

DECLASSIFIED

~~SECRET~~

Reg # 35946

~~CONFIDENTIAL~~

Mission Narrative - 13 Sep 66

DOWNGRADED

IAW AFR-205-261
12 MAY 1970

At 0135Z on 13 Sep 66, Crown Alpha reported a Mayday on an F-105, Diamond 02, and that the pilot was going to eject. Compress put the Jolly Greens (52-Low and 54-High) and the Sandy's (31 and 32) on cockpit alert. Sandy's 41 and 42 had been delayed at Udorn due to maintenance. At 0140Z, Compress scrambled the Jolly Greens and Sandys from Nakhom Phanom for the coordinates 18°12' N, 106°03' E where it was believed that Diamond 02 ejected. Jolly Greens 52 and 54 were airborne at 0145Z. Based on the original coordinates Jolly Green 52 gave Crown an ETA to the area of 0300Z and a Bingo time of 0410Z. The weather at launch was 1000 feet broken with better than three miles visibility and light winds. The weather enroute was layered stratocumulus clouds broken to undercast with higher layers. The Jolly Greens flew between layers at 7800 to 8000 feet. As we approached the area of the downed pilot, we were on top of all weather - a scattered to broken condition with tops at about 8500 feet MSL and base about 4000 MSL. Visibility was good at all times. Sandy's 31 and 32 launched from Nakhom Phanom and escorted the Jolly Greens until about halfway to the pickup area. Then proceeded on to the pickup area to locate the downed pilot. Sandy's 41 and 42 were launched from Udorn at 0155Z and joined up for escort about the time the Jolly Greens reached the pickup area. Enroute to the pickup area, Jolly Green 52 and 54 stayed in or close to the clouds for masking and flew along ridge lines. About ten minutes after we launched, an aircraft in Diamond flight updated the downed pilots position by placing him on the 042 radial, 70 miles out from Channel 89. This location greatly enhanced the possibility of a successful pickup since it was well into the foothills Southwest of Vinh. There are a number of AAA positions plotted in that vicinity, but none of the aircraft flying cap were reporting any fire. From the time of his ejection, the downed pilot had cap over him provided by the rest of his flight, Diamond, and another flight of F-105's, Canasta Flight.

Compress cleared all SAR forces to proceed all the way into the area of the downed pilot.

When we were still about forty-five miles from the area of the downed pilot, Canasta flight reported voice contact with the downed pilot. They reported that he had a sprained ankle. Canasta flight also gave a revised TACan fix of 0520/70 from Channel 89. As we approached the area of the downed pilot, Jolly Greens 52 and 54 spotted F-105's and Sandy aircraft searching the area for a visual on the survivor so we set up an orbit on the tops of the clouds at 8500' MSL. We arrived at our orbit at 0225Z. At 0235Z, Sandy 31 advised Jolly Green 52 to come down and attempt the pickup. He informed me that he was putting down white phosphorous smoke East of the survivor and that the survivor was on the West side of a ridge at about 1800 feet MSL. He reported that no one had received any ground fire or sighted any activity on the ground. Jolly Green 52 let down into the pickup area. The bases of the lowest clouds made the weather in the pickup area 2000 feet scattered to broken, visibility 7 miles or more and the surface wind was Northerly and light. Sandy 31 had instructed the survivor to use smoke right after he called me down so just as I approached his position I spotted the smoke off to my left. I continued my descent and turned left to cross him South to North. Just before I got to his position, the downed pilot fired his penguin and we spotted the flare. He was on the West side of a crescent shaped ridge at approximately a 60° slope down about halfway on the ridge

CLASSIFICATION CANCELLED
Or Changed to SECRET
By Authority of EDS
By REZ

ARODC # 66312X

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66-AD-0997

Hq ARHS SC No.

663212

YEAR INTERVALS, DECLASSIFIED AFTER

AIR 5200.10

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in trees ranging from 50 to 100 feet tall. I continued my pass over him and since I drew no fire, I turned into a downwind leg and prepared to make the pickup. As I turned final, my co-pilot jetisoned the drop tanks. I called the survivor and advised him that I was on final and he could direct me since we could not see him through the thick growth.

Due to the slope of the ridge and the height of the trees, I had no more than 5 - 10 feet of rotor tip clearance during the pickup. He did a masterful job of directing me to him and the flight mechanic and pararescueman first saw him as he was getting into the forest penetrator. At 0242Z, I came into the hover for the pickup and at 0249Z, the survivor was in the cabin and I was moving off the spot. The pickup was made at 1600 feet MSL. The final coordinates for the pickup were 18°20'N, 105°30'E. Jolly Green 52 climbed out to the West to 8000 feet where I was joined by Jolly Green 54 and Sandy's 31, 32, 41 and 42. The survivor, 1st Lt. Kenneth V. Hallmark, reported that he believed his right ankle was broken and that he had pulled a muscle in his left arm. Since he was in quite a bit of pain and we preferred not to use morphine unless absolutely necessary, I advised the Sandy lead that I was going to proceed as fast as possible to Channel 89. Sandy 31 and 32 went ahead to me and Sandy 41 and 42 stayed with Jolly Green 54 who was much heavier and could not stay with us. Jolly Green 52 recovered at Nakhom Phanom at 0326Z (weather 1600 feet broken, 5 miles visibility, winds light). An ambulance and Flight Surgeon were waiting for us and immediately treated the pilot. I later talked to the Flight Surgeon. He said the pilot had a broken right ankle and a broken left arm probably suffered during ejection. He also confirmed that morphine should not be given to a survivor except when absolutely necessary for fear of driving him into shock. So long as he could stand the pain and we could get him to a doctor quickly, we should not administer morphine.

The only unusual occurrence throughout the entire mission was a constant suspected radar tracking signal on our low frequency ADF. We debriefed TUOC on this.

Low Bird - Jolly Green 52

William H. Lloyd, Capt - RCC
David J. Feigert, 1st Lt. - RCCP
Jack Picklesimer, SSgt - HM
Transito Trujillo, A2C - PJ

High Bird - Jolly Green 54

Roy E. Keck, Capt - RCC
Robert W. Packer, 1st Lt., - RCCP
Raymond A. Cook, SSgt - HM
Luther E. Davis, A2C - PJ

William H. Lloyd

WILLIAM H. LLOYD, Captain, USAF
RCC

DOWNGRADED
IAW AFR-205-2
12 MAY 1970

CLASSIFICATION CANCELLED

Or Changed to *UNCLASS*

By Authority of *CDR*

FORWARDED BY *RUC* (Date) *11/20/73*
DECLASSIFIED BY *13*
DDO DIR 2200-10

663212
ARODC # 663124

~~CONFIDENTIAL~~

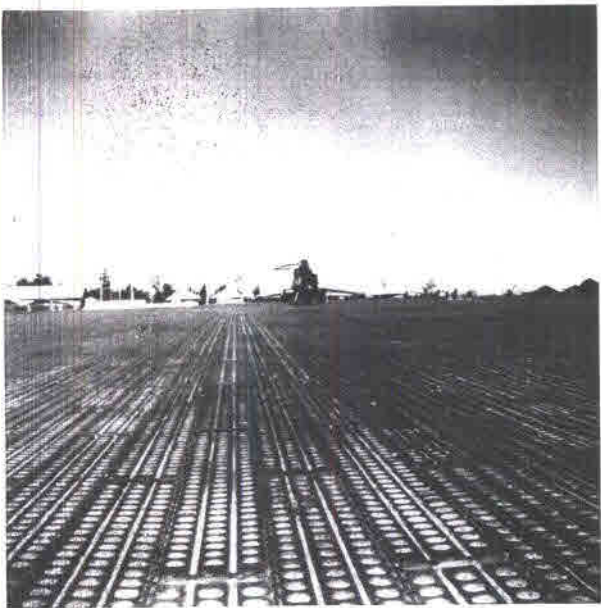
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665-00246

62-4281 F-105D

During a mission over Route Pack 2 on a SAM sight, 1st. Lt. Kenith V. Hallmark's aircraft was hit by 37mm AA and went down in the south-western panhandle of North Vietnam. The other members of the flight at first thought a missile had been fired at them, but realized that the object they saw was Lt. Hallmark's aircraft with fire streaming from the aft section. Lt. hallmark headed the aircraft toward the mountainous terrain to the west. He then lost control of the aircraft and was forced to eject. He ejected at a fairly high speed and recieved some injury from the force of the wind blast. Lt. hallmark parachuted to the ground safely, made radio contact with the rest of his flight, and was rescued within two hours after he ejected by a USAF helo. 13/9/66. Call sign-Diamond 02.





AF Museum Photo

13Sep66.jpg

SUN SEPTEMBER 12

19 SAW ZORBA THE GREEK TONIGHT.
CALLED JUDY AFTER. ERIN SURE SOUNDS
LIKE SHE'S GETTING TO BE A BIG GIRL.

I'VE BEEN HERE LONG ENOUGH

19 AND I'M READY TO GET BACK TO
UDORN.

19

MON SEPTEMBER 13

19 Capt Lloyd and Trujillo PJ
got a pick up today

19

19