

MISSION NARRATIVE 1 AUGUST 19662-3-92
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 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.

DOWNGRADED
IAW AFR-205-2

12 MAY 1970

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
EO 1.2 DIR 5200.10

~~CONFIDENTIAL~~~~SECRET~~

ARODC #

665-00233

Hq ARRS SC No.

662769

CLASSIFICATION CANCELLED
Or Changed to UNCLASSIFIED
Authority of
Date 11/11/87

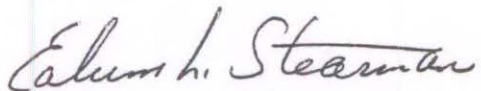
39

2nd Report by RARS/DRD
14/10 to ASDP Hoop weather
14/10 to Belvoir VA

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

A handwritten signature in cursive script, reading "Ealum L. Stearman". The signature is written in dark ink and is positioned above the typed name and title.

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

FROM: Det 6, 38 Aerospace Rescue & Recovery Squadron, APO 96227

SUBJECT: Narrative Report (Mission Number 6-38-116-3 Aug 66) 4 Aug 66

TO: 3 Aerospace Rescue & Recovery Group (JSARC), APO 96307

1. Pedro 73 and Pedro 74 had just completed a base support photo mission and Pedro 74 landed while Pedro 73 remained airborne on a training flight. We had made one approach and were on downwind for a second when "Saber 04" declared an emergency for a hung nose gear and an emergency fuel state. We continued our approach to get out of the way of Pedro 74 who would be scrambling on the emergency. However, at that instant "Saber 04" stated he had just had a flameout so we immediately headed towards his location.

2. We were able to observe the ejection and opening chute, which we headed for. We also watched the aircraft crash in the Dong Nai river well clear of habitation. We arrived over the pilot three minutes after he bailed out and about a minute after he hit the ground. The pilot landed fifteen feet from a road and we were able to land in a nearby paddy and pick him up. He was in good shape and was released to a 3d TFW Dispensary ambulance upon arrival at Bien Hoa Air Base. After we left the pick up point with the pilot Pedro 74 landed and retrieved his personnel equipment. No communications were required as the pickup was achieved visually. Four sorties for 0:30 flown.

3. Crewmembers aboard rescue helicopter:

RCC 1st Lt Mark C. Schibler

CP Captain Dale L. Potter

RS A2C Michael P. Benno

HM A1C Gerald C. Hammond Jr

Mark C Schibler
MARK C. SCHIBLER, 1st Lt, USAF
Rescue Crew Commander

DEPARTMENT OF THE AIR FORCE
37th AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF: 37th OPS

SUBJECT: Mission Report (Number 1-3-53)

TO: 3rd ARRG (RGRC)

1. While flying classified orbit on 6 August 1966 at 0950 an emergency call was relayed to us by a Navy ship in the area. Our orbit was at 4500 feet so an immediate decent was established with a high power setting to expedite our progress to the area. An F-105 aircraft had been hit by hostile gunfire, had lost all oil pressure and was preparing to eject. Two Navy rescap aircraft were dispatched to intercept us as we proceeded to the area. We received radar vectors from the Navy ship, ARA-25 steers from the distressed aircraft wing man and excellent steers by our navigator. While proceeding all crew members prepared for the possible pickup and every one began to scan as we approached the search area.

2. While enroute numerous junks were noted and reported. The distressed pilots wing man notified us when he had ejected, circled him and talked to him during the entire recovery. Upon entering the area of the survivor the navigator directed us to the wing man who in turn steered us to 500 yards of the downed pilot. Rescap was provided by the wing man and concern was running high due to the presence of numerous junks proceeding toward the survivor. The survivor was spotted at 1018L. Contact had been successfully established with the chopper enroute and time was beginning to grow short as the junks continued their approach to the area. The decision was made to land and pickup the survivor while conditions were favorable.

3. The drop tanks were jettisoned and pattern set up for landing. The survivor ignited a red smoke to help determine the wind and to aid in keeping him in sight. The landing was made at 1020L 100 yards from the survivor, an uneventful raft approach was accomplished. As the survivor came up to the nine o'clock position, The para-rescue technician dove into the water to retrieve him. The pilot was brought into the aircraft with little difficulty due to the team work and cooperation displayed by all personnel in the rear. During the pick up the junks moved to within 1000 yards of the aircraft. No gunfire was noted and takeoff was accomplished at 1025L after some effort due to the changing wind pattern. The pilot was flown to DaNang in excellent shape. The landing at Danang was accomplished at 1210L.

4. All crewmembers displayed excellent knowledge of their procedures and their team work was the overriding reason for the pickup going so smoothly.

5. No hostile gunfire was noted, but the junks were reported as gun boats by the aircraft over head. Radio procedures were all excellent, however if the wing man would talk more to the rescue aircraft making the recovery, less time would be wasted asking for steers, and ect.

6. The crew consisted of the following personnel.

Capt	Luther J. Brown	RCC
Maj	Donald P. Purdy	CP
Capt	Inzar W. Rackley	N
MSgt	Lionel O. Yaw	RS
AlC	Roy L. McCollough	FM
SSgt	Curtis R. Spangler	RO
SSgt	Webb M. Cunningham	AF
TSgt	Leo V. Melton	Student FM

7. Recommendations: All downed crewmen should carry and use a red or yellow smoke when the rescue aircraft first comes into view. It gives the pilot an excellent source for the wind direction and greatly aids in keeping the survivor in sight.



LUTHER J. BROWN, Captain, USAF
Rescue Crew Commander

Mission Narrative - 8 Aug 1966

Jolly Green 51 and 56 were scrambled from L-98 at 0117Z for a downed F-105 pilot, Finch 2, located at 21°48'N 105°05'E. Finch One, Three and Four were over the downed pilot and were keeping him in sight on the side of a small hill. They reported the weather broken 1500-1800 above the downed pilot's location. The Jolly Green's were off L-98 at 0123Z enroute to the area.

While we were enroute, Finch flight reported that Finch one had been downed by ground fire. Finch flight spotted him at 21°20-25'N, 105°00'E and he was sitting on his parachute in a small open area. They had been in voice contact with him and reported that he had a broken leg and were some houses in his vicinity. Crown 01 changed our first pickup area to Finch One since he was closer to us.

Due to an ETA of 0400Z to Finch One and a Bingo time of 0350Z, Crown 01 directed us to land at L-36 and refuel so as to give us some loiter time and attempt both pickups.

Jolly Green 51 and 56 landed at L-36 and immediately began refueling. While the refueling operation was in progress, Compress directed us to launch singly and proceed to the pickup area as soon as the refueling was complete on each bird. Sandy 11 and 12 had met us over L-36 but had proceeded to the pickup area at Crown's direction.

Jolly Green 51 was off L-36 at 0300Z for the pickup area of Finch One. Our ETA was 0500Z and Bingo time 0530Z. Sandy 21 and 22 joined up with us just North of the border by means of UHF/DF and heading, altitude information plus an occasional opening in the clouds. The weather from take off at L-36 until fifteen minutes West of the area was instruments. We went into clouds about 2000' AGL and never topped the weather until fifteen minutes West of the area. It was broken to overcast conditions of cumulus build-ups and numerous showers. The enroute weather prevented accurate navigation around gun positions so we decided to take maximum advantage of weather masking and went more Easterly to arrive at the pickup area earlier. Crown 01 diverted Sandy 31 and 32 from Jolly Green 56 to Jolly Green 51 and the Finch One pickup area for rescue escort and search at about 0420Z and they arrived at the downed pilot's location at 0445Z, fifteen minutes earlier than our ETA due to our previously mentioned change in course.

Jolly Green 51 remained in orbit in the clear at 9000' MSL above a broken layer, with tops about 7000' MSL. Sandy 21, the on scene commander, told us to be sure and stay high until they had located the pilot and checked out the area. Sandy 11 passed on that he had received no voice contact with Finch One when he arrived on the scene, nor had he been able to locate the pilot visually or received any signals. He had been receiving almost continuous beeper transmissions from the area. All the Sandy aircraft on the scene reported a large house

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of [Signature]
(Date) 11/11/76

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ARODC #

662592

665-00235
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DIR 5200.10

Hq ARRS SC No. 662771

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~~CONFIDENTIAL~~

approximately twenty yards from the location of the beeper source and a complex of buildings approximately 200 yards from the location. There were numerous villages and rice paddies in the area. No activity was observed, however. Sandy 11, 12, 21 and 22 Bingoed and RTB'd while Jolly Green 51 was orbiting.

Jolly Green 51 remained in orbit in the area until Bingo time, then advised Crown we were Bingo. Crown 01 then gave Jolly Green 51 instructions to divert to the Zebra area to assist Jolly Green 56 on location and pickup. Zebra was a downed F-101 pilot from 7 August 1966. We advised Crown that we were Bingo and if we remained any longer we could not recover to L-36. We were directed to RTB L-36 at 0540Z.

Jolly Green 51 had no MIG cap and no rescue escort during the entire recovery leg. Taking advantage of the weather and using only our Doppler for navigation, we proceeded towards L-36, attempting to avoid known areas of gun concentrations and MIG activity. As we crossed the border, we raised Crown 02 who was reporting orbit over L-36 and requested a steer to L-36. He reported good steers of 175° on both UHF and VHF. We followed his directions and came out over L-59. Jolly Green 51 recovered at L-36 with approximately thirty minutes of fuel remaining at 0715Z. The weather during the last portion of the recovery leg was approximately 12000 feet broken to overcast with a scattered to broken condition below, visibility 10 miles. Jolly Green 51 refueled partially and prepared to deliver fuel to Jolly Green 56 at L-59 since he had declared a low fuel state headed for L-59. Compress informed us that Jolly Green 56 was presently refueling at L-59 and would proceed to L-36. We were to stand by at L-36 on ground alert.

Low Bird (Jolly Green 51)

Captain William H. Lloyd, RCC
Major Donald A. Vavra, CP
SSgt John P. Rogerson, HM
A2C Robert B. Williamson, PJ

William H. Lloyd
WILLIAM H. LLOYD, Captain, USAF
Rescue Crew Commander

High Bird (Jolly Green 56)

Captain Adrian D. Youngblood, RCC
1st Lt Edward G. Burford, CP
SSgt Frank J. Clubb, HM
SSgt George E. Hunt, PJ

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of CDR

By RJH (Date) 14 MAR 75

DOWNGRADED
IAW AFR-235-2

ARODC # 662577

CONFIDENTIAL

1966

8-8-66?

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murdered in a

time by an employe
gent Diner on Route 9 in ne-
Howell Township.

Police were searching the
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SAIGON, South
(AP) — The U.S. A.
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Maj. James H. K.
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The pilot's luck ran out
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him by radio after he landed bu
rescue helicopters were unable
to snatch him from enemy soil.

He was presumed captured
although the official U.S. an-
nouncement listed him as miss-
ing.

Kasler's Thunderchief was
one of three shot down Monday.
His wingman went down a few
minutes earlier.

A veteran of 22 years of
flying, Kasler was an 18-year.
old tailgunner at the close of
World War II and flew 100
combat missions in Korea, in-
cluding down six Communist
MiGs.

He was the second Korean ace

RESCUED FROM CONG — Maj. Paul P. Curtis,
36, of Great Falls, Mont., alights from a rescue
helicopter that brought him back safely after 27
hours of hiding in a thick jungle near a village
deep in North Viet Nam, some 100 miles north
of Hanoi. His RF101 Voodoo lost power Sunday
while he was on a photo reconnaissance mission
and he bailed out. American planes picked up
a faint signal Monday from his "beeper" radio
and relayed his position to the rescue helicopter.
The Air Force released this picture today in Sai-
gon.

(AP Wirephoto)

CURTIS
SPENCE HEYWOOD
TC
ACK OF MY
HEAD

FROM BOB WILLIAMSON

15 MAY 99

Bob —

Enclosed are two newspaper clips about pickups I made and a copy of my first APR. I thought the APR might be interesting because it relates to your endeavor.

The "Curtis" clip was a mission we were on for an ace that eventually got captured. Can't remember his name, may have been a Korean ace. Anyway, ABCCC freaked cause we were holding over Sam sites (low cloud cover) and chased us over behind a mountain peak sticking up through the clouds.

We got over there and Curtis came up voice. He had been down about ~~for~~ three days (I think). No formal authentication stuff then - he sounded good so we got him. Tried to feed him, but he landed in a wild banana grove and was full.

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Police were searching the
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(AP Wirephoto)

RESCUED FROM CONG — Maj. Paul P. Curtis, 36, of Great Falls, Mont., alights from a rescue helicopter that brought him back safely after 27 hours of hiding in a thick jungle near a village deep in North Viet Nam, some 100 miles north of Hanoi. His RF101 Voodoo lost power Sunday while he was on a photo reconnaissance mission and he bailed out. American planes picked up a faint signal Monday from his "beeper" radio and relayed his position to the rescue helicopter. The Air Force released this picture today in Saigon.

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He was the second Korean ace fr

Curtis

SPENCE HERMAN
PC

DICK OF MY

HERMAN

ROBERT WILLIAMSON PJ

Recce Pilot Saved After Jungle Ordeal

I WAS HIGH BIRD

SAIGON — After 27 harrowing hours hiding in the jungle near a village in North Vietnam, an RF-101 pilot was picked up by a rescue helicopter crew. The pilot, Maj. Paul P. Curtis, had ejected from his unarmed reconnaissance jet.

The HH-3 Jolly Green Giant chopper was running short of fuel and on its final, searching pass when the crew spotted the downed flier. They had maintained radio contact with Curtis, but his radio was getting weak. Because of the thick foliage, they had not spotted him or his flares.

On their last pass, one of Curtis' emergency flares penetrated the tree canopy and a pararescue man, A2C Franklin A. Stevenson, spotted it. Stevenson was lowered by hoist cable to Curtis, and the pilot was lifted into the helicopter.

* * *

CURTIS HAD been flying a reconnaissance mission when he had a loss of power in his jet engine. As the aircraft neared the ground he ejected.

Curtis, who injured his back during the ejection, noticed a

village in the area and immediately left the crash scene. Moving away from the village he fell 75 feet down a mountainside, snapping off his radio antenna and reducing the range of his emergency signal.

Several Air Force aircraft passed overhead before he was able to make radio contact with two F-105 pilots returning from a mission. They relayed his position to Det. 5, 38th Aerospace Rescue and Recovery Sq., and the chopper and air escort were sent to his rescue.

VIETNAM REPORT

*I WAS
ON THIS
ONE
ON
8
AUG.
66*

Meanwhile, a U.S. Air Force Jolly Green Giant helicopter—in one of the war's longest rescue missions—plucked an American flier out of north Vietnam 100 miles northwest of Hanoi, spokesmen said.

The pilot, whose RF101 Voodoo photo reconnaissance jet was one of seven U.S. planes downed Sunday in a record day for north Vietnamese gunners, spent about 24 hours evading communist ground forces and was whirled to safety.

FROM: Det 6, 38 Aerospace Rescue & Recovery Squadron, APO 96227

SUBJECT: Narrative Report (Mission Number 6-38-117 - 8 Aug 66)

TO: 3 Aerospace Rescue & Recovery Group (JSARG), APO 96307

1. At 1144 hours, we were notified over the crash phone of a F-5, five minutes out with one engine seized. At 1145, Pedro 74 with crew was airborne with the FSK. At 1146, while airborne, we were notified that the F-5 had crashed on final approach two miles short of runway 27. While proceeding towards the column of black smoke that marked the crash site, we heard one of the win men report that the pilot had ridden the aircraft down successfully with bombs under each wing. He had escaped almost unharmed from the burning wreckage. Approaching the crash site, we observed the pilot standing about 25 yards from the burning aircraft. At 1150 we landed near the pilot and helped him into the helicopter. We took off immediately to avoid the burning bombs should they detonate. Total ground time was approximately 30 seconds. The pilot was returned to the base by 1155 and then taken by ambulance to the hospital.

2. Pedro 74 then proceeded to recover the abandoned FSK and return it the alert pad. (Totals of 2 sorties, 0+20 hours, and one combat save from an unsecured area).

3. Crewmembers aboard the rescue helicopter:

RCC Capt Robert L. Blaydes FR69421

CP Capt Edward E. Pharaoh Jr FV3061251

RS A1C Nathaniel A. Mosley AF13620392

RS A2C Frederick L. Sanger AF13723660

Robert L. Blaydes
ROBERT L. BLAYDES, Captain, USAF
Rescue Crew Commander

~~SECRET~~

Reg # 33312

~~CONFIDENTIAL~~ 09

Mission Narrative - 8 Aug 1966

Jolly Green's 05 and 54 were standing strip alert at Nakom Phamon, when a call came in that Rebel 2, an F-105, was down. The first coordinates given were 17°50' North, 106°00' East. Jolly Green's 05 and 54 were scrambled at 1706 local, and airborne at 1712. Weather enroute to the area was broken with multi-layer clouds up to 11,000 feet, with numerous rain shower and thunderstorms. Due to another mission up North, we did not have any escort into the area, until we were within 10 miles of the survivor. Due to the fact that it was getting dark and we were IFR three-fourths of the time, it was decided to continue to the area without escort. Enroute to the area, we received new coordinates, 17°43' North and 106°13' East. Jolly Green 05 tried to climb on top, but could go no higher than 10,000 feet where we flew IFR most of the time. Jolly Green 54 was able to go to 11,000 feet and flew VFR most of the time. Both Jolly Greens tracked out of channel 39 on the 100 degree radial for 70 miles then turned North, Northeast to the target areas. Contact was made with Stiletto lead, two F-105's, and they provided MIG cap. Papose flight, F-105's, were also in the area. Contact was then established with Firewood flight, two Navy A-1Es who briefed us on the situation and condition of the pilot. Sandy's 11 and 12 arrived in the area, but were requested to stay clear, since the Firewood flight knew the pilots location and the terrain. Jolly Green's 15 and 18 were also enroute to the area as back-up. Jolly Green 05 went down and followed Firewood flight through a valley to the survivors position. Jolly Green 05 went IFR again and lost visual contact with Firewood. Jolly Green 05 advised Firewood that he was turning around. Firewood reported that he just broke out on the other side, so Jolly Green 05 continued in. Firewood lead pointed out a parachute that was supposed to belong to the survivor. We started our descent over the chute, then the pilot of Jolly Green 05 and Firewood lead spotted a pin flare about two to three miles further East across a valley road, and river. Jolly Green 05 turned towards the flare, and the survivor sent up another flare. Jolly Green advised Rebel two to save his flares until we were closer to him. By this time, we were in light rain, and all cockpit lights were on. About this same time, the pilots flight instruments were fogged over, and he was unable to read them. Jolly Green 05 made one pass over the survivor, dropped the tip tanks and came back in. Jolly Green 05 asked for one more flare, which they spotted and we came to a hover near the survivor. By this time, it was so dark that the only thing we could spot, was the tops of the trees. Jolly Green 05 advised Rebel two that we were going to drop the tree penetrator and he would have to look for it. Five minutes later, Rebel two advised us that he was in the tree penetrator and we pulled him in. Jolly Green 05 departed the area at 1145Z.

Hobo flight, two A-1Es, were in the area now, and they, along with Sandy's 11 and 12, escorted Jolly Green's 05 and 54 out of the area. Weather enroute to channel 31 was about the same. Invert provided the vector that we requested, which took us around the Southside of Miga Pass. The flight was terminated at 1250Z.

Hq ARRS SC No:

~~662884~~ ~~CONFIDENTIAL~~

665-00236

DOWNGRADED AT 3 YEAR INTERVALS

12 MAY 1970

CLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

662646 JHM
ARODC #

66-AD-0579

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COMMENTS:

TIME: 1006Z Scramble
1012Z Airborne
1125Z Arrived in area
1145Z Pickup complete
1250Z Arrived Nakon Phanom

AIRCRAFT INVOLVED: Papose Flight - Two F-105s
Savanna Flight - Two F-105s
Hobo Flight - Two A-1Es
Sandy Flight - 11 and 12 A-1Es
Firewood Flight - Two Navy A-1Es

DOWNED PILOT: John R. Casper, 1st Lt., USAF, FV3159888, F-105, 421st TFS, Korat

RECOVERY AREA: Survivor was located on the top of a 1500 foot hill. Entire hill was covered with jungle type canopy.

RADIO PROCEDURES: Radio communications between all aircraft concerned was excellent. One Jolly Green 05 was over the survivor. We could hear him, but the survivor could not hear us. Firewood lead relayed Jolly Greens transmissions to Rebel two.

CREW COORDINATION: All crew members on Jolly Green 05 performed there assigned task in a professional manner and without question. Jolly Green 54 provided excellent navigational assistance.

Jolly Green 05 (Low Bird)

Francis E. Hendrickson, Capt., RCC
Robert Parker, 2nd Lt., CP
Robert Riley, SSgt., HM
William D. Brotton, A2C, PJ

Charles A. Vaura Major

fr FRANCIS E. HENDRICKSON, Capt., USAF
Rescue Crew Commander

Jolly Green 54 (High Bird)

Kenneth E. Murphy, Capt., RCC
Donald R. Harris, 1st Lt., CP
Harold W. Child, SSgt., HM
Robert Ward, A1C, PJ

12 MAY 1970

CLASSIFICATION CANCELLED

Or Changed to Unclass

By Authority of GDS

By RES (Date) 11 May 75

~~CONFIDENTIAL~~

~~SECRET~~

Hq ARRS SC No. 662884

2-3-98-10 Aug 66

Ref #34547

Mission Narrative - 10 Aug 66

~~CONFIDENTIAL~~

ARRS
At approximately 1440 local, 10 Aug 66, tower advised Rescue Operations at NKP that a U-6, Gambie 23, based at NKP was down 2 miles East of the base. Jolly Green 05 was scrambled at approximately 1445 local and was guided to the downed aircraft by two U-10s in the area. Jolly Green arrived on scene at approximately 1450 local.

No word of the condition of the crew had been received, so rather than dump fuel to reduce A/C net, Jolly Green punched off tips and came to a partial hover near the downed aircraft at once. The downed crewmen, Captain Ryan and Captain Overstreet, were able to wade to the helicopter and climb aboard without assistance. Jolly Green 05 took off and recovered at NKP at approximately 1500 local.

The condition of the recovered crew was good and no problems were encountered during the mission.

There was no enemy action and radio discipline was satisfactory. Weather was approximately 20000FT, visibility approximately 10 mile.

Crew of Jolly Green 05

Captain Hendrickson - RCC

2nd Lt. Packer - RCCP

SSgt Riley - HM

A2C Brotton - PJ

for Ronald R. Harris, 1LT
ROBERT W. PACKER, 1st Lt., USAF
Rescue Crew Co-Pilot

unB1/22

DOWNGRADED
14K AFR-205-2

Hq ARRS SC No: 663029

665-00241

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

~~CONFIDENTIAL~~
ARODC # 662738 4511

66-AD-0773

FROM: Det 9, 38th ARRSq/Captain Cardwell/4184

16 August 1966

SUBJECT: Mission Narrative, 9-38-25-14 August 1966

TO: 3rd ARRGp (RGOS)
AFO 96307

1. On 14 August at 1855 I was called by a Major Mol, Air Liaison Officer with the 1st Cavalary Division at Operation Paul Revere II. He stated that our rescue helicopters were needed for medical evacuation on the Chu Pong Mountain. As he was calling on a field phone from landing zone Cat, communication was very weak. I referred him to DASC Alpha for rescue coordination. Both Pedro aircraft were standing by and were launched at the advise of Captain Phelan, JSARC duty controller.
2. Weather at Pleiku was four hundred feet overcast with scattered fog banks. The same conditions prevailed over most of the route to landing zone Cat although we were frequently in and out of moderate rain showers and fog.
3. Upon arrival at landing zone Cat at 2010 we were met and briefed on the mission by Major Mol. There were four critically wounded patients who needed evacuation that night and four ambulatory wounded who were in no immediate danger. The mission was delayed until 0245 because the Army platoon with the wounded were forced to withdraw approximately 500 meters to the east of the last known enemy position. During the five hours we were delayed at Cat the weather closed in to zero zero both at the strip and in the pickup area. At approximately 0200 communications at the pickup site revealed that fog had lifted to the point where they had six to nine hundred feet straight line visibility with patchy fog overhead. Three UH-1D gunships departed Cat ahead of us and radioed back that a flare ship was on the scene and that flashlights from the pickup area had been spotted. Using instrument take-off procedures both Pedro aircraft departed Cat and flew to the pickup area. To pinpoint the exact location the ground personnel vectored us in on FM radio by visual sighting. I came to a hover over the flashlights and lowered two stokes litters but not my pararescue technician. The same platoon had prepared the litters a few days before and we were confident they could accomplish it again in less time than it would take to lower and then pickup our own man. Two wounded were lifted aboard in less than 15 minutes while Captain Bergold and crew orbited overhead. When we departed the area Captain Bergold came in and hoisted two stokes litters and one of the ambulatory patients that they felt should come out. During the pickups Spooky 22 dropped flares over the area. Without the flare assistance I doubt the pickups could have been made before morning. This was apparent during periods when flares had extinguished and new ones had not been dropped. About halfway through Captain Bergold's pickups, the conditions at the scene became completely IFR and I started back to Pleiku to avoid the orbiting gunships. When the secondary bird completed his pickups he was escorted back to Pleiku by the gunships, also IFR. No significant problems were encountered

during the mission other than the possibility of our over extending ourselves during the poor weather conditions. Considering the amount of IFR experience we are allowed to gain, I feel under similiar circumstances I would be more selective on the conditions under which I would launch. No actual difficulties were experienced while flying instruments to Pleiku but considerable vertigo and disorientation were experienced during the orbiting of the area during periods without flares. Our experience showed that even though considerable glare is present when the illuminating flare is in fog, it lights up the trees below for an adequate reference,

4. The intergrity of the platoon commander is to be commended. His report on the weather conditions was extremely accurate and he did not call us in for the pickup until it reached the point stated above.

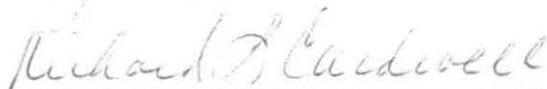
5. Crewmembers who participated:

PRIMARY CREW

RCC - Captain Richard L. Cardwell
RCCP - Captain Carlton P. Vermeys
HM - A2C William L. Houghtaling
RS - A2C Allen R. Stanek

SECONDARY CREW

RCC - Captain Fredrik M. Bergold
RCCP - 1STLT MICHAEL E. DAVIS
HM - SSgt Bertrum E. Brundridge
RS - A2C David A. Carl


RICHARD L. CARDWELL, Captain, USAF
Rescue Crew Commander

NNNN VU TNA486 CZCPA B9 ZCRPD577

RR RUMTB
DE RUHLKM 538 2290406

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Y EEEEE

R 170239Z AUG 66

FM PARRC HICKAM AFB HAWAII

TOP SECRET
24/17/1328
24/1328

3259

TO RUMTB/DET 9 38 ARRS PLEIKU AB VIETNAM ,
INFO RUMSBJ/38 ARRS TAN SON NHUT AFLD VIETNAM
RUMSBJ/3 ARRCF TAN SON NHUT AFLD VIETNAM
RUEBSBA/ARRS ORLANDO AFB FLA

BT

UNCLAS E F T O PRCCO 01466 AUG 66 /PERSONAL FROM COL SMITH TO
CAPTS BERGOLD AND CARDWELL AND CREWS. CONGRATULATIONS FOR
COMBINE EFFORT IN SAVING FIVE CRITICALLY WOUNDED U.S. ARMY

SOLDIERS FROM BATTLE ZONE 15 AUG 66. OUTSTANDING AIRMANSHIP

AND TEAMWORK DISPLAYED IN ACCOMPLISHING EVACUATION UNDER
EXTREMELY ADVERSE NIGHT WEATHER CONDITIONS ATTESTS TO YOUR

PROWESS AND PROFESSIONAL COMPETENCE. PLEASE CONVEY MY COMPLI-
MENTS AND WELL DONE TO ALL PARTICIPATING CREWMEMBERS.

BT

NNNN

NNVV TNA581PAB188ZCRPB731

R.

R

RUMNTB

DE RUHLKM 539 2290406

ZNY EEEEE

R 170240Z AUG 66

FM PARC HICKAM AFB HAWAII
TO RUMNTB/DET 9 38 ARRS PLEIKU AB VIETNAM
INFO RUMSEJ/38ARRS TAN SON NHUT AFLD VIETNAM

RUMSEJ/38ARRC TAN SON NHUT AFLD VIETNAM
RUEBSEA ARRS ORLANDO AFB FLA

BT

UNCLAS E F T O PRCCO 01467 AUG 66 / PERSONAL FORM COL SMITH TO

CAPTS BERGOLD AND TYREE AND CREWS. PROFESSIONAL COMPETENCE OF
THE ARRS HELICOPTER TEAM HAS ONCE AGAIN BEEN EMPHASIZED BY YOUR
EXCEPTIONAL PERFORMANCES DURING EVACUATION OF TWO SERIOUSLY
WOUNDED U.S. ARMY PERSONNEL FROM COMBAT AREA ON 13 AUG 66.

SUPERB AIRMANSHIP AND "CAN DO" ATTITUDE DISPLAYED IN ACCOMPLISHING
MISSION DESPITE EXTREMELY ADVERSE WEATHER CONDITIONS WAS IN
FINEST TRADITION OF ARRS. MY PERSONAL ADMIRATION AND WELL DONE
TO ALL CONCERNED.

BT

105/00272
24/5A7 3313

FROM: Det 9, 38th ARRSq/Captain Tyree/4184

AUG. 17. 1966

SUBJECT: Mission Narrative, 9-38-26, 16 August 1966

TO: 3rd ARRGp
APO 96307

1. At 0540L, 16 August 1966, Captain Lowery took a call at the BOQ from JSARC. A 1st Cav unit at Landing Zone Cat had an element on Chu Pong Mountain with 15 WIA, some who were going into shock. A hoist equipped helicopter was required to extract them from the jungle. Captain Lowery relayed the information to Lt Davis at Detachment 9 Operations. Lt Davis checked the weather which was measured 500 broken, 6000 overcast, 3 miles, light rain showers and fog. He called JSARC and advised the weather fore-caster felt it might break by 0800. By 0630 the rain was intense.

2. The crews arrived at Detachment Operations. Primary: RCC, Captain Tyree; CF, Capt Lowery; (H), SSgt Brundridge; RS, A2C Kelsey. Secondary: RCC, Capt Cardwell; CF, Capt Vermeys; (H), A2C Hull; RS, A2C Stanek. At 0730 contact was made with Oasis, an Army Battalion Headquarters located between Fleiku and LZ Cat. Oasis was zero zero in rain and fog. The weather stayed down at Oasis and LZ Cat and then went down at Fleiku. The weather then gradually lifted at LZ Cat and at Oasis, but remained practically zero-zero at Fleiku.

3. At 1030L the weather at Fleiku was up to a reported 500 broken with 5 miles in rain and fog. Both Pedro aircraft departed at 1040. Five miles from Fleiku weather as low as 100 feet and one mile was encountered. However, at the 10 mile point, the weather picked up to at least 500 overcast with five miles.

4. A landing was made at Oasis to see if gunships were available for the trip into the I a Drang valley. None were available there but we were assured that they would be available at LZ Cat. We departed Oasis at 1115L and arrived at LZ Cat at 1140. Pilotage navigation was difficult, but the LF beacon at Cat was a good aid. Weather at Cat was 500 to 800 overcast.

5. We received a briefing at Cat. We were told that a CH-47 had picked up 23 wounded earlier in the morning. Included was the original 15. However, they had another unit in contact that had two wounded that their med-evac helicopters couldn't reach. We were assigned a gunship team of two UH-1's for escort. Departure for the site was at 1200L.

6. We arrived in the pick-up area and UH-1's established contact with ground party. We requested smoke which appeared shortly. A standard approach was made to the site which was situated on the side of a hill of about 30 degree slope. Sergeant Brundridge lowered Airman Kelsey to the ground, with two stokes litters. Meanwhile, the two UH-1's set up a race track pattern around our hovering helicopter while Pedro 56 maintained a higher altitude.

7. Airmen Kelsey had been put on the ground to expedite the litter loading. The hoist recoveries were accomplished in about 20 minutes of hovering as no difficulties were encountered. The hoist operator gave excellent directions. Because the RCC had his radio function switch to interphone only, the continuous instructions from the FM radio on the ground were blocked out and no interference was experienced. After the two litter patients were picked up, Pedro 42 moved out and went into a high orbit to wait for Pedro 56 to pick up Airman Kelsey. The ground party then requested the crew also pick up one KIA, which was accomplished. The pick ups had started at approximately 1220L and were finished at approximately 1255L.

8. The four helicopters then departed for the field hospital at Oasis. After about five minutes of flight, the UH-1 lead advised that they had been recalled to LZ Cat for another mission. The two Pedro helicopters proceeded on to Oasis, landing there at 1315L. The crews refueled the aircraft and ate some C-Rations. In the meantime, we had requested LZ Cat be contacted to see if any further requirement existed for our helicopters. We departed Oasis for Pleiku at 1420L after receiving a negative reply from Oasis. Landing at Pleiku was at 1450L.

9. The difficulties encountered were few. Communications prior to departure was difficult, so no escort to LZ Cat was procured. That was no large problem as the enemy's positions were fairly well known and they were not overflowed going into Cat. More stress will be placed on escort in future missions. Some artillery impacted in the general area although prior coordination by the UH-1 crews had called most of it off. Radio discipline of the ground party was poor, as they seemed to think hover instructions had to come from them. However, radio coordination between the HH-43's and the UH-1's was excellent. Although there was enemy contact 300 to 400 meters south (over a ridge), there was no indication the helicopters were fired upon. Weather was the biggest problem, and not much can be done about that.

DALE R. TYREE
DALE R. TYREE, Captain, USAF
Rescue Crew Commander

W TNA 021 020702 03ZRPD510

RR RUMTB
IE RUMIKM 444 2310547
ZNY EEEEE
R 190330Z AUG 66

FM PARRC HICKAM AFB HAWAII
TO RUMTB/DET 7 38ARRSO FLEIKU AB RVN
INFO RUMSBJ/38ARRSO TAN SON NHUT AB RVN
RUMSBJ/3ARRCP TAN SON NHUT AB RVN
RUEBSA ARRS ORLANDO AFB FLA

BT
UNCLAS E F T O PRCCO 01479 AUG 66.

PERSONAL FROM COL SMITH TO CAPT TYREE AND CREW.

C
O
N
G

CONGRATULATIONS FOR YOUR EXCEPTIONAL PERFORMANCE ON 16 AUG 66. SHE
RAPID RESPONSE AND EXCELLENT TEAMWORK DISPLAYED IN THE RECOVERY OF
TWO U.S. ARMY WOUNDED PERSONNEL REFLECTS YOUR PROFESSIONAL
COMPETENCE AND DEDICATION TO THE ARRS MISSION. YOUR MANY RECOVERIES
OF WOUNDED TROOPS ARE BEING NOTED AND BE ASSURED THAT ALL PERSONNEL
OF ARRS IN THE PACIFIC VIEW YOUR ACCOMPLISHMENTS WITH PRIDE. MY
PERSONAL APPRECIATION AND ADMIRATION TO ALL CONCERNED.
BT

AUG. 19. 1966

FROM: Det 9, 38th ARRSq/Captain Vermeys/4184

SUBJECT: Mission Narrative, 9-38-27, 17 August 1966

TO: 3rd ARRGp (RGOS)
AFC 96307

1. On 17 August at 1720 hours this detachment received a call from a Captain Mitchell of the 1st Cav Division at Operation Paul Revere II. He stated that our rescue helicopters were needed for med-evac of one wounded soldier on Chu Pong Mountain. He was referred to II DASC for rescue coordination. JSARC was notified and requested to confirm that this mission warranted our launching. At 1745, having received no further information, I decided to launch both Pedro aircraft and advised JSARC that any further information could be relayed to us through GCI. Two HH-43F aircraft were launched at 1755L.

2. Weather at Pleiku was 1500 scattered, 2000 broken, 10 miles. Similiar conditions were encountered for the remainder of the mission.

3. Enroute to Landing Zone Cat I was advised by GCI that the survivor was a critical malaria victim. At 1835 we arrived at LZ Cat, were quickly briefed on the mission, communications and gunship support. Both aircraft departed LZ Cat at 1840, lead by two UH-1D gunships of the 1st Air Cav Division. At 1855 hours we reached the area of the distressed personnel, communicated with them on FM radio. They sent up yellow smoke, which we spotted immediately. While coming to a hover ^{over} the smoke I was advised that two additional personnel required evacuation. My pararescue man was lowered with the stokes litter. The ground party then informed me that the forest penetrator was preferred. The penetrator was lowered and at 1920 hours the three survivors were aboard. The secondary aircraft then went in and picked up my PJ. At 1930 hours, three miles out of LZ Cat, where we intended to drop off the survivors, I was informed over FM radio and also observed that LZ Cat was under mortar attack. At this point, I decided to head for home. We arrived at Pleiku at 2010 and the survivors were delivered to the 13th Surgical Hospital. No apparent ground fire was drawn although my PJ reported much firing on the ground.

4. Crewmembers: PRIMARY

RCC - Captain Carlton P. Vermeys
RCCP - Captain Richard L. Cardwell
HM - MSgt James E. Johnson
RS - A2C Allen R. Stanek

SECONDARY

RCC - 1STLT MICHAEL E. DAVIS
RCCP - Captain Fredrik M. Bergold
HM - A2C William L. Houghtaling
RS - A2C David A. Carl


CARLTON P. VERMEYS, Captain, USAF
Rescue Crew Commander

ARRS

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 Lightening.

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.

Hq ARRS SC No: 662926

DOWNGRADED

IAW

AFR

2054

66-00239

662645 ARODC # 9m

DOWNGRADED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

66 AD-0598

CLASSIFICATION
Or Changed to
By Authority of
By
Date

~~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 UNCLAS

By Authority of GDS

By [Signature] (Date) 14 MAR 75

UNCLASSIFIED
IAW AFR-235-2

~~SECRET~~

~~SECRET~~

Reg # J4547

Mission Narrative - 27 August 1966

On 27 August 1966, at 1030L, Jolly Green 54 and 52 received initial warning of a downed Navy Plane, Cupcake 405, while on strip alert at Nakhon Phanom RTAFB.

At 1031L, both crews were scrambled to the coordinates 1840N/10515E. It was reported that two chutes were seen leaving the plane.

At 1035L, the Jolly Greens took off and proceeded to the area.

Weather on take-off and enroute was poor with scattered to broken clouds, 1000 - 1500 AGL, with intermittent rain-showers and a high overcast.

During the mission, Sandys 31 and 32 were Rescap and Crown Alpha was mission coordinator. Sandys 41 and 42 escorted the Jolly Greens.

Both Jolly Greens were told to orbit short of the pickup area until further notice.

The area was reported a high SAM threat and during the mission, much flak and some gunfire was reported by the search planes.

After no contact was made with the downed airmen, the mission was called off and Jolly Green 54 and 52 were told to RTB at 1245L. They arrived at NKP at 1325L to resume strip alert.

Jolly Green 54 (Low Bird)

Major K.E. Kittleson - RCC
Lt. F.M. Dare - RCCP
AIC J.W. Johnson - PHM
SSgt G.E. Hunt - PJ

Kenneth E. Kittleson, Major, USAF
Rescue Crew Commander

Jolly Green 52 (High Bird)

Captain J.A. Hartwig - RCC
Lt. D.E. Lyall - RCCP
AIC R.E. Crites - HM
A2C L.W. Kellerman - PJ

DOWNGRADED
IAW AFR-215-2
12 MAY 1970

38

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of GDS
By [Signature] (Date) 14 MAR 75

Hq ARRS SC No: 663030

ARODC #

662737

665-00242

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

66-AD-0772