

DECLASSIFIED

~~CONFIDENTIAL~~ #31556

MISSION NARRATIVE 6 JULY 1966

2-3-84

On 6 July 1966, Jolly Green 02 left Udorn RTAFB at 1350 for Lima site 98. Jolly Green 56 was also enroute to 98 from Nakon Phanom RTAFB to be high bird. We joined up after crossing the river and proceeded North. Just prior to arriving at 98 we were advised by CROWN that Green Eagle 3, RTAF T-28, had gone down at 1955N-10329E and the pilot had bailed out successfully. There were two other Jolly Green aircraft in the vicinity of the downed pilot but were advised by CROWN not to make the pickup because they were enroute to an orbit point. We were advised that we should proceed to the area in Jolly Green 02 and 56. We landed at 98 to unload baggage and an extra crew and made an immediate takeoff at 1500 to proceed to the area. We arrived in the area at 1530 and Sandy 12 made a pass over the downed pilot to identify his approximate position. The downed pilot fired several pen flares and we proceeded in for the pickup. Since the tip tanks were empty and we were light on fuel we elected not to drop them. While hovering in the approximate area of the survivor, the paramedic, A2C William D. Brotton, spotted the pilot on the left side of the aircraft in tall grass and directed me until he lost sight of him under the aircraft and then the flight engineer, SSgt Donald L. Chance, spotted the survivor and continued the direction. When we were over the downed pilot SSgt Chance lowered the tree penetrator. The pilot had considerable trouble getting on the tree penetrator since the instructions were written in English and he had no knowledge of English. After hovering approximately 5 minutes he had strapped himself in securely enough to be brought up. During this long period in a hover the co-pilot 1st Lt Donald R. Harris, monitored the instrument and advised me of engine performance. The pickup was complete at 1537 and we proceeded back to Lima site 98, landing there at 1620. The recovered pilot was in good physical condition with only a few minor bruises.

Due to the difficulty this pilot had with the tree penetrator I suggest they be briefed in its use so any possible future missions of this nature would not require as long a recovery time.

RCC - 1/Lt Forest M. Kimsey
CP - 1/Lt Donald R. Harris
HM - SSgt Donald L. Chance
PJ - A2C William D. Brotton

Frank A. Schmidt, Major
FOREST M. KIMSEY, 1st Lt, USAF
Rescue Crew Commander

DOWNGRADED
11V AFR-275-2
18 MAY 1980

ARODC #

66-22 77

CLASSIFICATION CANCELLED
Or Changed to _____
By Authority of _____
By _____ (Date) _____

DECLASSIFIED

Cy #109 4

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 587410

~~CONFIDENTIAL~~

Hq ARRS SC No. 662475

66500225

2	Maj Stearman Lt Gunnin	SSgt Holloway Amn Ward	62	1/Lt Kelly	15 Jun 66	USAF	NVN	F-105
3	Lt Dykes	SSgt McCatcheon Amn Monarez	63	Capt Baker		USAF	THAI	A-1E (HH-43)
3	Capt Cowell Lt Rice	Amn Spivey Amn Kellerman	64	Capt Baker	29 Jun 66	USAF	LAOS	A-1E
6	Capt Rush Capt Hendrickson	SSgt Youngblood SSgt Berry	65	Capt Nierste	30 Jun 66	USAF	LAOS	F-105
2	Lt Kimsey Lt Harris	SSgt Chance A2C Brotten	66	Lt Weera	6 Jul 66	LAOS	LAOS	T-28
NK	Capt Berdeaux		67	Capt Crane	6 Jul 66	USAF	THAI	A-1E (HH-43)
6	Lt Letton Lt Packer	SSgt Watson SSgt Farrior	68	Amn Glover	7 Jul 66	USAF	THAI	U-10
4	Capt Butera Lt Dare	TSgt Warren Amn Hassler	69 70	L/C Ramsey Capt Edwards	7 Jul 66	USAF	THAI	U-10
1	Capt Matthews Lt Dean	A1C Beaumonte A1C Kellerman	71	Maj McClelland	11 Jul 66	USAF	LAOS	F-105
5	Capt Weekly Lt Bridge	A1C Tadewald A2C Stevson	72	Capt Laney	11 Jul 66	USAF	LAOS	F-105

WED JULY 6

5819 ^{HIGH} NKP - ~~LOW~~ BIRD - PILOT LT. LETTON
 C.P. LT. PACKER H.M. SGT BOB WATSON
 OUR BIRD LEFT NKP TO GO TO 98 BECAUSE
 THE 98 BIRDS HAD TO ORBIT AT 59 AND
 19 THEY ONLY HAD 1 BIRD TO SEND FROM
 UDORN. WENT IN AND STARTED TO
 LAND AND GOT A MAYDAY FROM A T-28
 (THAI-³LAO) PILOT ON THE POT. PICKED
 19 HIM UP. NO GROUND FIRE. ON WAY BACK
 F105 RAN INTO TROUBLE. LEAKING
 FUEL FROM HITS UP ON RED RIVER.
 SANDY GOT ROUGH ENGINE, WE'RE ESCORTING
 19 HIM BACK. I'M TRYING TO WRITE THIS
 ON THE WAY BACK. LANDED AT 98 FOR
 FUEL. F105 MADE IT BACK. ANOTHER
 FIGHTER CRASHED UP NORTH AS WE WERE
 5919 WE TOOK OFF FROM 98 AND SANDY
 PILOT WE WERE ESCORTING BAILED OUT
 BY THE FENCE. LEMONDROP SCRAMBLED AND
 UDORN GOT THERE FIRST. ^{PILOT OKAY} RETURNED NKP.

JULY 7

19 NKP LOW BIRD - ^{CRASHED} V10 WENT INTO
 RICE PADDY 27 MILES OUT 3 MEN ON
 BOARD. WENT IN AND PICKED THEM UP.
 NOBODY HURT. MEN WERE CONTROLLERS
 19 FROM HERE.

POOLE LEFT TODAY FOR STATES
 TODAY FOR DISCHARGE

19

DET 5 30TH
 FARRIOR'S

19

19