

61-01612 CAPT DAVE HATCHER

DECLASSIFIED

~~SECRET~~

Rey II 45548

R  
7/1

MISSION NARRATIVE 30 MAY 1966

2-364

B  
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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<sup>00</sup>N 104230E.

a. Scrambled at 1506<sup>00</sup>

*2-364  
2-364, Report by AERS/AROD  
Rec'd. 14 TO USAF HQ AFM May 1966*

b. Takeoff time 1511<sup>00</sup>

*14/1 To FT Belvoir VA*

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.

CLASSIFICATION CANCELLED  
Or Changed to UNCLAS

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

By Authority of L-DS  
By W. J. H. (Date) 14 MAY 75

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 occassional 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 occassional 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. DOWNGRADED

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DEGRADED AT 3 YEAR INTERVALS  
DECLASSIFIED AFTER 18 YEARS  
U. S. GOVERNMENT

Captured 14 MAY 1966  
by R. C. 14 MAY 1966

DECLASSIFIED

66-20340M  
ARODC #  
and SC No. 66-2078

~~CONFIDENTIAL~~

665-00198