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2-3-65

MISSION NARRATIVE 31 MAY 1966

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At 1400 hours on 31 May 1966, Jolly Green's 51 and 52 departed site 98 to preposition at site 59 for an afternoon strike, arriving at 1500. Since our portable HF radio was inoperative, we made arrangements with Sandy's 21 and 22 to make a low pass in the event we were needed. At 1520, after a low pass by the Sandy aircraft, we were told to scramble. Airborne at 1525, and escorted by Sandies 21 and 22, we proceeded to the border in preparation for the recovery of "OLDS 2", down at 21° 39'N, 104° 40'E. After receiving border clearance, we proceeded on a course of 020° for 70 miles (from site 59) at an altitude of 10,000'. Enroute at about 1600, Cactus 2 experienced hydraulic control difficulties and was forced to eject in the same general vicinity as OLDS 2. He was observed in the chute and his beeper was activated, however no voice contact was made. After crossing the Black River north of Son La, we turned eastward and flew a course of 080° for 50 miles, then southeast into the target area. The weather enroute and in the target area was scattered to broken layers from 1500' AGL to 15,000' with visibility below the cloud decks at least 10 to 15 miles. Upon arrival in the area, at approximately 1650L, Jolly Green 52 (Low Bird), joined up with Sandy 11 who led us to the position of the downed pilot. Sandy 11 had voice contact and had instructed the survivor to release red smoke. Although the smoke remained in the treetops, we were still able to spot the smoke and made an approach. The site was approximately 100' below the crest of a ridge, on an extremely steep slope densely covered by trees 100 to 150' high. We did not jettison tiptanks on the first attempt, but were unable to hover at that weight at an altitude of 3800'. We moved off, dropped our tiptanks and made another approach. We hovered for 6 to 8 minutes before MSgt Daniels, the PJ, spotted the survivor through the dense canopy of trees. Soon after, he fired one pen-gun flare. Some difficulty was experienced in dropping the tree penetrator into the exact opening in the trees where the man stood, however, through the skill and direction of the hoist operator, TSgt Warren, this was finally done and the survivor took the time to strap himself securely onto the seat before we began to hoist him to safety. After he cleared the trees and was within 50' of the fuselage, we slowly moved off and he was pulled into the helicopter at about 1705L. The survivor, 1stLt Leonard C. Eckman, FR69986, from Takhli, had a small cut on one arm and was in a moderate state of shock. He was treated by MSgt Daniels and his wound was dressed. We proceeded toward the area nearby where Cactus 2 was down and advised Jolly Green 51 (High Bird) that, due to our extended hover, nearly 15 minutes, we would be unable to recover Cactus 2 due to almost "Bingo" fuel. We did cap Jolly Green 51 while he hovered, again nearly 15 minutes at almost 4000', over the parachute of Cactus 2. Sandys 11 and 12 expended ordnance in the area around Cactus 2's parachute due to the proximity of two huts. The harness was hanging about 30' off of the ground, empty, and the pilot was nowhere to be found. Sandy 51 lowered the PJ to the ground, however he was unable to locate the pilot. The PJ had been instructed by the RCC not to wander about but to check under the parachute, which he did to as best he could. He did not release the tree penetrator but he did move around on the ground somewhat with it. At 1720, both Jolly Greens withdrew with minimum fuel and were escorted by Sandys 31 and 32 back to site 59. Signess was made via the same route.

Cub's

DECLASSIFIED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 15 YEARS
EEO 128 8000-10

CLASSIFICATION CANCELLATION
Or Changed to UNCLASSIFIED
By Authority of 128 128
(Date) 12/1/87

DOWNGRADED

ARODC #

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RERC-13051

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12 MAY 87

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At no time did we ever hear or see hostile fire. Crown 69, over site 59, provided homing and DF steers, high cap, and had Jolly Greens 53 and 55 meet us at site 59 with much needed fuel. Jolly Greens 51 and 52 landed at site 59 at 1825. After handpumping fuel, and securing Jolly Green 55, who had landed with one engine out, Jolly Greens 51, 52 and 53, with the crew of Jolly Green 55, took off at 1915 into night weather, thunderstorms and lightning. By outstanding effort on the part of the crew of Crown 69, we were directed through the area of thunderstorm activity, in trail and with adequate altitude separation, IFR in hard rain and lightning, and around the Plain des Jarres. It became apparent that Jolly Green 52 would land at Udorn with minimum fuel, and we elected to land at site 98 to take on additional fuel. Again Crown 69 came through with clearance to land at site 20, arranged to have flare pots on the runway, assistance in refueling, medical aid and parking assistance. While Jolly Green 52 proceeded to site 20, Crown 69 escorted Jolly Greens 51 and 53 to the fence, and then returned to site 20 to escort Jolly Green 52, who had landed at 2030L. The station manager at Site 20, Major Lowder of the U.S. Army, Mr Jim Neeson of Air America, the Air America refueling supervisor, the American doctor, and many other people at site 20, went all out to provide complete and expeditious service. The doctor at Site 20 sewed up the cut in the downed pilots arm, X-rayed his thighs and arms for broken bones, and administered some sedatives. Airborne again at 2100, Crown 69 again vectored us through the weather until we crossed the border, and arranged for an ambulance and doctor to meet the survivor. We landed at homeplate at 2205L. Including a twenty minute flight from 0530 to 0550 which resulted in an air abort due to weather at site 98, Jolly Green 52 flew six sorties for a total of 7+45. Jolly Green 51 flew 5 sorties for a total of 7+35. Jolly Green 53 flew 3 sorties for a total of 4+30 and Jolly Green 55 flew 2 sorties for 2+25, and was left at site 59 overnight.

Pilot Recovered: 1stLt Eckman, Leonard C.,

Tabkhi

JOLLY GREEN 52 (LOW BIRD)

RCC Major Baylor Haynes
 RCCP Captain James O'Dell
 HM TSgt William Warren
 PJ MSgt William Daniels

JOLLY GREEN 53

RCC Captain Erling Drangstveit
 RCCP 1stLt Thomas Kenny
 HM SSgt Harold Schrader
 PJ SSgt Aaron Farrior

Baylor R. Haynes
 BAYLOR R. HAYNES, Major, USAF
 Commander

JOLLY GREEN 51 (HIGH BIRD)

RCC 1stLt John Guilmartin
 RCCP Major Donald Vavra
 HM SSgt Michael Holloway
 PJ A2C Malcolm Hassler

JOLLY GREEN 55

RCC Captain James Butera
 RCCP 1stLt Jason Bridge
 HM TSgt Spence Heywood
 PJ A2C Robert Williamson

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CLASSIFICATION CANCELLED
 Or Changed to *UNCLASSIFIED*
 By Authority of *EDS*
 By *[Signature]* (Date) *13 Aug 75*

Hq ARRS SC No. *662077*