

DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~

MISSION NARRATIVE 30 Sep 1966

At 2100Z 30 Sep 66, the Jolly Green's and Sandy's at Nakhon Phanom were alerted on two pilots, Cleveland 2 reported to have gone down at 1545Z the previous night. A 2145Z take-off was planned in order to reach the area at first light. The initial coordinates reported to Shoestring were 17°35' N, 106°00' E. At 2150Z Jolly Green's 53 Low and 54 High, and Sandy's 31 and 32 were airborne and Jolly Green 53 reported an ETA to the area as 1+10 and a bingo time of 0120Z. The Sandy's proceeded on to the area to begin the search for the downed pilot who was reported to have had beeper and voice contact with Spitfire Flight and Lamplighter. 97

The Jolly Green's arrived in the area at 2300Z and began an orbit in the immediate vicinity at 10,000 feet. Sandy's 41 and 42 who were launched from channel 31 arrived in the area at 2300Z also and orbited high with the Jolly Green's while Sandy's 31 and 32 made low passes.

The reported weather was 3,000 feet broken but the immediate area was solid undercast at 800 feet which began to break at sun up. After orbiting for 3 hours waiting for enough of a break in the weather, Sandy's 31 and 32 reached bingo fuel and turned over the low element to Sandy's 11 and 12, launched from channel 31, who arrived on the scene at 0145Z. After revising bingo time, based on fuel remaining at 0120Z, Jolly Green's 53 and 54 advised that they would be able to remain in the area until 0200Z. At 0200Z with permission from Sandy 11, Jolly Green 53 descended through the undercast where a hole was reported by Jolly Green 54 and conducted a beeper search for the pilot. Jolly Green 54 who also went down through the clouds spotted the pilot and gave directions to Jolly Green 53. Tip tanks were dropped and the pickup was made at 0215Z after sighting a pen gun flare and red smoke from the pilot on the ground. Both Jolly Greens departed the area immediately due to low fuel and were not able to conduct further search for the other pilot who gave no beeper, voice or signal. Jolly Green 53 had sufficient fuel remaining for recovery at channel 89 but Jolly Green 54, who had considerable less, chose to recover at Kai Son Kie Son but made it only as far as Cam Lo, South Vietnam. Jolly Green 53 who flew back unescorted was down at channel 89 at 0315Z. CLASSIFICATION CANCELLED Or Changed to UNCLAS. By Authority of EDS (Date) 12 May 1980

The mission was handled expertly by Sandy 31 low 1 and 12 departed. Some confusion occurred when the low element was turned over to Sandy 11 and 12 who had just arrived and were unfamiliar with the area at that time. It was recommended later that Sandy's 41 and 42 should have taken over as low element until 11 and 12 became more familiar with the area.

ARODC #

663125

663224

DOWNGRADED AT 3 YEARS INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

~~SECRET~~

~~CONFIDENTIAL~~

DECLASSIFIED

663125
663224

DECLASSIFIED

~~SECRET~~ ~~CONFIDENTIAL~~

A good point suggested by Sandy 41 was to have had Jolly Green 53 and 54 throw smoke flares out in the area so that further search for the other pilot could have been made easier. We recommend this for future missions involving more than one downed pilot.

Downed Pilot: Cleveland 2 (Joe E. Glover) F-4C R.O. Ubon, Thailand.

Recovery Area: 17°31'N, 106°00'E; 304/76 of channel 46, 80/80 NM of channel 89

JOLLY GREEN 53 (LOW BIRD)

RCC Capt Oliver E. O'Mara
RCCP 1st Lt Donald R. Harris
HM Robert Riley, SSgt
A2C Michael L. Halvorson PJ

JOLLY GREEN 54 (HIGH BIRD)

RCC Capt Kenneth D. Murphy
RCCP 1st Lt David E. Lyall
HM Raymond Godsey, SSgt
PJ Laverne W. Kellerman ALC



OLIVER E. O'MARA, Capt., USAF
RCC

Downgraded to CONFIDENTIAL

12 MAY 1970
(Date)

IAW AFR 205-2

CLASSIFICATION CANCELLED
Or Changed to *UNCLASS*
By Authority of *GDS*
By *Rick* (Date) *12 May 75*

ARODC # 662125

66224

~~SECRET~~

~~CONFIDENTIAL~~

DECLASSIFIED