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MISSION NARRATIVE - 30 SEP 66

#135

At 0625L on 30 Sep 1966, Jolly Greens 05 and 52 took off from channel 31 to deploy to Lima 98. At 0635L, Compress diverted both aircraft to channel 89 for turn around and to help on a mission already in progress to locate and retrieve survivors from Cleveland 02, a downed F-4C at approximately 17°32'N, 106°00' E. Jolly Greens 53 and 54 were on the mission and because of the weather, they were possibly going to need replacement because of their bingo time. We landed at channel 89 at 0745, refueled immediately and were airborne again at 0810 for the area with an ETA of 0910 and a bingo time of 1230. Jolly Greens 05 and 52 arrived in the area at 0910 and entered an orbit 3 miles South of the fix (084/76 from channel 89). Jolly Greens 53 and 54 were beneath a broken to overcast deck of clouds searching for the survivors. They had voice and beeper with one and he reported the other one close by. We orbited in the clear at 8000' MSL. After Jolly Green 53 picked up one survivor, Jolly Green 54 put his pararescue specialist on the ground in the immediate area to see if he could locate the other survivor. Due to his low-fuel state, he had to call him back and RTB before he was able to find anything. As Jolly Green 54 departed the area, Sandy 21 directed Jolly Green 05 to go down and search for the second survivor. I went down and started searching at 0930. An effective search could not be made because the clouds were obscuring the tops of the peaks forcing us to stay down in the valleys. This prevented adequate visual range for any sort of established search pattern and also prevented us from identifying any general topographic patterns. I had Sandy 21 remain over the tacan fix and searched with a modified creeping line using DF steers and timed legs. At 1010, we spotted a parachute and a dinghy in a tree in a bowl off the North side of a valley running roughly East and West. This corresponded with the description Jolly Green 53 had given us and since the only chute that was reported to be visible was supposed to belong to the remaining survivor, I decided to put my pararescueman on the ground to search the area for him and attempt voice contact. Radio attempt had been unsuccessful. At 1015, I lowered my pararescueman to the ground and moved off into the main valley so he could hear any answer he might get. He immediately reported to me that he was unable to move because of the extreme slope (70-80°) and the dense vegetation. He called for the remaining survivor and told him to make any kind of sound that he could. He received no response. After he informed me, I decided that nothing further could be gained by leaving him on the ground so I went back in to pick him up. Jolly Green 05 moved out of the area at 1045 and was RTB'd to channel 89. Jolly Green 52 was directed to remain in the area and search for the remaining survivor. His search was unsuccessful. Jolly Green 05 landed at channel 89 at 1145.

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By Authority of *CD 5*
By *CD 5*
(Date) *REAP 7*

ARODC #

663125

663224

DOWNGRADED
14 MAY 87
AFR-205-2

DOWNGRADED AT 3 YEARS INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOB DIR 5200 10

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Attach 4
665-00249

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Compress directed Jolly Green 05 to take-off again at 1545L to locate the area and direct other Jolly Green aircraft in to drop off a ground party. I was delayed in my take-off due to maintenance difficulties. We tried four drop tanks and none would fit the bomb shackles. We got a hand grinder and ground down the lug on the tanks so they would go up into the shackle. Jolly Green 05 was airborne at 1555 from channel 89, escorted to the area by Sandy 41 and 42. Just prior to reaching the area we were all RTB'd by King. Jolly Green 05 landed at channel 89 at 1730. Upon landing, I was informed that I was to go back the next morning and locate the area. The plan was to take-off at 0645L escorted by Sandy's 41 and 42 with Sandy's 31 and 32 going to Khe San to escort Jolly Green's 54, 15 and 18 in with a ground party. I suggested that a later take-off time might provide us with better weather for a search. I had checked with the weather forecaster at channel 89, who forecast the area to have low stratus and fog until 0900 caused by the normal easterly flow from the coast. The pilot of Sandy 31 also recommended that the times be adjusted as to provide a better search. He suggested to Compress on two occasions the evening of September 30 that we have an aircraft give us a weather check in the area and launch on either a trend towards or weather good enough for a search. These recommendations were all vetoed and our take-off time was moved up to 0635L.

On 1 October, Jolly Green 52 took-off at 0635L (I had been assigned another aircraft). My ETA to the area was 0735L and my bingo time was 1110L. I was escorted by Sandy's 41 and 42 to the area, arriving at 0735L. The weather was undercast, tops at 5000' MSL. We orbited until 0915L. Sandy 41 went down twice during our orbit to make a weather check and reported the peaks all obscured with visibility 3 miles or less. At 0915L, I suggested that I go down and try to search for the area. Crown concurred. Most of the peaks were in the clouds and search was virtually impossible because of the rugged terrain. Crown 01, RTB'D Jolly Green 52 and Sandy's 41 and 42 at 1000. Jolly Green 52 landed at channel 89 at 1100. Crown 01 arranged to have aircraft in the area make weather checks and we were to launch again when the weather was good enough to search. Jolly Green 52 was launched again at 1225 - airborne at 1230. We arrived at the area at 1330 and went into orbit while Sandy's 41 and 42 went down to search. The weather at this time was 4000 to 4500 broken to overcast, 3-5 miles visibility underneath. At 1440L, Sandy 31 directed Sandy's 41 and 42 to climb back into orbit and Jolly Green 52 to go down to search. Jolly Green's 54, 15 and 18 arrived in the area immediately after us with Sandy's 31 and 32. While orbiting, Jolly Green 54 reported that he saw the chute and went down through a hole to positively identify it. It turned out not to be the chute. I located the tacan fix and started an East-West creeping line to the North in the Northeast quadrant from the fix and at 1525 located the chute and dinghy.. Jolly Green 52 then directed Jolly Green's 54 and 15 to the area so they could complete their mission. Jolly Green 54 recovered the body of the remaining pilot. Jolly Green 52 recovered at channel 89 at 1720L.

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(Date) 12 MAY 1970

12 MAY 1970

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REMARKS: The entire mission was prolonged by scheduling the aircraft into the area before the weather was acceptable for an effective search. This occurred both days. This induced bingo fuel problems, search aircraft overlap problems, escort overlap problems and in the end result delayed the completion of the mission. I recommend that a planned search mission be planned to include the weather forecast for the area.

LOW BIRD (JOLLY GREEN 05/52)

RCC, Capt William H. Lloyd,
RCCP, Capt John W. Silvis
HM, A2C Roger L. Graham
RS, SSgt Philemon S. Resos

HIBIRD (JOLLY GREEN 52/)

RCC Capt Robert J. Svoboda
RCCP, 1st Lt William W. Gunnin
HM, SSgt Roger A. Fly
RS, A2C Robert B. Williamson

William H. Lloyd
WILLIAM H. Lloyd, Capt, USAF
Rescue Crew Commander

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3rd ARRGp Hist, Jul-Sep 66

Det 1-3-65-17 September

(C) An F-105 pilot returning from a northern mission with battle damage ejected over water just east of Hue. An HH-3 rescue helicopter landed in the open sea and retrieved the survivor. A normal hover take off was made into the wind and the aircraft recovered at Danang. Sea landing was made because pilot had difficulty positioning the hoist over the survivor due to wind and rotor wash acting on the life raft.

Det 1-3-68-21 September

(C) Two pilots of an F-4C ejected over the Gulf east of Dong Hoi. The HU-16 on orbit was diverted to the position. Pickup was by open sea landing; survivor flown to Danang.

25th ACTUAL DATE

Det 6-38-124-24 September

(U) A UH-1 helicopter crashed near Bien Hoa. Rescue HH-43 recovered two crew members (survivors) from a mine field using the hoist/forest penetrator and took them to Bien Hoa.

Det 9-38-28-26 September

(C) HH-43 recovered an injured Army soldier from Ia Drang valley using the semi-rigid litter modified for helicopter use. Light ground fire was encountered; however, pickup was made without incident and survivor was flown to Pleiku.

Det 9-38-29-27 September

(U) SAR objective: One forward air controller slightly injured in an O-1E crash north of Kontum. HH-43 helicopter landed near the crash, recovered the survivor and took him to Pleiku.

Det 2-3-111-29 September

(C) Co-pilot of an F-4C bailed out for unknown reason north of Nakhon Phanom. HH-3 (Jolly Green) recovered him using the forest penetrator and returned survivor to Nakhon Phanom.

Det 2-3-112-30 September

(C) Pilots of an F-4C were reported down several miles west of Dong Hoi. HC-130, A-1Es and HH-3Es were dispatched to the scene. Communications between the downed copilot and rescue aircraft were excellent. He was quickly located and recovered by an HH-3 using a hoist pickup. Copilot was taken to Nakhon Phanom; remains of pilot flown to Khe Sanh.

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SEPTEMBER 30

OCTOBER 1

Soby & Gabe North. Scrambled for Jolly Aces 5:4 (from Udon) after a forced landing (low fuel) at Conot. Toward back to Dong Ha for barrels of fuel while we orbited downed chopper in case of attack. Later in day F-40 shot down. One pilot picked up and search for second continued. We moved to Khe Sanh for better positioning. First pilot said he had been hanging 75 feet in tree talking to other pilot when voice contact terminated with loud "Crash". P.J. was downed ~~by~~ and found parachute survived. Kit opened and gear gone. This was all hanging 125 feet from ground. (Unknown) closed out mission for today. (N.V. Union)

Ds. Buckley gave 8 hours of medicine training.

Soby & Jeffers up north. Yesterday's mission in N. Vietnam continued. Second pilot was found on ground. Apparent he had attempted to drop to ground, not realizing how far it was. Para-rescue man lowered to recover body.

Second mission of day. Soby scrambled into N. Vietnam for downed F-105 pilot. Cover aircraft had positive beeper contact with pilot when J.H. moved into area they were fired upon by 31 m.m. flak. Several near misses when "Sandy" moved them out of area. Soby says Soby was "Nothing but C.O.B." Enemy positions to be bombed this P.M. Mission to continue tomorrow.

Soby on H14-43 also

SEPTEMBER 30

- 11519 To 36. Mission going on out of NKP. 2 pilots down out of a F4B 60 miles north of the DMZ. Got 1 and ~~the other~~ ^{they} heard a loud crash in ~~the~~ ^{the} direction of where the other one went down. Everybody figured he must have released and fell through to the ground.
- 19 The birds coming to 98 were directed over there to help. Guess we'll stay at 98 another night.
116. To 98.
- 19 They put a P.J. down to look for the pilot but it was so thick he said he couldn't move. They're going to try and drop in 6 P.J.s with chain saws to reach him. No beeper or any signal from the pilot. He's either dead or out.
- Hawson on pick-up P-CATO MARR

OCTOBER 1

- 11719 To 36 again. They're trying to get the guy this morning. PICKED A MAN UP DEAD OR ALIVE?
- AT 1630 ANOTHER BIRD DOWN ON
- 19 THE 090 - 88 MILES FROM NKP. WINGMAN SAW HIM STANDING ON THE GROUND. J.6'S SCRAMBLED OUT OF NKP. FIND OUT TOMORROW IF THEY
- 19 GOT HIM.
- 118 HOME - UDORN
- HE WAS DEAD, KELLERMAN WENT DOWN AFTER HIM
- 19

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