

DECLASSIFIED

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Ref # 45548

2-364

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MISSION NARRATIVE 30 MAY 1966

1. While pulling strip alert at L-98 on the 30th of May 1966, the Jolly Greens were scrambled for a F-105 pilot that bailed out at 2213°N 10423°E.

a. Scrambled at 1506E

b. Takeoff time 1511E

c. Entered orbit at DRV border 1615L, departed orbit for attempted recovery 1630L.

d. Time over area about 1740, in a hover over pilot's chute about 1747, started out of area at 1800, and departed area 1815.

e. Arrived at L-59 at 1920, refueled and departed at 2210.

f. Arrived back at Udorn 0005 the 31st of May.

2. No problems were encountered enroute.

3. Weather:

a. L-98 weather at launch was broken(7/8) with bases at 5,500 and scattered cu.

b. Weather enroute improved along the way except for occasional strips of broken clouds about the same as L-98 at takeoff.

c. There were a few thin scattered clouds in the area of the downed pilot at about 5000 feet and haze. Visibility was very poor looking toward the setting sun but fair looking away from the sun.

d. The return weather to L-59 was a thin scattered layer with tops about 8000' except occasional cu. From L-59 to Udorn cloud coverage was broken, tops at 10,000 feet. From about L-108, we were IFR until about 50 miles north of Udorn, where the weather started improving and was almost clear by the time we reached Udorn.

4. I had difficulty finding the place where the Sandy pilots said the downed pilot was located. We could not make radio contact with the pilot; there was haze in the area; and there was a strong beeper located a few miles northwest of the personnel chute that was supposed to belong to the downed pilot. The pilot was right beside his chute the last time anyone talked to him, and 5 minutes before we were over him, so we hovered and put the tree penetrator on the ground beside the chute. We got no response and saw no sign of the pilot. The parachute harness appeared to be about five feet from the ground. We made about four low passes over the chute prior to coming to a hover and one after. The effort was unsuccessful.

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AW AFR-275-2

28 MAY 1966

~~SECRET~~

ARODC #

662078

and SC No. 662078

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DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

DECLASSIFIED

~~CONFIDENTIAL~~

665-00198

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

captured report?

5. We received small arms and automatic weapons fire in the "low bird" during descent north of the immediate area so we moved across the ridge closer to the downed pilot. The descent was made in that area to avoid the heavy flak area in the valley south of the ridge where the pilot was down. We received no ground fire from the small bowl like valley where we were circling while making passes over the downed pilot until the pass just prior to hovering. However, the ground fire was far enough away that I did not feel we would be in any great danger in a hover. About the time we started pulling out of the hover we detected ground fire from a ridge about one third mile away. I called for the Sandys to suppress the area and we came back for one more pass over the parachute. As we passed directly over the parachute, we heard ground fire and got one round that came almost straight up through the forward fuel tank, between the PJ and Flight Mechanic, and dented the armor plate protecting the control rods. After that, we pulled out and returned. The PJ returned fire with his M-16 to the muzzle flashes of automatic weapons from the ridge across from the downed pilot.

6. As we were crossing the Red River, leaving the area, the "high bird", Jolly Green 54, was crossing about two miles down the river and started picking up heavy flak from 37 and possibly 57MM AAA. They turned back and crossed further up stream with no difficulty. They were not hit. Jolly Green 58 received two hits by small arms, one through the forward fuel tank and the other through the tail rotor and tail pylon.

6. The crew coordination, bravery, and performance was outstanding. The cooperation and support from Jolly Green 54 and fighter aircraft was the best.

LOW BIRD

- RCC- Major Ealum L. Stearman
- CP - Capt Charles P. Rush
- HM - SSgt Theodore Youngblood
- PJ - A2C William Brotton

HIGH BIRD

- RCC- Capt William R. Uhl
- CP - 1/Lt Robert Letton
- HM - TSgt Donald Jones
- PJ - A2C Robert Ward

Charles P. Rush
 for EALUM L. STEARMAN
 Major, USAF
 Rescue Crew Commander

DOWNGRADED AT 5 YEAR INTERVALS
 DECLASSIFIED AFTER 12 YEARS.
 DOD DIR 5200.10

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

CONFIDENTIAL

DECLASSIFIED

~~16 R66C 1306~~

Hq ARRS SC No. 662078

~~CONFIDENTIAL~~Det 2-3-60-18 May

(C) An O-1E with two people aboard was brought down by enemy fire in Laos at 1715N 10611E. A Navy F4B making a low pass over the crash site was hit heavily and set afire. The pilot and RO ejected at 1714N 10611E approximately two miles SW of the DRV border. Two HH-3E's scrambled from Nakhon Phanom and were led to the area by ALE's. The two survivors of the F4B were recovered individually by hoist. During the second pick up the pararescueman was hit in the knee and elbow by one 30 cal round. Both survivors and the wounded pararescueman were returned to Khe Sanh and then evacuated to DaNang. Search suspended for the crew of O-1E after search of immediate area. Wingman reported in his opinion there was no chance for survivors.

Det 2-3-61-19 May

(C) An Air America helicopter was shot down in Laos at 1959N 10329E. Request for SAR assistance was responded to by diverting an HC-130, two HH-3E's and ALE's toward the scene; however, the Rescue helicopters were recalled when Air America advised they were not needed. Air America H-34 picked up survivors and the deceased were left at the wreckage for a ground party to recover.

Det 2-3-62-22 May

(C) An F-105 pilot was recovered 62 NM East of Nakhon Phanom by HH-3E using the hoist. The recovery was made in conjunction with a smoke screen laid down by ALE's to reduce the effectiveness of heavy ground fire.

Det 2-3-63-25 May

(C) Two HH-3E's, call sign Jolly Green 52 and 56, were scrambled to look for the downed pilot of an F-105 at 1933N 10343E. Led to the scene by fighters, the ALE's dropped white phosphorous rockets to screen the pick up point. The low bird, Jolly Green 56, moved into the area where the parachute was located. About 50 feet above the site, heavy ground fire started from automatic weapons. The helicopter mechanic saw several men and returned their fire and observed five or six of them fall. Taking hits on the aircraft, #2 engine failed. At low altitude and airspeed a crash landing was imminent; however, the application of full emergency power on #1 engine enabled Jolly Green 56 to balloon over a ridge toward some rice fields. Airspeed and RPM built back so that level flight was maintained and fuel was dumped to gain altitude. With fighter escort and navigation assistance from an Air America aircraft the helicopter recovered at an airfield with 170 lbs of fuel left. During the following day's search, an ALE aircraft went down just south of the F-105 beeper position. He was recovered by an HH-3E and the search for the F-105 pilot continued. When two F-105's made low passes over the beeper, flak was picked up. Suspecting a trap, the search was then suspended.

*ALE lost
SAR pilot OK*

Det 2-3-64-30 May

(C) An F-105 pilot bailed out at 2213N 10423E. ALE's in contact with the pilot reported that he was under his chute which was caught in the trees. An HH-3E lowered its forest penetrator hoist and hovered over the chute for about two minutes hoping the downed pilot would come to the hoist. Just then the helicopter was hit twice by small arms fire and had to withdraw. Later attempts to locate the pilot were unsuccessful and the search was suspended.

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to its full length of cable (240 feet). The survivor attempted to reach the penetrator but could not. Since we had all the hoist cable out, we then had to lower the helicopter into the canyon in order for the hoist to reach the ground. We then had to plan our way out over the canyon walls with an additional man aboard the aircraft already at topping power.

Upon recovery of the pilot, we proceeded out of the area on a heading of 220°. Our paramedic administered first aid to the survivor as soon as we were clear of the area. He was badly bruised and had a severe sprain or broken arm.

Approximately 35 miles out we were jumped by a flight of MIG type aircraft. Sandies 11 and 21 saw the aircraft also and advised the two Jolly Green's to hit the deck. Since we were quite high, I flew into the clouds instead of taking to the ground. It was apparent that the hostile aircraft were interested in the Jolly Greens since they turned away from Sandies 31 and 41 and flew in the opposite direction back to our position. The F-4's maintaining MIG cap came to our rescue and gave chase to the MIG's and we were not further harassed. 124/

The deep recovery missions, such as the one on 10 May 1966, require quick reaction time. On 30 May 1966, another deep recovery attempt was made when an F-105 was shot down across the Red River, 30 miles from the Chinese border. The SARTF was launched and contacted the survivor via his survival radio five minutes before its arrival in the area. The pilot said that he was under his chute in the forest and was awaiting pickup. The chute was easily spotted but the pilot could not be located and was apparently captured. 125/

E. Summary

Brigadier General John Murphy has written a concise appraisal of SAR in Laos and NVN:

The evolution of the Rescue Team, i.e., HH-3E/A-1E Tactical Fighters/HC-130, and its operational procedures has been a unique development in this Southeast Asia conflict. My personal admiration and respect both for the helicopter crews and the

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SUN MAY 29

19 OFF

Got some swimming time in. New pool not big enough.

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MAY 30 1966

19 Flew to NKP. Listened to birds from North heading for North Vietnam. F10s pilot down 30 miles from

19 Red China border. Maj Stearns^{PC} from Burton P.S. Sandy had voice contact 4 minutes before J. 6. arrived. They made a pass in

19 for him and got J. 6. 58 all shot up. Nobody hurt but no more contact with down pilot.

These pick ups are like a 19 ball game for the fact that you really can't second guess them.

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