

DECLASSIFIED

REG# 30655 E

Cub/09

Mission Narrative - 17 Aug 66

0832Z, Compress scrambled Jolly Greens 56 and 02 to coordinates 2054N/104-29E. Hanover Lead was reported down. Both Jolly's were off at 0837Z. Crown 2 was contacted after airborne with an ETA of 0935Z and bingo time of 1220Z. We had to divert around thunder storms enroute to the area. Flak positions were also circum navigated. Sandy's 31 and 32 escorted us from L-36 into the area. Negative enemy ground fire was observed.

Crown 2 gave us permission to cross the border. Sandy's 11 and 12 who were in the area of the downed pilot gave us a steer into the area. New coordinates were passed on to us after we crossed the border. The new position was 2H5N/104-40E. This changed our ETA to 0940Z. As we approached the area, we could see the Sandy's making their low passes and trying to contact Hanover Lead on guard channel. Sandy 11 instructed us to stay West and North until he received a voice or visual sighting. We orbited at 8,500 and 9,000 staying over high mountainous terrain. Sandy's 11 and 12 made several low passes at 50 feet back and forth over the area with no contact, visual or otherwise. A weak waivering beeper was pinpointed by the Sandy's in a small clump of trees with a road and a bridge near by. The area was surrounded by rice paddies with several small villages skirting the area. It was at least a mile to where the mountain ridge line began.

Sandy's 31 and 32 were orbiting with the Jollys. Jolly Green 02 reported a near miss with an unidentified aircraft traveling at high speed along the ridge line to the east, Northeast. His call sign was reported as Lightning.

At 1000Z, Sandy 11 informed the SAR forces that we would remain in the area until 1020Z, hoping the downed pilots would come up on their radio at fifteen past the hour. Sandy's 11 and 12 made several more passes. Sandy 11 asked Jolly Green 56 to make a low pass over the area trying to flush them out or to give us some kind of a signal. Jolly Green 56 descended, requesting that Sandy's 31 and 32 fly cover down over the area while we made our low pass over the area. Jolly Green 56 was 3000 feet indicated which was around 1000 to 1500 feet above the terrain over the area. Contact was attempted on guard channel to raise Hanover Lead several times but no answer. We climbed back-up to a safe area, after our high speed low pass and than Sandy 11 made one more call. With no voice contact or visual sightings, Sandy 11 recommended that we pull out of the area and RTB. Sandy 11 and 12 were also bingo at this time.

Whiplash and Alfa Three and Four were flying high cover for us. As we proceeded back toward L-38, Sandy's 21 and 22 were sent up to relieve 31 and 32 who were also bingo. They joined up with us late after crossing the border. High Cap escorted us across the border almost to L-36 before they had to leave. The area was in a deep valley with 9000 foot of flat mountains surrounding it. Shadows were already forming in the area when we departed. We had made a maximum SAR effort with no sign of life from Hanover Lead.

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Hq ARRS SC No: 662926

DOWNGRADED
IAW

665-00239

662645
ARODC # 9m

DECLASSIFIED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

66-AD-0598

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~~SECRET~~

We departed the area at 1030Z, estimating L-98 at 1210Z with fuel exhaustion estimated at 1320Z. The Jolly's circum navigated Flak positions on the return flight to L-98. Jolly Green 56 asked Crown 2 to contact the customer at L-98 to set up runway lighting for air arrival. The area was completely dark on our arrival. The only lighting that was set up for us was a jeep and a hand held strake light which was situated along side about half way down the runway. Our landing was accomplished without any problems.

We departed L-98 at 1215Z with one hour enroute to Channel 31. Enroute back, prior to crossing the fence, smoke was detected in the cockpit area and the PJ informed us that the smoke seemed to be coming from the vents. I immediately turned off the vent fan switch. I also advised Jolly Green 02 of my difficulty and he relayed the information to Brigham control and Crown 02. I turned off all my navigational equipment and other electrical equipment and the smoke started to dissipate. I opened the cockpit windows which eliminated the smoke. I turned on the equipment one at a time, leaving the vent fan switch off. There was not any recurrence of smoke so we were reasonably sure that the vent fan Rotor was hot and had caused the smoke. Landing was accomplished without difficulty. Jolly Green 56 and 02 were on the deck at 1315Z.

Jolly Green 56 - Low Bird

Captain E.R. Drangstveit - RCC
2nd Lt. D.E. Lyall - RCCP
A1C Johnson, J.W. - HM
A2C Brotton, W.D. - PJ

Jolly Green 02 - High Bird

1st Lt. F.M. Kimsey - RCC
Captain R.J. Svoboda - RCCP
SSgt D.J. Hall - HM
SSgt Farrior, A.D. - PJ

Dennis W. Stiles
DENNIS W. STILES; 1st Lt., USAF
Co-pilot

Hq ARRS SC No. 662926

CLASSIFICATION CANCELLED

Or Changed to UNCLASS.

By Authority of GDS

By KY (Date) 14 MAR 75

~~UNCLASSIFIED~~

1AW AFR-235-2

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