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REG # 33312

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#111

Mission Narrative - 8 Aug 1966

Jolly Green's 05 and 54 were standing strip alert at Nakom Phamon, when a call came in that Rebel 2, an F-105, was down. The first coordinates given were 17°50' North, 106°00' East. Jolly Green's 05 and 54 were scrambled at 1706 local, and airborne at 1712. Weather enroute to the area was broken with multi-layer clouds up to 11,000 feet, with numerous rain shower and thunderstorms. Due to another mission up North, we did not have any escort into the area, until we were within 10 miles of the survivor. Due to the fact that it was getting dark and we were IFR three-fourths of the time, it was decided to continue to the area without escort. Enroute to the area, we received new coordinates, 17°43' North and 106°13' East. Jolly Green 05 tried to climb on top, but could go no higher than 10,000 feet where we flew IFR most of the time. Jolly Green 54 was able to go to 11,000 feet and flew VFR most of the time. Both Jolly Greens tracked out of channel 89 on the 100 degree radial for 70 miles then turned North, Northeast to the target areas. Contact was made with Stiletto lead, two F-105's, and they provided MIG cap. Papose flight, F-105's, were also in the area. Contact was then established with Firewood flight, two Navy A-1's who briefed us on the situation and condition of the pilot. Sandy's 11 and 12 arrived in the area, but were requested to stay clear, since the Firewood flight knew the pilots location and the terrain. Jolly Green's 15 and 18 were also enroute to the area as back-up. Jolly Green 05 went down and followed Firewood flight through a valley to the survivors position. Jolly Green 05 went IFR again and lost visual contact with Firewood. Jolly Green 05 advised Firewood that he was turning around. Firewood reported that he just broke out on the other side, so Jolly Green 05 continued in. Firewood lead pointed out a parachute that was supposed to belong to the survivor. We started our descent over the chute, then the pilot of Jolly Green 05 and Firewood lead spotted a pin flare about two to three miles further East across a valley road, and river. Jolly Green 05 turned towards the flare, and the survivor sent up another flare. Jolly Green advised Rebel two to save his flares until we were closer to him. By this time, we were in light rain, and all cockpit lights were on. About this same time, the pilots flight instruments were fogged over, and he was unable to read them. Jolly Green 05 made one pass over the survivor, dropped the tip tanks and came back in. Jolly Green 05 asked for one more flare, which they spotted and we came to a hover near the survivor. By this time, it was so dark that the only thing we could spot, was the tops of the trees. Jolly Green 05 advised Rebel two that we were going to drop the tree penetrator and he would have to look for it. Five minutes later, Rebel two advised us that he was in the tree penetrator and we pulled him in. Jolly Green 05 departed the area at 1145L.

Hobo flight, two A-1's, were in the area now, and they, along with Sandy's 11 and 12, escorted Jolly Green's 05 and 54 out of the area. Weather enroute to channel 31 was about the same. Invert provided the vector that we requested, which took us around the Southside of Miga Pass. The flight was terminated at 1250.

Hq ARRS SC No: 66288

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DOWNGRADED AT 3 YEAR INTERVALS

12 MAY 1978 DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

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ARODC #

66-AD-0579

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COMMENTS:

TIME: 1006Z Scramble
1012Z Airborne
1125Z Arrived in area
1145Z Pickup complete
1250Z Arrived Nakon Phanom

AIRCRAFT INVOLVED: Papose Flight - Two F-105s
Savanna Flight - Two F-105s
Hobo Flight - Two A-1Es
Sandy Flight - 11 and 12 A-1Es
Firewood Flight - Two Navy A-1Es

A WING PILOT: John R. Casper, 1st Lt., USAF, F-105, 44-735, Korat

RECOVERY AREA: Survivor was located on the top of a 1500 foot hill. Entire hill was covered with jungle type canopy.

RADIO PROCEDURES: Radio communications between all aircraft concerned was excellent. One Jolly Green 05 was over the survivor. He could hear him, but the survivor could not hear us. Firewood lead relayed Jolly Greens transmissions to Rebel two.

CREW COORDINATION: All crew members on Jolly Green 05 performed there assigned task in a professional manner and without question. Jolly Green 54 provided excellent navigational assistance.

Jolly Green 05 (Low Bird)

Francis E. Hendrickson, Capt., RCC
Robert Parker, 2nd Lt., CP
Robert Riley, SSgt., HM
William D. Broton, A2C, PJ

Francis E. Hendrickson
fr FRANCIS E. HENDRICKSON, Capt., USAF
Rescue Crew Commander

Jolly Green 54 (High Bird)

Kenneth E. Murphy, Capt., RCC
Donald R. Harris, 1st Lt., CP
Harold W. Child, SSgt., HM
Robert Ward, A1C, PJ

12 MAY 1970

CLASSIFICATION CANCELLED
Or Changed to DECLASS
By Authority of GDS
By REB (Date) 11 May 75

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Hq ARRS SC No. 662884