-105 pilot, Cactus 2; terminated on 1 June with negative results.

Det 2-3-67-1 June

(C) HH-3E helicopter recovered an F-105 pilot from NVN (1723N 10608E) using the forest penetrator for pickup from a heavy forested area.

Det 2-3-68-2 June

(C) The pilot of an F-105 was recovered from NVN (1723N 10609E) by an HH-3 using the hoist method. Extremely heavy flak and ground fire had to be suppressed by A-1E's to enable the helicopter to get in position for the recovery.

Det 2-3-69-2 June

(C) Two crewmembers of an O1E were recovered from Laos (1705N 10538E) by landing an HH-3E in an open area and boarding the survivors.

Det 2-3-70-3 June

(C) SAR objective was to locate the crewmembers of a crashed AC-47 in Laos (1703N 10559E). Search suspended on 6 June due to negative leads or contact with survivors.

Det 2-3-72-9 June

(C) An HH-3 made a hoist recovery of an injured F-105 pilot from NVN (1715N 10626E). The paramedic was lowered through dense foliage to help the pilot get on the penetrator seat.

Det 2-3-73-9 June

(U) A SAR force of 4 A1E's and 2 HH-3's, had just completed the recovery of an F-105 pilot. During the withdrawal from the area two of the A1E's ran together at low altitude and crashed into heavily foliated and wooded terrain. In the opinion of observers there was little possibility of any survivors and after two hours of search the mission was terminated.

Det 2-3-74-9 June

(C) An A1E pilot was recovered from Laos (1935N 10307E) by an Air America H-34 who was in the vicinity and had monitored the distress call.

2 A1E's
SAR

~~CONFIDENTIAL~~

DECLASSIFIED

MAY 31

19 High bird. Good weather today. Lots of strikes North. of NRP cancelled. 1400 scramble us to 98. On the way a F/19 pilot went down up by the Black river. ^{DRV} 5-6's scrambled out of 59. We landed at 98 and picked up fuel to take to 89. On the way another one punched out. We landed and kept radio on listening. Low bird made pick-up all right. 19 Maj. Haynes Capt Odell, Sgt Daniels, Sgt Warren. No shot. High bird went in for other pilot and got right over chute but didn't see so they let him down the hoist to look for him. Negative results so everybody went home. Returned to NRP.

JUNE 1

Low Bird

19 scrambled on F105 jock down on other side of the Siapan in DRV. Used amount of gun site dodging and many alerts. Sandy got to him first and found his position. We went in for him and had to hover in a small canyon. After a couple of minutes we got a fire warning light on #1 engine but we kept the engine on til we made pick-up. Rex couldn't put the tree penetrator in the small opening so he turned the hoist over to me. It was real hard for Capt Drangover and St. Penny to hover because of us being down in a canyon. I got the penetrator to him in a couple of minutes after putting out about 220 ft. of cable.

JUNE 1st

19 His name was Capt George Peacock and he's from the same Sq. Maj. Hutto is from at Tac & Sandy's kept open field in front

19 of us, filled with rockets. Could see the gulf of Tonkin our way in. Capt Peacock has a twisted ankle and knee but no sweat, nothing broken. He was really happy.

I've started to wear the old heavy metal flak vest & heavy but it'll stop bullets. Pick up Party. At 12 everybody sang Happy Birthday to me.

19

JUNE 2
31 TODAY

19 They're breaking up our crews because of the 10 new bts. Not enough P.S.S. to go around so we'll have a different schedule.

19 Capt Furman, Capt Hardy, MC Criter and P.S. Stevenson made pick up 1 mile from where we were at yesterday. They picked up a lot of ground fire and the high bird got a lot of flak but I don't think either bird was hit.

19 This was no 57, since Jolly Green arrived here in Oct. 65.

Brotton made a pick up of 2 pilots that went down in a cricket out of NKB.