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DECLASSIFIED

62-4380
CAPT KENNETH W. NORTH POW

REF ID: 32811

MISSION NARRATIVE 1 AUGUST 1966

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Jolly Greens 55 and 56 were scrambled from L-36 at 0804Z, for a downed F-105 pilot, Flintstone Three, located at $21^{\circ}50'N$ and $104^{\circ}49'E$. 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.

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 was 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

CONFIDENTIAL

SECRET

DECLASSIFIED

CLASSIFICATION CANCELLED
CHANGED TO UNCLASSIFIED
BY AUTHORITY OF USAF
(Date) 14 MAY 1970

39
662575
ARODC # 662575
HQ AFMRS SC No. 662769
665-00233

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

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

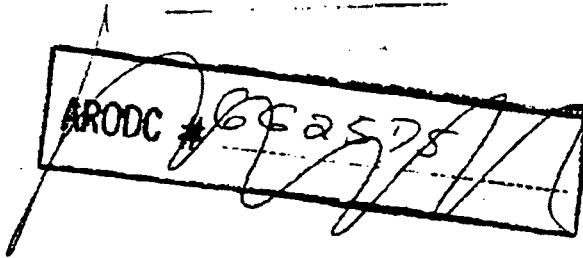
Ealum L. Stearman

EALUM L. STEARMAN, Major, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of (FDS) (Date) 14 MAR 70
By JL

DEGRADED
IAW AFR-215-2

12 MAY 1970



Hq ARRS SC No. 662769