

DECLASSIFIED

REF 32811

MISSION NARRATIVE 1 AUGUST 1966

23-92
CMB/31

Jolly Greens 55 and 56 were scrambled from L-36 at 0804Z, for a downed F-105 pilot, Flintstone Three, located at 21°50" North and 104°49" East. Flintstone lead was holding over the downed pilot and had voice contact, but departed for a tanker as soon as the Sandy's arrived. The Jolly Greens were off from L-36 at 0806Z and arrived in the area at 1015Z. E/31

The trip to and from the area was made without incident; however, MIG cover was not provided, as should have been, for the trip to the target area. The MIG cover did not join the Jolly Greens and Sandy aircraft until they were within 40 miles of the downed pilot, about an hour late. Since there was considerable cloud cover, with numerous thunderstorms and cumulus build-ups, we proceeded inbound without the MIG cover. The thunderstorms helped, but they also increased our enroute time by about 30 minutes.

L-36 weather at launch time was broken, bases 6 to 7 thousand feet with scattered build-ups and thunderstorms. Weather enroute remained about the same until about 30 miles out from the downed pilot. Weather for the remainder of the trip and in the area of the downed pilot was clear with 8 miles visibility.

In general, the cooperation and coordination of support was good.

There were heavy concentrations of automatic and AAA weapons. Ordnance from the A-1E's and F-105's were ineffective in combating enemy action. Because of our slow recovery aircraft, it is almost impossible to make a successful recovery north of the Red River. By the time we can get to the area, the enemy can move in adequate equipment and troops, to make the area inaccessible to a helicopter. It is almost impossible for a helicopter to cross the Red River valley without getting shot down by AAA weapons. When, and if Rescue Forces are supplied with small, well equipped high speed recovery vehicles, with air to air refueling capability, recoveries north of the Red River can be a reality.

The downed pilot reported that he was in good condition and he complied with instructions given him until radio contact was lost.

Recovery efforts were unsuccessful. Radio contact was lost about twenty minutes prior to the Jolly Greens getting into the area and the pilot's parachute disappeared. However, ground fire was very heavy and would have had to been suppressed before committing the Jolly Greens, if radio contact had been maintained.

39

DOWNGRADED
IAW AFR-205-2

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
101 DIR 5200.10

12 MAY 1970

~~CONFIDENTIAL~~

~~SECRET~~

DECLASSIFIED

ARODC # 662575 PM
665-06233
Hq ARRS SC No. 662769

2nd Report by RARS/OWR
14/10 to ASA - Hoop narrative
14/10 to Belvoir VP

CLASSIFICATION CANCELLED
Authority of UNCLAS
Date 11/11/15

MISSION NARRATIVE 1 AUGUST 1966 (CONT'D)

LOW BIRD (JOLLY GREEN 55)

Maj Ealum L. Stearman, RCC
Maj Owen R. Fletcher, CP
SSgt Frank I. Clubb, HM
A2C Transito Trujillo, PJ

Ealum L. Stearman

EALUM L. STEARMAN, Major, USAF
Rescue Crew Commander

HIGH BIRD (JOLLY GREEN 56)

Capt Robert L. Powell, RCC
1st Lt William W. Gunnin, CP
SSgt Harold R. Schrader, HM
SSgt Aaron D. Farrior, PJ

CLASSIFICATION CANCELLED
Or Changed to UNCLASS.

By Authority of GDS

By [Signature]

(Date) 14 MAR 70

DOWNGRADED

IAW AFR-205-2

18 MAY 1970

ARODC #

662575

Hq ARRS SC No. 662769

MON AUGUST 1 66

AUGUST 1st

7619 To 36. Strikes going on 6 miles south of us. F104 down 35 miles N. of Hanoi. Good chute no beeper. Believed captured. Compress didn't send us.

19 at 3 in the afternoon scrambled on a F105 on the Red River. It's a 2 hr. flight there over bad hostile territory. All of it DRV. Usual amount of wing alerts but they didn't come after us. We had 102's, 104's F4C's & 105's for fighter escorts and we're sure they had us on their Radar all the way in but they probably didn't want to tangle with all those fighters. His wing man had voice contact with him til the 1st 2 Sandy's got there. They took over and had voice contact with him twice

19 before we got there. When we got across the River and close to him the bad guys had already picked up his chute up and his beeper which he had turned off earlier was on and we never could get voice contact again. All the planes were picking up heavy flack all up and down the River. The highway over 2 miles was loaded with automatic weapons firing when we would get close to it. The fighters tried to knock out all the guns they could but they were too many of them and they were hidden too well. We really stayed over there too long but we thought we could get him

AUGUST 1ST

19 He was down just 1 1/2 miles from a large military complex but they aren't suppose to hit targets like that. I think they

19 should. It would sure cut down on our guys getting hit. We stayed til we had to leave with just enough fuel to get

19 back to 38. Customer put out barrels of gas for us to see to land lug. ~~Refueled~~ Refueled and headed home. Long day.

19 Everybody real sad about not getting the guy. We sure did try.

Another 104 got it by Hanoi. No chute.

Got back to Udorn at midnight
ROUTE 1 NORTH 20 MILES FROM CHINA - EAST TO RED RIVER - SOUTH TO AREA 50 MILES

AUGUST 2ND

19 DUTY: Fighters went north at dawn but no luck on the guy that went down yesterday. Mailed Tinamarine today.

19

AUG. 3RD

19 Tried to get North today but weather too bad. Received a letter from civilian Poole, he doesn't know about Perry yet.

19 Received "Car package" from Judy. It's fun to dig into one of those.

9

AUG. 4TH

DOWN BY SAN NGA, NO CHUTE
LAWSON MADE PICK-UP BY 98 OF

105 JOCK. GETTING SICK - LIKE FLU?