

62-4380

CAPT KENNETH W. NORTH POW

REF 32811

DECLASSIFIED

MISSION NARRATIVE 1 AUGUST 1966

Jolly Greens 55 and 56 were scrambled from L-36 at 0804Z, for a downed F-105 pilot, Flintstone Three, located at 21°50" North and 104°49" East. Flintstone lead was holding over the downed pilot and had voice contact, but departed for a tanker as soon as the Sandy's arrived. The Jolly Greens were off from L-36 at 0806Z and arrived in the area at 1015Z. 6/31

The trip to and from the area was made without incident; however, MIG cover was not provided, as should have been, for the trip to the target area. The MIG cover did not join the Jolly Greens and Sandy aircraft until they were within 40 miles of the downed pilot, about an hour late. Since there was considerable cloud cover, with numerous thunderstorms and cumulus build-ups, we proceeded inbound without the MIG cover. The thunderstorms helped, but they also increased our enroute time by about 30 minutes.

L-36 weather at launch time was broken, bases 6 to 7 thousand feet with scattered build-ups and thunderstorms. Weather enroute remained about the same until about 30 miles out from the downed pilot. Weather for the remainder of the trip and in the area of the downed pilot clear with 8 miles visibility.

In general, the cooperation and coordination of support was good.

There were heavy concentrations of automatic and AAA weapons. Ordnance from the A-1E's and F-105's were ineffective in combating enemy action. Because of our slow recovery aircraft, it is almost impossible to make a successful recovery north of the Red River. By the time we can get to the area, the enemy can move in adequate equipment and troops, to make the area inaccessible to a helicopter. It is almost impossible for a helicopter to cross the Red River valley without getting shot down by AAA weapons. When, and if Rescue Forces are supplied with small, well equipped high speed recovery vehicles, with air to air refueling capability, recoveries north of the Red River can be a reality.

The downed pilot reported that he was in good condition and he complied with instructions given him until radio contact was lost.

Recovery efforts were unsuccessful. Radio contact was lost about twenty minutes prior to the Jolly Greens getting into the area and the pilot's parachute disappeared. However, ground fire was very heavy and would have had to been suppressed before committing the Jolly Greens, if radio contact had been maintained.

DOWNGRADED

IAW AFR-205-2

12 MAY 1970

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
101 AFR 5200.10

ARODC #

665-00233

Hq ARRS SC No.

662769

DECLASSIFIED

2nd Report by RARS/OSD
 14770 0150 - 1000 0000
 14770 at Belvoir VA

CLASSIFICATION CANCELLED
 Authority: 5 U.S.C. 552 (b) (7) (D)

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MISSION NARRATIVE 1 AUGUST 1966 (CONT'D)

LOW BIRD (JOLLY GREEN 55)

Maj Ealum L. Stearman, RCC
Maj Owen R. Fletcher, CP
SSgt Frank I. Clubb, HM
A2C Transito Trujillo, PJ

Ealum L. Stearman

EALUM L. STEARMAN, Major, USAF
Rescue Crew Commander

HIGH BIRD (JOLLY GREEN 56)

Capt Robert L. Powell, RCC
1st Lt William W. Gunnin, CP
SSgt Harold R. Schrader, HM
SSgt Aaron D. Farrior, PJ

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of EDS

By 1227

(Date) 14 MAR 75

DOWNGRADED

IAW AFR-2)5-2

12 MAY 1970

ARODC #

662578

Hq ARRS SC No. 662769